



Division of Land Environmental Review

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



FINAL ENVIRONMENTAL IMPACT REPORT

WESTWOOD COMMUNITY PLAN AREA

The Wilshire Gayley

ENV-2008-2368-EIR
State Clearinghouse No. 2008081010

Council District 5

THIS FINAL EIR DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMPRISES THE FIRST PART.

Project Address: 10951 - 10955 Wilshire Boulevard and
1151 - 1157 Gayley Avenue, Los Angeles 90024

Project Description: Wilshire Gayley, LLC (the Applicant) proposes the redevelopment of an approximately 23,951 square foot (0.55 acre) site located at the northwest corner of the intersection of Wilshire Boulevard and Gayley Avenue. The first phase in the site's redevelopment would be the demolition of an existing one-story commercial building. Due to changing market forces, the Applicant is requesting review of two development options, Refined Option 1 and Option 2, which are both fully evaluated in this EIR. The building envelope and exterior treatment would be the same for either option, the only difference being a change in the number of residential units and hotel rooms as detailed below. The building, which would contain approximately 314,325 gross square feet of floor area, would be 29 stories and approximately 427 feet in height. Parking would be provided in a four level, approximately 200-space subterranean garage.

Refined Option 1 would result in the development of a 250-room luxury business hotel that would include amenities such as a restaurant, a coffee shop, a business center with meeting rooms, a swimming pool, a spa, and a fitness center. Option 1 would also include approximately 6,510 square feet of ground floor quality retail uses.

Option 2 would result in the development of 144 condominium units that would include amenities such as a public restaurant, a business center with meeting rooms, a swimming pool, a spa, and a fitness center. Option 2 would also include approximately 6,510 square feet of ground floor quality retail uses.

The project may require various approvals including, but not limited to General and Specific Plan Amendments, Zone change from C4-2D-O on the north parcel and [Q]C4-2-O on the south parcel to amend the D Development Limitation on the north parcel and amend the [Q] condition on the south parcel, Height District change from 2 and 2D to 4, Zoning Administrator Adjustment, Site Plan Review, Vesting Tentative Tract Map, encroachment permits, subsurface vacation, and any additional necessary actions.

APPLICANT:
Wilshire Gayley, LLC
PREPARED BY:
Environmental Review Section
Los Angeles Department of City Planning

February 2010

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	I-1
II. LIST OF COMMENTORS.....	II-1
III. RESPONSES TO COMMENTS.....	III-1
IV. CORRECTIONS AND ADDITIONS	IV-1
1. Refined Option 1.....	IV-1
2. Other Corrections and Additions	IV-35
V. MITIGATION MONITORING PLAN	V-1

APPENDICES

APPENDIX A: COMMENT LETTERS

APPENDIX B: OFF-SITE PARKING

**APPENDIX C: LEED FOR NEW CONSTRUCTION REGISTERED PROJECT
CHECKLIST**

**APPENDIX D: DOCUMENTATION REGARDING PREVIOUS USES ON THE
PROJECT SITE**

**APPENDIX E: SETTLEMENT AGREEMENT BETWEEN THE CITY OF LOS
ANGELES AND 10921 WILSHIRE BOULEVARD**

APPENDIX F: ALLEY RELOCATION STAFF REPORT AND RESOLUTION

APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1

LADOT Letter – November 23, 2009

Traffic Impact Analysis for Refined Option 1– Gibson & Associates, November 2009

Air Quality Assessment Files for Refined Option 1– PCR Services Corporation,
December 2009

Noise Worksheets for Refined Option 1– PCR Services Corporation, October 2009

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
Figure III-A Previous and Existing Alley Locations.....	III-8

LIST OF TABLES

<u>Table</u>	<u>Page</u>
III-1	Square Footage Contained in Buildings in the Project Vicinity III-77
III-2	Useable and Gross Square Feet by Floor III-93
IV-1	Summary of Proposed Land Uses for Option 1, Refined Option 1 and Option 2 IV-3
IV-2	Comparison of Option 1 to Refined Option 1 Unmitigated Regional Operational Emissions ^a (Pounds per Day) IV-7
IV-3	Refined Option 1 - Hotel Project Local Area Carbon Monoxide Dispersion Analysis IV-8
IV-4	Comparison of Option 1 to Refined Option 1 Operational Greenhouse Gas Emissions (2012) IV-9
IV-5	Refined Option 1 Off-Site Traffic Noise Analysis IV-14
IV-6	Comparison of Hotel Guests, Residents, and Employees Option 1 and Refined Option 1 IV-16
IV-7	Comparison of Estimated LAFD Demand Option 1 and Refined Option 1 IV-17
IV-8	Comparison of Estimated LAPD Demand Option 1 and Refined Option 1 IV-18
IV-9	LAUSD Student Generation Rates IV-19
IV-10	Comparison of Student Generation under Option 1 and Refined Option 1 IV-20
IV-11	Refined Option 1 Project Trip Generation Estimates IV-22
IV-12	Refined Option 1 2012 Future Intersection Level of Service Analysis IV-23
IV-13	Estimated Water Demand Refined Option 1 IV-25
IV-14	Estimated Wastewater Generation Refined Option 1 IV-27
IV-15	Comparison of Impacts Associated with the Alternatives and Impacts of <u>Refined Option 1</u> the Proposed Project IV-29
IV-16	Comparison of Total Daily Trip Generation and Number of Impacted Intersections IV-33
IV.H.1-4	Estimated Water Demand <u>Refined Option 1</u> (Hotel/ Condominium Project) IV-43
IV.H.1-5	Estimated Water Demand Option 2 (Condominium Project) IV-44
IV.H.1-6	Estimated Cumulative Water Demand IV-45
IV.H.2-3	Estimated Wastewater Generation - <u>Refined Option 1</u> and Option 2 IV-50
IV.H.2-4	Cumulative Wastewater Generation IV-51

I. INTRODUCTION

SUMMARY OF THE PROPOSED PROJECT

The project site consists of two parcels at the northwest corner of Wilshire Boulevard and Gayley Avenue.¹ The approximately 23,951 square foot (0.55 acre) irregular-shaped project site is generally triangular in shape with the point of the triangle located on Wilshire Boulevard.² The project site is bounded by Wilshire Boulevard to the south, Gayley Avenue to the east, UCLA's surface parking (Lot 36) and single-story UCLA building within the parking lot area to the west, and a public alley to the north. The south parcel is located at 10951-10955 Wilshire Boulevard and the north parcel is located at 1151-1157 Gayley Avenue.

Due to changing market forces, the Applicant is requesting review of two development options. Both options are described below and are fully evaluated in this EIR. Option 1 has been refined since the circulation of the Draft EIR and is described below and is referred to as Refined Option 1. A detailed analysis of Refined Option 1 is presented in Section IV, Corrections and Additions, of this Final EIR. Refined Option 1 is referred to as the Hotel Project, and Option 2 is referred to as the Condominium Project.

The building under Refined Option 1 or Option 2 would include a total of approximately 314,325 gross square feet, with approximately 6,510 ground floor square feet of quality retail uses along Gayley Avenue and at the southernmost portion of the site fronting Wilshire Boulevard. The building envelope and exterior treatment would be the same for Refined Option 1 and Option 2. The building under Refined Option 1 or Option 2 would be 29 stories tall and approximately 427 feet high. Under both options, parking would be provided in a four level, approximately 200-space, subterranean garage. The parking would operate with a valet service under both options.

¹ While the site consists of three parcels, for clarity the two northern parcels are referred to collectively as the "north parcel" and the southern parcel is referred to as the "south parcel".

² Based on the ALTA survey of the property that was done in January 2007 by the Mollenhauer Group, prior to the alley relocation, the lot area of the project site was 20,855 square feet. After the relocation of the alley from the middle of the site to the north side of the property, the site lot area was 21,442 square feet. (When the alley ran through the middle of the site, the north parcel was 10,792 square feet and the south parcel was 10,063 square feet for a total of 20,855 square feet. The alley vacation added 3,037 square feet to the site for a total of 23,892. The new alley dedication was 2,450 square feet reducing the lot area to 21,442 square feet.) The project would include a vacation of 10 feet in width along the Gayley Avenue frontage. The area that would be vacated along the Gayley Avenue frontage would be 2,509 square feet. Thus, the site area would be 23,951 square feet ($21,442 + 2,509 = 23,951$).

Refined Option 1 – Hotel Project

Under Refined Option 1, the site would be developed with a 250-room luxury business hotel that would include amenities such as a private restaurant, bar, coffee shop, business center with meeting rooms, library, swimming pool, spa, and fitness center. These amenities would be for use by the hotel guests. Refined Option 1 would also include approximately 6,510 square feet of ground floor quality retail uses.

The hotel office and lobby (approximately 4,010 square feet) would be located to the north of the retail space at the ground level. The second floor would have an approximately 4,500 square foot fitness center for hotel guests, administration, laundry and service areas for the hotel use. The third floor would contain back of house uses for the hotel, an approximately 3,800 square foot coffee shop, an approximately 3,000 square foot day spa, mechanical rooms and pool equipment. The third floor would cantilever over a motor court at the north end of the property creating a landscaped terrace and pool deck at the fourth floor level. The fourth floor would include an approximately 4,950 square foot restaurant and 1,735 square foot bar and lounge area for hotel guests. The fourth floor would also contain approximately 880 square feet of library space and a business center.

The 250 hotel units would comprise approximately 169,191 square feet of floor area on floors five through 29. The hotel rooms would range in size from approximately 540 to 6,770 square feet of usable floor area. Floors five to 11 would each contain 14 hotel rooms (approximately 540 square feet each), floors 12 through 22 would each contain 10 hotel rooms (approximately 650 square feet each), and floors 23 through 27 would contain seven or eight rooms (ranging in size from approximately 800 to 900 square feet). Floors 28 and 29 would contain the remaining four rooms (three rooms approximately 2,260 square feet and one room approximately 6,770 square feet).

Option 2 – Condominium Project

Under Option 2, the site would be developed with 144 condominium units. The building would include amenities such as a coffee shop, a swimming pool, a spa, and a fitness center. In addition, Option 2 would include an approximately 9,975 square foot Class A public restaurant and bar. Option 2 would also include approximately 6,510 square feet of ground floor quality retail uses.

The lobby for the residential building would be located to the north of the retail space at the ground level. Option 2 would contain similar amenities to those provided in Refined Option 1. An approximately 4,500 square foot fitness center for use by residents would be located on the second floor in Option 2. In addition, the second floor would contain

administration, laundry and service areas for use by the residents of the condominiums. The third floor would contain back of house uses, an approximately 3,800 square foot coffee shop, an approximately 3,000 square foot day spa, mechanical rooms and pool equipment. The third floor would cantilever over the motor court at the north end of the property creating a landscaped terrace and pool deck at the fourth floor level. The fourth floor would include approximately 9,975 square feet of floor area adjacent to the pool deck which would be devoted to a Class A public restaurant and bar.

The 144 condominium units would be located on floors five through 29. Floors five to 10 would each contain nine condominium units, floors 11 through 20 would each contain eight condominium units, and the remaining 10 condominium units would be located on floors 21 through 29. The condominiums would comprise approximately 169,191 square feet of floor area. The condominiums would range in size from approximately 750 to 6,734 square feet of usable floor area.

The project Applicant is requesting the following discretionary approvals as part of the proposed project:

- General Plan Amendment to: (1) amend footnote 3 of the Westwood Community Plan Land Use Map to allow an increase in the density and height on the south parcel; and (2) amend the land use designation on the north parcel in the Westwood Community Plan Land Use Map from Community Commercial to Regional Center Commercial;
- Specific Plan Amendment to the Westwood Village Specific Plan and to the Westwood Community Design Review Board Specific Plan to move the boundary north from the project site's midpoint to Lindbrook Drive to exclude the entire site from the Specific Plan so that the entire site is governed by the Westwood Community Plan;
- Zone change from C4-2D-O on the north parcel and [Q]C4-2-O on the south parcel to amend the D Development Limitation on the north parcel and amend the [Q] Condition on the south parcel;
- Height District Change to change Height District 2 and 2D to Height District 4D on both parcels;
- Zoning Administrator Adjustment to eliminate any required setback on the west side of the site;
- Site Plan Review/Design Review;
- Vesting Tentative Tract Map;

- Compliance with the West Los Angeles TIMP Specific Plan;
- Conditional Use Permit to allow the sale of alcoholic beverages for on-site consumption;
- Conditional Use Permit to allow a hotel in the C4 zone within 500 feet of an R zone (Refined Option 1 only);
- Approval to permit 226 parking spaces off-site (Option 2 only);
- Conditional Use Permit to allow a wireless transmitting facility;
- Encroachment Permits for components including signs and awnings;
- Subsurface vacation of the public right-of-way under the alley and vacation along Gayley Avenue to permit underground parking; and
- Highway Dedications along Wilshire Boulevard and Gayley Avenue.
- Demolition permits;
- Grading, excavation, foundation, and associated building permits;
- Haul Routes; and
- Other permits and approvals as deemed necessary, including possible legislative approvals, such as a Development Agreement, as required by the City.³

ENVIRONMENTAL REVIEW PROCESS

The proposed project was reviewed by the Los Angeles Department of City Planning, Environmental Review Unit, which determined that the proposed project required the preparation of an Environmental Impact Report (EIR).

Comments from identified responsible and trustee agencies, as well as from interested parties regarding the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on August 4, 2008 and ending on September 3, 2008. Refer to Appendix A to the Draft EIR for a copy of the NOP and the written comments submitted to the Planning Department in response to

³ *If the City requests a Development Agreement, the project covered by the Development Agreement would be the same as that proposed and analyzed in this EIR.*

the NOP. All NOP comments relating to the EIR were reviewed and the issues raised in those comments were addressed, to the extent feasible, in the Draft EIR.

On June 4, 2009, the City released the Draft EIR for public comment. The comment period was 45 days, ending on July 20, 2009, as provided for by the California Environmental Quality Act (CEQA).

Before approving a project, the CEQA requires the lead agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, as follows:

The Final EIR shall consist of:

- (a) The draft EIR or a revision of the draft EIR.
- (b) Comments and recommendations received on the draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the lead agency.

In accordance with CEQA Statute Section 21092.5(a) the lead agency must provide each agency that commented on the Draft EIR with a copy of the lead agency's proposed response at least 10 days before certifying the Final EIR.

FINAL EIR ORGANIZATION

This document, together with the Draft EIR for the proposed project and the Technical Appendices to the Draft EIR, constitute the "Final EIR" for the proposed project. The Draft EIR consisted of the following:

- The Draft EIR, which included the environmental analysis for the proposed project; and
- Technical Appendices, which included:

- Appendix A: NOP/Initial Study and NOP Comment Letters
- Appendix B: Air Quality Worksheets
- Appendix C: Hazardous Materials Technical Reports
- Appendix D: Noise Worksheets
- Appendix E: Traffic Impact Study
- Appendix F: Gauging Study

This Final EIR is organized in the following sections:

I. Introduction

This section is intended to provide a brief overview of the proposed project description, CEQA requirements and EIR history for the proposed project.

II. List of Commentors

This section includes a list of public agencies and private individuals who submitted comments on the Draft EIR.

III. Responses to Comments

This section includes detailed responses to the comment letters submitted to the City in response to the Draft EIR. Copies of the original comments letters are included in Appendix A to this Final EIR.

IV. Corrections and Additions

This section provides a detailed analysis of the Refined Option 1 for each issue area analyzed in the Draft EIR as well as the corrections and additions that have been incorporated into the Draft EIR in response to the comments submitted during the public review period.

V. Mitigation Monitoring Program

This section includes a list of the required mitigation measures and includes detailed information with respect to the City's policies and procedures for implementation of the recommended mitigation measures. This Mitigation Monitoring Program (MMP) identifies the

monitoring phase, the enforcement phase and the applicable department or agency responsible for ensuring that each recommended mitigation measure is implemented.

Appendices to the Final EIR

- Appendix A: Comment Letters
- Appendix B: Off-Site Parking
- Appendix C: LEED for New Construction Registered Project Checklist
- Appendix D: Documentation Regarding Previous Uses on the Project Site
- Appendix E: Settlement Agreement between the City of Los Angeles and 10921 Wilshire Boulevard
- Appendix F: Alley Relocation Staff Report and Resolution
- Appendix G: Technical Analyses for Refined Option 1

II. LIST OF COMMENTORS

The following organizations/persons provided written comments on the Draft EIR to the Los Angeles Department of City Planning during the formal 45-day public review period from June 4, 2009 through July 20, 2009:

State of California

1. State Clearinghouse
Scott Morgan
1400 Tenth Street, P.O. Box 3044
Sacramento, CA 95814
2. University of California, Los Angeles
Glen S. Fichman
Campus Counsel
2241 Murphy Hall
Los Angeles, CA 90095-1405

Regional and County Agencies

3. County of Los Angeles Department of Public Works
Dennis Hunter
Assistant Deputy Director, Land Development Division
900 South Fremont Avenue
Alhambra, California 91803-1331
4. Metropolitan Transportation Authority
Susan Chapman
Program Manager, Long Range Planning
One Gateway Plaza
Los Angeles, CA 90012-2952

City of Los Angeles

5. City of Los Angeles Bureau of Sanitation
Brent Lorscheider, Division Manager, Wastewater Engineering Services Division
2714 Media Center Drive
Los Angeles, CA 90065

Businesses

6. Badrino Kochtane, Owner
Badrino Universal Fitness
1112 Gayley Avenue
Westwood Village
Los Angeles, CA 90024
7. Vicken Bamokian, Owner
Campus Shoe Repair
10936 Weyburn Avenue
Westwood Village
Los Angeles, CA 90024
8. Mark Perry, President
Diddy Riese Cookies, Inc
926 Broxton Avenue
Los Angeles. CA 90024
9. Steve Whipple, Market Operator and Manager
Westwood Village Farmers' Market
10920 Palms Boulevard, Ste 110,
Los Angeles. CA 90024
10. Film Independent
9911 Pico Boulevard
Los Angeles, CA 90035
11. Jon Muller, Principal
The Muller Company
23521 Paseo de Valencia, Suite 200
Laguna Hills, CA 92653

12. Clinton Shudy, Owner
Oakley's Barber Shop
1061 Gayley Avenue
Los Angeles, California 90024

13. Dean Abell
Sarah Leonard Fine Jeweler
1055 Westwood Blvd.
Westwood Village
Los Angeles, CA 90024

14. Philip Gabriel, Owner
Scrubs Unlimited
10930 Weyburn Avenue, Suite A
Westwood Village
Los Angeles, CA 90024

15. Wendy Shane, Owner
Shane's Jewelry
1008 Broxton Avenue
Los Angeles, California 90024

16. George Torbay, Owner
The Tanning Club
1132 Westwood Blvd.
Los Angeles, CA 90024

17. Steven D. Sann
Tengu Restaurant
10853 Lindbrook Drive
Los Angeles, CA 90024

18. John E. Anderson, Chairman of the Board
Topa Management Company
1800 Avenue of the Stars, Suite 1400
Los Angeles, CA 90067-4216

Individuals

19. Sandy Brown
10350 Wilshire Boulevard, Apt. 1003
Los Angeles, CA 90024

20. Jessica Dabney
North American Realty
8447 Wilshire Boulevard Suite 200
Beverly Hills, CA 90211

21. Joyce Foster
joycelfost@aol.com

22. Jack Jakosky
Jakosky Properties
503 32nd Street, Suite 200
Newport Beach, California 92663

23. Laura Lake, Ph.D., President
Lake & Lake Consulting, Inc
1557 Westwood Blvd. #235
Los Angeles, CA 90024

24. Carole Magnuson
11147 Ophir Drive
Los Angeles, California 90024

25. Michael S. Metcalf, Principal
Metcalf Associates
1421 Pandora Avenue
Los Angeles, CA 90024

26. Richard Raddon
1914 11th Street #2
Santa Monica, CA 90404

27. Mark Rogo
Coldwell Banker International
301 North Canon Drive, Suite E
Beverly Hills, CA 90210
28. Jason H. Somers
Montana Regency
390 S. Sepulveda #311
Los Angeles, CA 90049
29. Roxane Stern
North Village Residents Association
11053 Strathmore Dr
Los Angeles CA 90024
30. Terry A. Tegnazian
No Address Given
31. Terri Tippit
No Address Given
32. Jon D. Vogel, O.D.
Village Eyes Optometry
1069 Broxton Ave.
Los Angeles, Calif., 90024
33. Daheding & Safety
Address letter incomplete

III. RESPONSES TO COMMENTS

INTRODUCTION

This section contains written responses to each of the comments on the Draft EIR received during the public review period. The responses to comments are arranged by: (1) Responses to Public Agency Comments; and (2) Responses to Public Comments. All the comment letters are included in Appendix A to this document and are shown in alphabetical order. Each letter is identified by the last name of the commenter, and each comment is delineated and numbered. The text of the individual comments is included below and is followed by a response to the comments. Corrections and additions resulting from comments on the Draft EIR are presented in Section IV, Corrections and Additions.

COMMENT LETTER: STATE CLEARINGHOUSE

Terry Roberts
Director, State Clearinghouse
1400 10th Street
Sacramento, California 95812

COMMENT SCH-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 17, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response to Comment SCH-1

The letter indicates that the Draft EIR was sent to various state agencies and that no comments were received by the State Clearinghouse from the state agencies. In addition, the letter indicates that the City has complied with the State Clearinghouse requirements. The letter does not include a specific comment regarding the contents of the Draft EIR and, thus, no further response is necessary.

COMMENT LETTER: UCLA

Glen S. Fichman
Senior Campus Counsel
2241 Murphy Hall
Los Angeles, CA 90095-1405

COMMENT UCLA-1

The Regents of the University of California, on behalf of its Los Angeles Campus ("UCLA" or "Campus") is hereby providing its comments on the above-referenced Project. UCLA submitted a response to the City's Notice of Preparation on September 2, 2008 requesting that the Environmental Impact Report (EIR) consider the potential for the Project to conflict with and possibly impair development of the adjacent UCLA property. While UCLA supports the development of the Property, it remains concerned that the impacts of the Project under either proposed development option will adversely impact the Campus' adjacent property rights and result in impacts that could otherwise be reduced or eliminated through Project revisions or mitigations. Accordingly, for the reasons set out below, the Draft EIR should be revised and recirculated.

Response to Comment UCLA-1

The comment is introductory in nature and does not include a specific comment regarding the contents of the Draft EIR. Responses are provided to each of the comments raised in the letter. Please see Response to Comments UCLA-2 through UCLA-26 below. The comment expresses concern regarding how the proposed project will impact adjacent property rights. The Draft EIR provides analyses of the potential impacts that could occur as a result of the project in 13 issues areas. Section IV.A, Aesthetics, of the Draft EIR, provides an analysis of the project relative to the adjacent property with regard to shade and shadows as well as visual quality. In addition, Section IV.D, Land Use, of the Draft EIR considers the potential conflicts that could occur to the adjacent property to the west of the site relative to the design of the building and the proposed uses. Section IV.G, Transportation and Circulation, of the Draft EIR provides a detailed analysis of potential traffic, circulation, and parking impacts. The analyses in the Draft EIR conclude that the project would not result in significant impacts in any of the 13 issue areas addressed in the document, including potential impacts to the adjacent property and traffic and circulation. Thus, and as indicated in the responses below, the project would not adversely impact the property rights' of the adjacent property to the west of the site.

In addition, the Draft EIR has been completed in accordance with the requirements of the CEQA Statute and Guidelines. CEQA Guidelines Section 15088.5 addresses recirculation of an EIR prior to certification. CEQA Guidelines Section 15088.5(a) states that:

“New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

Based on the responses below, no new information has been presented nor significant impacts identified that would require recirculation of the Draft EIR.

COMMENT UCLA-2

The Project

The Project proposes demolition of an existing vacant retail store and construction of a 29-story (427 foot-high) building (approximately 303,709 gross square feet, 261,883 net square feet) with approximately 6,510 square feet of ground floor retail, a swimming pool, restaurant, and fitness center. The Project is proposed to include parking for 260 vehicles in 200 striped parking spaces and 60 valet-assisted spaces in four subterranean levels, which would partially extend under the alley abutting the north side of the subject property and under Gayley Avenue, and either:

- 1) 134 hotel rooms and amenities, including a business center with meeting rooms, and 10 residential condominiums (option 1); or
- 2) 144 residential condominiums (option 2). Additional off-site parking to serve the site would be provided by Covenant and Agreement under this development option.

The Project site is located on the northwest corner of Wilshire Boulevard and Gayley Avenue and crosses an alley that was recently vacated. The relocated portion of this alley has recently been constructed along the entire length of the northern property line. To the west of the Project site is

property owned by the Regents of the University of California and developed with buildings and a surface parking lot serving the campus of UCLA (the "UCLA Property"). The UCLA Property is considered by the Campus to be under-developed and has been identified for redevelopment in furtherance of UCLA's mission. It is critical that the potential development of the UCLA Property not be impaired as a result of activities on neighboring properties following City waivers of or modifications to otherwise applicable land use controls.

The Project site is included in the West Los Angeles Transportation Improvement and Mitigation Program Specific Plan and the City of Los Angeles' Westwood Community Plan, and the northerly portion of the site is located within the Westwood Village Specific Plan.

Due to the Project's size, intended use, and location, the EIR states that a variety of permits, City plan amendments, and variances/adjustments will be necessary in order to implement the Project as presently proposed. (See EI R, 11-19.) UCLA has determined that as of January 15, 2009, the Project proponent's representative requested the following entitlements (see case No. CPC-2009-143-GPA-SP-ZC-HD-CUB-CU-ZV-ZAA-SPR-GB):

1. General Plan amendments to change the land use designation from Community Commercial to Regional Center on the northerly portion of the Project site and eliminate the applicability of Plan Footnote NO.3 from the Westwood Community Plan, which limits the southerly portion of the Project site to a Floor Area Ratio (FAR) of 6:1, so that the entire Project site can be developed at a 11:1 FAR.1
2. Specific Plan amendments to remove the northerly portion of the Project site from the Westwood Village Specific Plan, which would also eliminate applicability of the Westwood Community Design Review Board Ordinance.2
3. A zone change request to remove applicability of Ordinance No. 170,504, which applies to the northerly portion of the southerly half of the Project site and limits height to 31 feet, gross floor area to 7,000 square feet, and prohibits access from Gayley Avenue, so that the property can be developed at a floor area ratio of 11:1.
4. A modification to the applicable Height Districts to establish a Height District 4D over the entire Project site with an approximately 11:1 FAR in lieu of the Height District 2 that applies to the southerly portion of the Project site and limits FAR to 6:1, and Height District 2D on the northerly portion of the Project site, which limits development to 3:1 FAR.
5. A zone variance to permit off-site parking at a distance of more than 750 feet for residences if development option 2 is pursued.3
6. A Zoning Administrator Adjustment to eliminate the required side yard setback along the western side of the Project site.4

7. A Site Plan Review to determine Project compliance with Section 16.05 of the Los Angeles Municipal Code.

8. Conditional Use Permits authorizing the on-site sale and consumption of alcoholic beverages in conjunction with proposed hotel and restaurant uses and authorizing a hotel in the C4 Zone within 500 feet of a residential zone.

Thereafter on January 20, 2009 the Project proponent's agent filed a request (Case No. VTT-70935CN-GB) for one ground lot (in lieu of two), three air space lots, and a haul route.

Based on these applications alone (and the Draft EIR states other entitlements may also be needed) the record demonstrates that Project implementation will require the City to relax or eliminate many land use regulations applicable to the site, which are intended to ensure continuity with the surrounding community and minimize impacts associated with conflicting uses. Although the Project is impressive in concept and design and would upgrade the current use of the site, as proposed (under either development option) it will significantly exacerbate traffic and circulation conditions in and around Westwood and Westwood Village, and impair or inhibit future development of abutting properties and mass transit uses under consideration for the area.

Response to Comment UCLA-2

The comment summarizes the proposed project as well as the entitlements requested, which is information contained in Section II, Project Description, of the Draft EIR. However, the Applicant has refined Option 1, which is referred to as Refined Option 1 and is similar to Alternative D in Section V, Alternatives, of the Draft EIR. Refined Option 1 would include 250 hotel rooms and associated amenities. Refined Option 1 would include a private bar/restaurant for use by hotel guests rather than the public bar/restaurant that was considered in Option 1. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Refined Option 1 would not result in changes to the project's exterior design or the entitlements requested and would not result in any changes to the conclusions reached in the Draft EIR with regard to potential impacts. Please see Section IV, Corrections and Additions, of this Final EIR for a detailed analysis of Refined Option 1.

While the project requires discretionary approvals, many of these are required due to inconsistent and varying zoning on the site, downzoning that occurred, and the approach suggested by City staff for processing of the application. The project, as designed, would fit the triangular shape of the site, would create a structure at a prominent location that serves as the western entryway to Westwood Village, and would be compatible with the intensity of development along the Wilshire corridor and the pedestrian character of Westwood Village.

As indicated in Section IV.D, Land Use, of the Draft EIR (pages IV.D-6 through IV.D-11), the north parcel is zoned C4-2D-O and is designated Community Commercial in the General Plan

Framework and Westwood Community Plan.¹ The north parcel is part of the Westwood Village Specific Plan area.

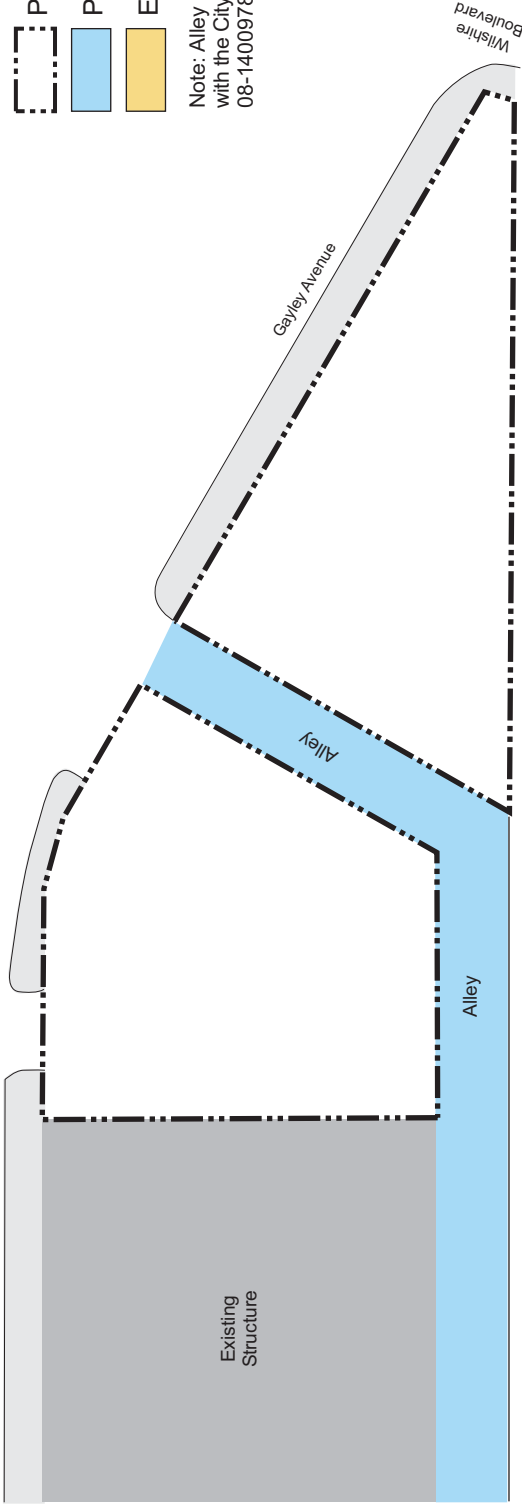
The south parcel of the site is zoned [Q]C4-2-O. The [Q] portion of this designation indicates that a Permanent Qualified Classification condition (referred to as a Qualifying or [Q] condition) applies to the project site and restricts the maximum FAR and height by imposing a 31-foot height and 7,000-square-foot floor area restriction on a 7,000-square-foot segment of the south parcel. This segment is located in the north portion of the south parcel and comprises approximately 63 percent of the south parcel's land area. The southern portion of the parcel's 3,000 square feet is limited to a 6:1 FAR with no absolute height limitation. The south parcel of the site is designated as Regional Center Commercial in the General Plan Framework and the Westwood Community Plan. This parcel is not located within the Westwood Village Specific Plan area boundary.

Thus, the site has different General Plan designations and is located in two different zoning districts. In addition, the Q condition on the south parcel of the site is more restrictive than the Westwood Specific Plan. If development were implemented in accordance with the Q condition, the structure and use would not be consistent with the Regional Center Commercial General Plan and Community Plan designation on the site. Therefore, some of the requests are made (i.e. General Plan amendment and zone change request) in order to have the same land use designation and zoning on the entire parcel.

In addition, as indicated in Section IV.D, the project site's north parcel is located at the south edge of the southwest corner of the Westwood Village Specific Plan. With the exception of the north parcel, the Westwood Village Specific Plan area is generally located to the north of Lindbrook Drive in this area. The extension of the Specific Plan boundary to encompass the north parcel forms a peninsula in which the north parcel is isolated from the body of the Westwood Village Specific Plan and from the Regional Center designation ascribed to the south parcel. The Specific Plan designation also isolates the north parcel from the parcels directly to the east (across Gayley Avenue) and to the west, which are not located within the Specific Plan boundary. In addition, an alley or street has typically formed the boundary for the Specific Plan area. An alley used to run between the north and south parcel. However, the alley was relocated to the north side of the north parcel. See Figure III-A on page III-8 for the previous location of the alley and the existing location of the alley. (The alley relocation occurred in accordance with the City approved Resolution to Vacate No. 08-1400978 approved in February 2008. See Appendix F of this Final EIR for documentation regarding the alley relocation. The alley remains a public alley.)

¹ While the site consists of three parcels, for clarity the two northern parcels are referred to collectively as the "north parcel" and the southern parcel is referred to as the "south parcel".

Previous Alley Alignment through the Site.



-  Project Site Boundary
-  Previous Alley Alignment
-  Existing Alley Alignment

Note: Alley relocation occurred in accordance with the City approved Resolution to Vacate No. 08-1400978. The alley remains a public alley.

Existing Alley Alignment to the north of the Site.

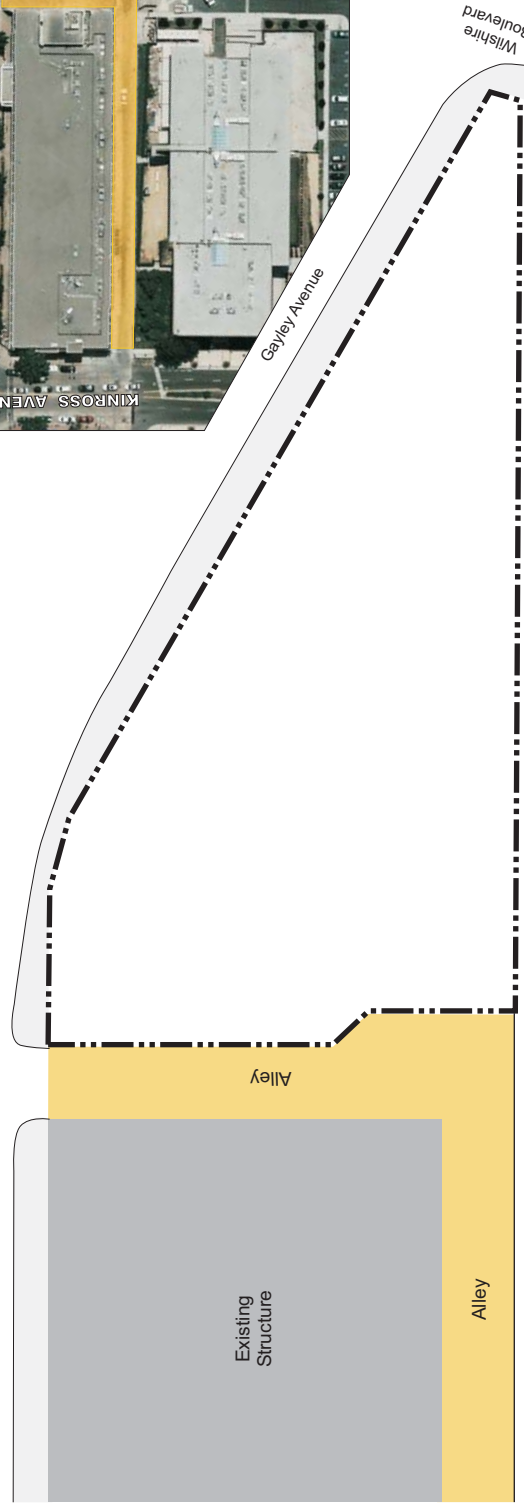


Figure III-A
Previous and Existing Alley Alignment

Source: Planning Associates, Inc., 2009; PCR Services Corporation, 2010.

Therefore, the Specific Plan request would make the boundary of the Specific Plan area more logical and the boundary would follow the relocated alley.

The site is located within the Wilshire high-rise corridor and a portion of the site is currently designated Regional Center. In addition, the site is located on a transit corridor, where higher density development is appropriate. Finally, the triangular shape of the site is unique. As shown in Figures II-5, IV.A-7 and IV.A-8 and as discussed in Sections IV.A and V.D, of the Draft EIR (see pages IV.A-27 through IV.A-32, page IV.D-41, and pages IV.D-61 through IV.D-66), the project as designed would locate the height along the Wilshire corridor and the proposed project's design would create a transition as the building would step down to only four floors (approximately 40 feet in height) across most of the north parcel. The building transition would also mirror the existing pattern of development along the north side of Wilshire Boulevard, where high rise buildings are built along Wilshire Boulevard with lower portions of the building to the north to respect the low rise nature of Westwood Village.

Therefore, as indicated in Section IV.A, Aesthetics/Visual Resources, and Section IV.D, Land Use, of the Draft EIR, the location of a high-rise building that presents the height along Wilshire Boulevard and steps down to respect the lower heights within the Westwood Village would be consistent with the existing development in the area and would not result in significant aesthetic/visual resources or land use impacts.

As indicated in the comment, the Applicant filed a request for a Vesting Tentative Tract Map as well as a haul route on January 20, 2009.

COMMENT UCLA-3

¹ UCLA is concerned that the Project will exceed the development parameters applicable to the Project site even if the Project sponsor's General Plan amendment requests are granted. The Draft EIR – Project Description (EIR, page 11-1) -- and the tentative tract map describe the Project lot area as 23,951 square feet. However, elsewhere in the Draft EIR the lot area of the north parcel is described to be 10,328 square feet, and the south parcel to be 11,172, for a total of 21,500 square feet (see EIR, page V-15-16). Per LAMC, the square footage of the lot area affects the FAR and dwelling unit calculation, therefore clarification is required as to whether the entire alley area can be included as part of the lot area.

Response to Comment UCLA-3

With regard to Footnote 1, as indicated in Section II, Project Description, of the Draft EIR (page II-2), the project site is 23,951 square feet in size. An ALTA survey of the property was done in January 2007 by the Mollenhauer Group. Based on the survey, prior to the alley relocation, the lot area of the project site was 20,855 square feet. After the relocation of the alley from the middle of the site to the north side of the property (see Figure III-A), the site lot area was 21,442 square

feet.² The project (Refined Option 1 and Option 2) would include a vacation of 10 feet in width along the Gayley Avenue frontage. The area that would be vacated along the Gayley Avenue frontage would be 2,509 square feet. Thus, the site area would be 23,951 square feet (21,442 + 2,509 = 23,951). The area along Gayley Avenue to be vacated would be rededicated through the tract map as a sidewalk easement. The sidewalk easement area is not deducted from the lot area and is therefore, included in the calculation for density and FAR purposes. However, the alley is not included as part of the lot area for purposes of calculating FAR or density.

With regard to the lot size in other sections of the Draft EIR, Alternative B, Development in Accordance with Existing Regulations, describes a project that could be developed on the site without General Plan or Specific Plan amendments. In the description of Alternative B, the Draft EIR indicates that the north parcel is 10,328 square feet and the south parcel is 11,172 square feet, for a total lot size of 21,500 square feet. The 21,500 square foot lot area is the size of the property prior to the vacation and dedication of the sidewalk easement. Since Alternative B is the consideration of a development in accordance with the existing conditions and regulations the area to be vacated and rededicated was not included in the alternative.

COMMENT UCLA-4

² Removing the Project site from the Westwood Village Specific Plan would allow the Project sponsor to increase the otherwise allowable 2:1 FAR to 11:1. It would also allow the Project sponsor to avoid design review by the Westwood Community Design Review Board, thereby eliminating an opportunity for public input in the design process.

Response to Comment UCLA-4

With regard to Footnote 2, as indicated in Section IV.A, Aesthetics/Visual Resources and Section IV.D, Land Use, of the Draft EIR, the project site's north parcel is located within one of ten Westwood Community Design Review Board Specific Plan areas.³ Just as the south parcel is outside the Westwood Village Specific Plan, it is also not included in a Community Design Review Board Specific Plan area. The purposes of the Westwood Community Design Review Board Specific Plan are to (1) assure that development of the area is in accordance with the provisions of the Westwood Community Plan; (2) to promote orderly, attractive and harmonious development in the multi-family residential areas; (3) to provide guidelines and a process for review and approval of the design of buildings in the subject area; and (4) to prevent the development of structures or uses that are not of acceptable exterior design or appearance.

² *When the alley ran through the middle of the site, the north parcel was 10,792 square feet and the south parcel was 10,063 square feet for a total of 20,855 square feet. The alley vacation added 3,037 square feet to the site for a total of 23,892. The new alley dedication was 2,450 square feet reducing the lot area to 21,442 square feet.*

³ *Westwood Design Review Board Specific Plan, Figure 9 (March 5, 1988).*

Under the Westwood Community Design Review Board Specific Plan, all building and signage permits and building materials must be reviewed and approved by the Director of Planning for compliance with design criteria and guidelines set forth in the Specific Plan, and after considering the recommendations of the Westwood Community Design Review Board. Section IV.A of the Draft EIR provides a detailed analysis of the project relative to the Westwood Community Design Review Board Specific Plan. The analysis concludes that no significant physical impacts addressed by the Westwood Community Design Review Board Specific Plan (such as off-site shading of residential uses or unacceptable appearance) would occur. With regard to the opportunity for public input in the design process, as indicated in Section II, Project Description, of the Draft EIR there are a number of entitlements requested for the project. As indicated in Section II.G, approvals would include Site Plan Review/Design Review. Although the site would be removed from the Westwood Community Design Review Board Specific Plan, the project was designed to be consistent with the Westwood Village Specific Plan's design criteria. The applicant will involve the community through the public review process, which will provide an opportunity for public input relative to the design of the project. (The public hearings will occur for the approvals required for the project, such as the General Plan Amendment, Specific Plan Amendment, Zone change, Height District Change, Site Plan Review/Design Review, Tract Map, and Conditional Use Permit.) Please see Response to Comment No. Muller-3 for a detailed discussion regarding the Design Review Board criteria.

COMMENT UCLA-5

For these reasons, as discussed in more detail below, UCLA believes the Draft EIR lacks an adequate evaluation of impacts associated with Project implementation and is an insufficient document to support City decisions to grant the above-requested entitlements. Further, the Draft EIR generally fails to discuss impacts to the UCLA Property or identify feasible mitigation measures that could reduce such impacts. UCLA therefore recommends that the Draft EIR be revised and recirculated.

Response to Comment UCLA-5

The Draft EIR provides analyses of the potential impacts that could occur as a result of the project in 13 issues areas. Section IV.A, Aesthetics, of the Draft EIR, provides an analysis of the project relative to the adjacent property with regard to shade and shadows as well as visual quality. In addition, Section IV.D, Land Use, of the Draft EIR considers the potential conflicts that could occur to the adjacent property to the west of the site relative to the design of the building and the proposed uses. Section IV.G, Transportation and Circulation, of the Draft EIR provides a detailed analysis of potential traffic, circulation, and parking impacts. The analyses in the Draft EIR conclude that the project would not result in significant impacts in any of the 13 issue areas addressed in the document, including potential impacts to the adjacent property and traffic and circulation.

As indicated in Section VI, Other Environmental Considerations, Subsection A, Significant Unavoidable Impacts, the project under either Refined Option 1 or Option 2 would not result in any significant unavoidable impacts. Section I, Executive Summary, of the Draft EIR, provides a summary of the analyses contained in the Draft EIR and contains the recommended mitigation measures. As indicated in Section I, mitigation measures are recommended with regard to glare and parks and recreation to reduce potential impacts to a less than significant level. Although not necessary to reduce impacts to a less than significant level, mitigation measures are recommended to ensure that potential impacts remain less than significant with regard to aesthetics, air quality, hazards and hazardous materials, noise, fire, police, traffic and circulation, and water. No potential impacts are identified in the Draft EIR with regard to land use, schools, libraries, and wastewater and therefore, no mitigation measures are recommended with regard to these issue areas.

Detailed responses are provided to the more specific issues raised below. Please see Response to Comment Nos. UCLA-6 through UCLA-26. Please see Response to Comment No. UCLA-1 regarding the recirculation of an EIR.

COMMENT UCLA-6

Specific Comments on the Draft EIR

1. Analysis of the proposed off-site parking associated with development option 2 is inadequate.

As set forth in the Draft EIR Project Description Section (page 11-13), Option 2 requires the provision of 226 parking spaces at one or more adjacent sites. Specifically the Draft EIR identifies the Center West building at 10877 Wilshire Boulevard and the Plaza la Reina, which is under construction immediately to the east of Center West, at 10844-10852 Lindbrook Drive. Both locations are more than 750 feet from the Project site, thereby requiring a variance from Section 12.21-A, 4(g) of the Los Angeles Municipal Code. However, the Draft EIR fails to discuss whether either of the proposed offsite parking locations have sufficient capacity to serve the Project.

The Draft EIR also fails to discuss the potential for the Project to compound traffic circulation associated with ingress/egress to the Project site due to an increase in temporary loading/unloading parking activity necessitated by the distance of the proposed off-site parking. Further, the Draft EIR lacks any analysis of the pedestrian path of travel along Lindbrook Avenue from the proposed off-site parking locations to the Project site. The locations of the proposed off-site parking would require pedestrians to cross a secondary highway with six travel lanes in an approximately 70-foot-wide roadway (Gayley Avenue), a divided major highway with seven travel lanes in an approximately 90-foot-wide roadway (Westwood Boulevard), and a divided local street with six travel lanes in an approximately 70-foot-wide roadway (Glendon Avenue). All intersections are signalized and require extended wait times for east- and west-bound pedestrians because of the

preference given to expediting north-south vehicular traffic movement. The failure of the Draft EIR to provide any discussion of pedestrian pathway routes from the off-site parking to the Project site is a serious inadequacy that should be analyzed in a recirculated Draft EIR.

Response to Comment UCLA-6

The comment summarizes information regarding off-site parking for Option 2, which is provided in Section II, Project Description, of the Draft EIR. A detailed parking analysis is provided in the Traffic Study, which is provided in Appendix E of the Draft EIR, and in Section IV.G, Transportation and Circulation, of the Draft EIR. Under Refined Option 1, the required parking would be provided on-site. However, Option 2 has a greater parking demand and the available on-site parking supply would be less than the required parking for Option 2. As shown in Table IV.G-9 of the Draft EIR, Option 2 would require 486 parking spaces, 260 of which would be provided on-site. Thus, Option 2 would result in a shortfall of 226 spaces. The project would require approval to permit 226 parking spaces off-site. As indicated in the Draft EIR, there are two potential locations in which the required parking could be provided. Both locations, Center West located at 10877 Wilshire Boulevard and/or Plaza la Reina located at 1084-10852 Lindbrook Drive, would be located more than 750 feet from the proposed project.

Mitigation Measure G-3 in the Draft EIR requires that the Applicant shall submit a detailed accounting of the parking provided, required, and used in the off-site location(s) for Option 2. Upon approval and prior to issuance of building permits for the project, a copy of a covenant that shall reserve the required number of spaces at the off-site facility in perpetuity for use by the project (Option 2) shall be submitted to LADOT. (Please note that Mitigation Measure G-3 has been revised to reflect that the covenant shall be provided prior to issuance of building permits for the project rather than prior to issuance of the certificate of occupancy. Please see Section IV, Corrections and Additions, of this Final EIR.)

While Mitigation Measure G-3 would ensure that the accounting is provided at the appropriate time, in order to provide a detailed response the following information is provided. Building Permit #88LA99987 issued in November 1988 indicates that the Center West building has a total of 782 parking spaces. (See Appendix B of this Final EIR for a copy of the permit.) The permit indicates that 599 parking spaces are required. Thus, the Center West building has 183 surplus parking spaces. Building Permit #05010-10000-05969 issued in September 2007 indicates that the Plaza La Reina building has 129 parking spaces. (See Appendix B of this Final EIR for a copy of the permit.) With 71 spaces required, Plaza La Reina has 58 surplus parking spaces. Therefore, the two buildings have a surplus of 241 spaces. Thus, the 226 off-site parking spaces that are required for Option 2 can be provided in the two buildings.

With regard to potential traffic circulation impacts due to the provision of off-site parking for Option 2, as shown in Figure IV.G-4 of the Draft EIR, the access route to the off-site facility

would be via Lindbrook Drive. As indicated in Section IV.G, the parking operation for the project would be provided by a valet service. In order to be conservative, it was assumed that 75 percent of the project generated traffic would also result in a new trip to or from the off-site underground facility at Center West or Plaza La Reina. As such, these trips are also included in the project-generated traffic volumes. Thus, the Traffic Study considers these trips and the Traffic Study concludes that with the valet trips, Option 2 would result in a less than significant impact to traffic and circulation.

With regard to pedestrian safety, as discussed in the Traffic Study and in Section IV.G of the Draft EIR, because the parking operation for the project would be valet only, the only project related pedestrian trips to and from the off-site parking supply would be from the occasional valet attendant. In addition, it should be noted that although the project is requesting that the site be removed from the Specific Plan area, the Specific Plan states that off-site parking can be provided anywhere in Westwood Village. Parking outside of the Plan Area could be up to 1,000 feet. These requirements show evidence of the walkability of Westwood Village. Also, as indicated in Section IV.G of the Draft EIR, Westwood Village has historically been a pedestrian friendly area. Students, workers, and visitors cross the various streets in the area, including those with six and seven travel lanes, on a daily basis. Westwood Village is designed to provide safe pedestrian access given the street widths.

The likely path that the valet attendants would take would be along Lindbrook Drive. Such a pedestrian route is common occurrence by users of Westwood Village. The number of pedestrian trips that would occur would be minimal and would be completed by valet attendants. Thus, no significant impacts to pedestrians would occur.

COMMENT UCLA-7

³ As discussed in Section 1 of this letter, UCLA believes the Project sponsor's application for the zone variance is not supported by evidence that the proposed off-site parking locations (1) have capacity to serve the Project, and (2) will not result in traffic circulation and vehicle/pedestrian conflicts.

Response to Comment UCLA-7

With regard to Footnote 3, the project would require a zone variance for Option 2 for the use of off-site parking at a distance of more than 750 feet. This issue is raised in Comment No. UCLA-6. Please see the detailed response in Response to Comment No. UCLA-6 regarding the provision of off-site parking for Option 2.

COMMENT UCLA-8

⁴ UCLA is extremely concerned that the Project sponsor's requested Zoning Administrator Adjustment will, if granted, significantly impair the development potential of the UCLA Property. See discussion in Section 3 of this letter.

Response to Comment UCLA-8

With regard to Footnote 4, the project would require a Zoning Administrative Adjustment to eliminate any required setback on the west side of the site as indicated in Section II.G of the Draft EIR. The footnote expresses concern that if granted, the project would impair the development potential of the adjacent property. While property values are not an environmental impact under CEQA, there is no basis for concluding that the Project would have any significant effect on private property values. As indicated in the footnote, the issue is discussed in detail in Section 3 of the comment letter. Please see Response to Comment Nos. UCLA-10 through UCLA-14 for detailed responses to the issues raised regarding potential impacts to the redevelopment of the adjacent property.

COMMENT UCLA-9**2. The Draft EIR misrepresents the aesthetic impacts and improvements of the Project.**

Throughout the Draft EIR are statements that the Project will create impressive pedestrian improvements. For example, the last paragraph on page IV.D-38 discusses the creation of a uniform, 10-foot-wide sidewalk, with display windows, pedestrian entrances, landscaping, and lighting. The proposed improvements would involve widening of the existing sidewalk condition, presumably to eliminate a parkway area within the existing 10' zone between the Project site and the curb. It would also eliminate a pinch point where the existing walkway was much less near the prior gas station development. The table on page IV.D-42 also addresses removal of existing driveways and signalization of the Project's single point of access. However at 10 feet wide, the sidewalk for the Project's proposed "gateway" access point to and from pedestrian-friendly Westwood Village would be as narrow as the narrowest sidewalk observed for several blocks in the vicinity in Westwood Village.

Pedestrian traffic generated by occupants/visitors to the proposed Project would also exacerbate the sensation of claustrophobia to pedestrians in the narrow channel between a very tall building and the nearly constant stream of southbound vehicles. Pedestrian flow on the west side of Gayley Avenue would also be interrupted by the proposed four-way signalization.

There is also a significant potential for conflict between pedestrians and vehicles at the sole vehicular access point for visitors and customers at the north end of the Project site opposite the western terminus of Lindbrook Drive. Vehicular ingress would entail right turns from southbound traffic on Gayley Avenue, direct westbound traffic from Lindbrook Drive, or left turns from northbound traffic on Gayley Avenue. Because the point of vehicular egress is south of Lindbrook

Drive, exiting traffic would be forced exclusively into the southbound Gayley Avenue curbside lane.

The above-described potential impacts have not been adequately analyzed nor have any mitigation measures been considered. These potential impacts and the feasibility of mitigation measures should be addressed in a recirculated Draft EIR.

Response to Comment UCLA-9

As indicated on page II-13 of Section II of the Draft EIR, the sidewalk along the Gayley Avenue frontage is currently substandard and uneven in its width. At points, the existing sidewalk is three feet in width. The project would include the widening of the existing sidewalk on Gayley Avenue to a uniform dimension of 10 feet and would require no reduction in the current Gayley Avenue right-of-way. In addition, the project would include street trees to enhance the pedestrian experience. Section IV.D, Land Use, of the Draft EIR contains a detailed analysis of the project relative to the City's Walkability Checklist. As indicated in Table IV.D-3 (beginning on page IV.D-42) of the Draft EIR, the project (Refined Option 1 and Option 2) would enhance the walkability of the section of Gayley Avenue between Wilshire Boulevard and Lindbrook Drive. The project would provide upgrade the pedestrian environment through the provision of a 10-foot wide sidewalk that would replace the existing three foot wide sidewalk. In addition, the building would have a well-defined ground level with large display windows and the project would provide direct sidewalk access to a retail use. Landscaping would be provided as well as exterior lighting to enhance pedestrian security. Finally, the existing mid-block driveways and curb cuts would be eliminated and vehicular access would be provided via the public alley, which is a signalized intersection, making the pedestrian environment safer. Therefore, the project would not create or exacerbate a narrow pedestrian walkway through tall buildings or create an unsafe pedestrian environment.

With regard to pedestrian safety, the relocation of the alley from the middle of the site to the northern property line, as shown in Figure III-A of this Final EIR, has resulted in a safer pedestrian pathway along the Gayley Avenue frontage. Previously there were three locations of vehicular access along the Gayley Avenue frontage: two access points for the gas station and the alley which ran through the middle of the parcel. As indicated in Section II of the Draft EIR, vehicular access to the site would be from the public alley that now runs along the north boundary of the site. The alley runs along the north edge of the site and aligns with Lindbrook Drive. At the western boundary of the site the alley turns north and runs to Kinross Avenue.

With regard to vehicular movements, a signal is located at the intersection of the public alley and Gayley Avenue. The relocation of the alley resulted in a four-leg signalized intersection. Vehicular traffic would therefore, not be forced exclusively into the southbound Gayley Avenue curbside lane as indicated in the comment. Rather, with the signal at the intersection vehicles would

be able to go straight, left, or right. The project trip distribution, which shows vehicular movements in all these directions, is provided in Figure IV.G-3 of the Draft EIR.

In addition, pedestrian circulation has been enhanced with relocation of the alley from the middle of the site to the north boundary of the site as the alley now aligns with Lindbrook Drive. The relocation of the alley thus improved pedestrian and vehicular safety and circulation. The existing signal at the intersection at the intersection of the public alley and Galey Avenue serves to further improve pedestrian safety. In addition, as indicated in Section IV.G, pedestrian crossings at the project's driveway at Gayley Avenue and Lindbrook Drive would be properly designed and clearly marked to minimize the potential for pedestrian/vehicle conflicts. With regard to the width of the sidewalk, as indicated in Section II of the Draft EIR (page II-13), the existing sidewalk along the Gayley Avenue frontage is three feet in width. The proposed project would widen the existing sidewalk on Gayley Avenue to a uniform dimension of ten feet, which would be consistent with the sidewalk width along Gayley Avenue. Sidewalk widths in the Village range from nine feet (at one location on the east side of Gayley Avenue) to 15 feet along Westwood Boulevard. Further, under the City's design standards for Secondary Highways, which Gayley Avenue is, sidewalks are designed to be ten feet in width. Section IV.G of the Draft EIR concludes that the project would result in a less than significant impact with regard to pedestrian/bicycle safety. Thus, pursuant to CEQA Guidelines Section 15126.4(30) "Mitigation measures are not required for effects which are not found to be significant." Therefore, no mitigation measures are necessary.

COMMENT UCLA-10

3. The Land Use Section of the Draft EIR fails to adequately analyze or disclose the impacts of the Project on the adjacent UCLA Property.

The Draft EIR concludes, without any supporting analysis, that the Project "...does not impact the development or redevelopment of an adjacent property." (EIR, page IV.D-69). Such a conclusion without supporting analysis and in view of the numerous waivers and modifications to otherwise applicable land use controls sought - especially given UCLA's September 2, 2008 letter in response to the Notice of Preparation in which the potential for the Project to impact the UCLA Property was raised - alone triggers the need to recirculate the Draft EIR.

In particular, the Draft EIR repeatedly cites the existence of a 20-foot-wide easement along the east side of the UCLA Property as justification for waiving the otherwise required side yard setback for the westerly residential portion of the Project (see, e.g., Draft EIR, page IV.D-69, para.1). The assumption of no impact is particularly problematic given that neither the City nor the Project proponent is a party to the easement agreement and neither has the right to impinge upon the air space above the property that is covered by the easement. Also, as mentioned in UCLA's September 2, 2008 letter, the storm drain might be relocated at some future date to facilitate development of the UCLA Property. Thus, whether or not a variance from the side yard setback is required at the

ground level, there is no evidence in the record to support the Draft EIR's conclusion that the Project will not impact the University's property rights.

Response to Comment UCLA-10

Section IV.D, Land Use, of the Draft EIR provides an analysis of the proposed project relative to the property immediately to the west of the site. As indicated in Section IV.D, the proposed building would have a zero setback at the western property line. In other words, the building would be located on the property line. As indicated in Section IV.D, commercial buildings are not required to observe a setback along any boundary line. For example, a zero side-yard setback is allowed for a commercial building in the project site's existing C2 and C4 zones. Thus, if the project were a commercial office building, it would not be required to observe a setback along the project site's western property line. Often times, commercial buildings are developed at the property line, one building adjacent to another. However, mixed use buildings containing residential uses above the first floor are required to provide yard setbacks for the project's residential portion, except along public streets and alleys.

As stated in Section 15002(a) of the CEQA Guidelines, the basic purposes of CEQA are to identify potential, significant environmental effects of a project and to identify ways to avoid or reduce any environmental damage. Property values are not considered an environmental effect. In addition,, there is no basis for concluding that the Project would have any significant effect on the development potential (i.e., value) of the property immediately to the west of the project site. The adjacent property owner has not made the City aware of any plans to redevelop the property. Therefore, it would be speculative to assume the location of any proposed redevelopment of the adjacent property.

Section IV.D of the Draft EIR refers to the existing easement. The easement creates a de facto setback between the project and the property to the west of the project site. However, if the existing storm drain that is located in the easement on the UCLA property were to be relocated and the easement vacated, the project would not impinge on the rights to redevelop the property as the proposed building does not extend beyond the site's western property line. Thus, the project does not impinge on air rights or any other development rights on the property to the west of the site.

COMMENT UCLA-11

Moreover, the Draft EIR fails to give any consideration to the relationship between property line location and window configuration in the Project. The Draft EIR provides insufficient information to determine the proposed window size (percentage of wall area) and distance to the property line on the west side of the proposed Project. The City of Los Angeles Building Code requires certain limitations on windows based upon the distance from the property line. For example, if the building is 10 feet to 15 feet from the property line, then 45% of the building wall surface would be allowed to have openings (unprotected). If an assumed property line is created that extends onto UCLA's

property (i.e. in the existing easement area) in order for the Project to comply with the fire and life safety requirements of the City of Los Angeles Building Code, then UCLA's ability to construct a building on its property might be substantially impaired. For example, if UCLA in the future proposed a residential high rise development similar to the Project and was forced to use an assumed property line (for purposes of compliance with California Building Code requirements) that differed from the western property line of the Project, it could limit the windows in any such UCLA development. Thus, the Project applicant is attempting to shift the impact of City of Los Angeles Building Code requirements to UCLA by requesting that the City waive otherwise applicable setback requirements. This potentially significant land use impact and impairment of UCLA property rights has not been analyzed in the Draft EIR.

Response to Comment UCLA-11

The building would be located at the western property line. No windows are proposed on the first four floors on the western side of the building. In addition, the setback of the building above the fourth floor varies from 7 to 15 feet as a result of the building articulation along the western façade. The Los Angeles Building Code would allow windows to be located on the western façade of the building provided the windows are fire protected as required by the Code. Protection could consist of a 45-minute rated window, a closing shutter, or sprinkler over the opening (i.e., water curtain).

However, while the abutting 20-foot easement on the adjacent property provides a de facto setback between the project site and off-site development within the UCLA property to the west, the project would not create an assumed property line. As discussed in Section IV.D, Land Use of the Draft EIR, the legal requirement for a residential use side yard setback would be met through the proposed side yard adjustment. The proposed adjustment is intended to allow development of the site under the same zero side-yard setback allowed for a commercial building in the project site's existing C2 and C4 zones.

COMMENT UCLA-12

Further, the Draft EIR fails to address UCLA's concern, expressed in its September 2 letter, that the alley north of the Project, which provides access to existing and any potential future development on the adjacent UCLA Property, would be significantly negatively impacted by the proposed use of the alley in support of the Project (e.g., by providing access to the Project's below-grade patron parking and above grade vehicular entrance, turnaround, and loading dock for deliveries to the hotel and restaurant). Not only is this potential impact not analyzed, but the Draft EIR fails to consider mitigation proposed by UCLA in its September 2 letter. Specifically, UCLA recommended that the Project's use of the alley for access to Gayley Avenue be conditioned on the development of physical site modifications and operational controls that will ensure UCLA's ability to use the alley on an unobstructed and equal basis with the Project and other users of the public alley. Without such

mitigation, the Project may impair two existing pedestrian access points to the UCLA Property, one of which is for emergency egress.

Response to Comment UCLA-12

The alley located to the north of the site is a public alley. The Traffic Study, which is contained in Appendix E of the Draft EIR, analyzes access to the site for both options. As indicated in the Traffic Study and in Section IV.G, Transportation and Circulation, of the Draft EIR, vehicular access to the site for Option 1 and Option 2 would be from Gayley Avenue via the public alley. Access to the site under Refined Option 1 would remain the same. As indicated in Figure II-3 of the Draft EIR, the circular driveway would be located close to the intersection of the alley and Gayley Avenue. In other words, vehicles would not drive far on the public alley before turning into the circular driveway. The circular driveway's size is designed to prevent stacking of vehicles in the alley.

As indicated in Section IV.G of the Draft EIR, access to the project site from the alley connecting to Kinross Avenue to the north would be restricted to service and emergency vehicles only, with all loading and unloading occurring off of the alley, fully contained within the project site. Delivery trucks would generally arrive during non-peak hours (prior to the opening of retail and restaurant uses) and, therefore, would not conflict with vehicles from hotel guests/residents, retail customers, or other users of the alley.

Valet queuing and storage would occur entirely on-site. The alley would remain public and would continue to provide unimpeded access to the other properties it currently serves. Assignment of project trips to the individual blocks in the project vicinity did not reveal any potential access problems. As indicated in Section IV.G and in the Traffic Study of the Draft EIR, the analysis concludes that impacts with regard to site access and circulation would be less than significant. In addition, LADOT has reviewed the Traffic Study, and has found the assumptions, methodology, analysis and conclusions contained within the study to be accurate. Thus, the project would not impair UCLA's use of the alley. UCLA would have the ability to use the alley on an unobstructed and equal basis with the project and other users of the public alley. Therefore, as the project would not result in a significant traffic impact with regard to the alley, the inclusion of a mitigation measure is not necessary.

COMMENT UCLA-13

The Draft EIR also fails to provide any analysis of the impacts of the potential for the Project to require a subsurface vacation of the public right-of-way under the alley located immediately north of the Project site and under the sidewalk along Gayley Avenue to the east of the Project site to permit underground parking. Subsurface vacation of the property underneath the alley would impact the ability of the City to accommodate utility lines serving the adjacent UCLA Property, potentially making access and upgrades more difficult. For example, the alley currently accommodates a City

owned sub-surface sewer line serving UCLA, which may require future expansion; other utilities serving UCLA may also need to be located under the alley in the future. In its September 2 letter, UCLA requested that the City consider imposing Project conditions requiring the sponsor to guarantee adequate access to UCLA in the event a subsurface vacation is required. Not only was the potential impact not discussed, no mitigation measures or Project revisions to avoid the potential impact are discussed in the Draft EIR.

Response to Comment UCLA-13

The alley that abuts the north boundary of the site is 20 feet wide. The subterranean parking structure would extend a maximum of 10 feet into the alley or to the centerline of the alley. The only existing underground utility in the alley is an 8-inch sanitary sewer line which is located no more than three feet from the northern edge of the alley. The sewer is located approximately 15-feet below the alley surface.

The proposed subterranean parking garage would be a minimum of 10 feet from the north edge of the alley. Therefore, there would be seven feet between the existing 8-inch sanitary sewer line and the northern wall of the proposed subterranean parking garage.

The Applicant met with Rachel Bass, Civil Engineering Associate II, at the West Los Angeles Office of the Bureau of Engineering on January 29, 2009 regarding the subsurface vacation and utilities within the alley. The seven-foot separation between the subterranean parking garage wall and the existing sanitary sewer line would allow additional utilities between the parking structure and the sewer line easement. The Bureau of Engineering suggested that the Applicant install a conduit pipe or sleeve under the alley during the construction of the subterranean parking structure. The conduit pipe or sleeve would provide a location for future utilities and would reduce or eliminate the need to excavate under the alley in the future. The Applicant has agreed to install the conduit pipe or sleeve. The location and specifications for the conduit or sleeve would be approved by the Bureau of Engineering prior to its installation. (The Project Description has been revised to incorporate the installation of the conduit pipe or sleeve. Please see Section IV, Corrections and Additions, of this Final EIR.) As the subsurface vacation and extension of the parking garage would not encroach into the sewer line easement and the Applicant has agreed to install a conduit as a project design feature, no guarantee of access for the City-owned sewer easement through the public alley is required.

With regard to the vacation along the Gayley Avenue frontage, the proposed project (Refined Option 1 and Option 2) would include a vacation of 10 feet in width along the Gayley Avenue frontage for the subterranean parking. The area along Gayley Avenue to be vacated would be rededicated through the tract map as a sidewalk easement. Approximately two feet of the sidewalk easement would be located over an existing 48 inch storm drain that is located in Gayley Avenue. The easement would not physically affect the storm drain. A utility easement would be

granted to cover the existing utility that would be encompassed in the vacation. As the proposed project would not physically impact existing utility infrastructure or easements, no further analysis of this issue in the EIR is required.

COMMENT UCLA-14

UCLA also requested that the Project sponsor be required to notify any future third party purchasers or long-term tenants of the Project or any portion thereof, including without limitation any purchaser of condominium units (and require as a condition of resale that any subsequent purchasers be similarly put on notice) of the fact that their views to the west may be partially or totally blocked by future UCLA development. The potential light and shadow impacts to occupants of the proposed Project have also not been analyzed.

All of the foregoing potential impacts and the feasibility of mitigation measures should be addressed in a recirculated Draft EIR.

Response to Comment UCLA-14

Section 21002.1(a) of the CEQA Statute states that “The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” The Draft EIR does not contain an analysis of the future redevelopment on the UCLA property since a project on the adjacent property has not yet been defined. No significant impacts associated with the future use of the UCLA property have been identified. Therefore, the requirement of third-party notification as a mitigation measure is not necessary. However, the Applicant has agreed to provide a third-party notification to owners regarding the potential future redevelopment of the UCLA property.

With regard to analysis of potential light and shadow impacts to occupants of the proposed project, the Draft EIR for the proposed project identifies the significant effects on the environment from the proposed project as required in Section 21002.1(a) of the CEQA Statute as stated above. The Statute does not require that an EIR contain an evaluation of the effects of ambient, non-hazardous light and shade conditions that are consistent with a highly urbanized environment, on the proposed project itself. As additional analysis with regard to impacts to the future residents is not required, a recirculated Draft EIR is not necessary. Please also see Response to Comment UCLA-1 for a discussion regarding the recirculation of a Draft EIR.

COMMENT UCLA-15**4. The Draft EIR Transportation and Circulation Section fails to adequately analyze the cumulative impacts of the Metro Westside Subway Extension project.**

Although the Draft EIR acknowledges the Metro project and identifies potential rail alignment and station location under consideration, there is no substantive analysis of the cumulative impacts of the Project when considered in combination with the Metro project. (See CEQA Guidelines Section 15130.) The analysis states (Page IV.G-5) only that: "The developer of the proposed project has had an initial meeting with Metro to discuss opportunities for building the project without adversely impacting potential tunnel and station locations that are under study by Metro."

A "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." See CEQA Guidelines Sections 15355 and 15130.

On January 22, 2009, the Metro Board of Directors authorized preparation of a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension. They also approved the results of the Alternatives Analysis (AA) Study for the Metro Westside Subway Extension. The AA recommended two build alternatives for further evaluation in the Draft EIS/EIR:

- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica; and
- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

See http://www.metro.net/projects_studies/westside/default.htm

The route alignments and station locations being reviewed for the Westside Subway Extension could result in potentially significant cumulative impacts on transportation and circulation in the Project area that have not been analyzed in the Draft EIR. Current MTA analysis is based on a phased continuation of the Metro line west of the 1-405 to avoid worsening the chronic transportation and circulation issues to the east in Westwood, and especially at the intersection of 1-405 ramps and Wilshire Boulevard.

A Wilshire Boulevard alignment is one of only two east-west lines projected to extend westward from Westwood Boulevard to Santa Monica. Two options for Westwood stations are being considered by Metro in this immediate area, one near the southern edge of the main UCLA campus and another either under or immediately adjacent to Wilshire Boulevard between Gayley Avenue

and Veteran Avenue. If the latter site is chosen, any portal located on the north side of Wilshire Boulevard would seriously impact the limited sidewalk capacity on both Wilshire Boulevard and Gayley Avenue. In particular, additional pedestrian traffic and vehicle-pedestrian conflicts are reasonably foreseeable at the principal point of ingress/egress for the proposed Project at Lindbrook Drive, in the alley north of the subject property, and on Kinross Avenue, which is proposed to serve as the point of access for all service vehicles accessing the Project. If a single portal were to be provided on the south side of Wilshire Boulevard, it could have a more limited impact, particularly on the alley and the Kinross Avenue access thereto. None of these potential impacts are analyzed in the Draft EIR.

Further, to the extent that the Project sponsor has discussed with Metro any joint development opportunities to minimize Project impacts, such alternatives should be addressed in the Draft EIR.

Response to Comment UCLA-15

As indicated in Section IV.G, Transportation and Circulation, of the Draft EIR, the project site is located near the Los Angeles County Metropolitan Transportation Authority's (Metro) proposed Westside Subway Extension, which would serve Westwood. Measure R, which was passed in November 2008, dedicates \$4 billion for a future Westside subway. While this may not fully fund the Westside Subway Extension, it is a substantial amount of funding toward the subway. In January 2009, the Metro Board approved the Alternatives Analysis for the subway and authorized proceeding with the Draft EIS/EIR for the subway extension. The Draft EIS/EIR is underway and Metro anticipates a recommendation of a Locally Preferred Alternative (LPA) for the subway extension in the latter part of 2010. While an exact alignment through Westwood has not yet been determined, a subway station is envisioned in Westwood. The developer of the proposed project has had an initial meeting with Metro to discuss opportunities for building the proposed project without adversely impacting potential tunnel and station locations that are under study by Metro.

Section III.B of the Draft EIR provides a list of related projects evaluated in the Draft EIR. As indicated in Section III.B, CEQA Guidelines Section 15130 requires that the analysis of potential project impacts include cumulative impacts. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." This analysis of cumulative impacts need not be as in-depth as what is performed relative to the proposed project, but instead is to "be guided by the standards of practicality and reasonableness."⁴

⁴ *Ibid*, § 15355.

Cumulative impacts are anticipated impacts of the proposed project along with reasonably foreseeable growth. Reasonably foreseeable growth may be based on either:⁵

- (A) A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or statewide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative analysis in the Draft EIR utilized a listing of all anticipated related projects based on information on file at the City of Los Angeles Department of Planning and LADOT. The geographic area for the cumulative analysis generally incorporates the area in which the project might substantially affect traffic conditions.

With regard to consideration of the Westside Subway Extension as a cumulative project, the project is not yet defined to a level that it could be considered in a cumulative analysis. While the Westside Subway Extension is not speculative in that environmental documentation is underway and some funding has been obtained, the alignment and stops have not been identified to a level such that there could be a cumulative analysis completed. However, with regard to potential cumulative construction impacts, construction of the proposed project and the future Westside Subway Extension would not overlap. Construction of the proposed project would be complete prior to construction of the future Westside Subway Extension. With regard to operation, the Westside Subway Extension would be a public benefit in that the Westside Subway Extension would serve to reduce the number of cars on the street. The Traffic Study completed for the project did not take credit for the Westside Subway Extension. As such, the cumulative analysis completed as part of the Traffic Study is conservative as the Westside Subway Extension is expected to reduce the number of trips generated by the proposed project as well as other development projects in the vicinity.

With regard to potential conflicts with the future Westside Subway Extension, the Applicant supports all public transit initiatives, including any potential extension of heavy rail subway to the Westside. The applicant will continue to work with MTA to find the best solution for a Westwood subway station/portal. However, the Applicant would provide pop-out panels to allow for a portal to come through the building if a subway stop were to be located on the adjacent property. The

⁵ *Ibid*, § 15130(b)(1).

Applicant has not discussed with Metro any joint development opportunities to minimize project impacts. Therefore, no such discussion is needed in the EIR.

With regard to pedestrian and vehicular conflicts, pedestrian circulation has been enhanced with the relocation of the alley from the middle of the site to the north boundary of the site as the alley now aligns with Lindbrook Drive. The relocation of the alley thus improves pedestrian and vehicular safety and circulation in the project vicinity. The existing signal at the intersection serves to further improve pedestrian safety. Thus, the project would not contribute to a cumulative pedestrian safety issue relative to the Westside Subway Extension. Please see Response to Comment No. UCLA-9 for a more detailed discussion regarding the issue of pedestrian safety in the area.

COMMENT UCLA-16

5. The Draft EIR fails to adequately address construction staging issues.

The Draft EIR fails to provide any discussion of the proposed construction staging area for the Project. The Project footprint occupies almost the entirety of the Project sponsor's site. Thus, it would seem that portions of public roadways or property would need to be used for construction staging, the impacts of which have not been analyzed in the Draft EIR. For example, does the Project sponsor intend to request a temporary closure of southbound lane(s) on Gayley Avenue for construction and material off-loading? Are temporary closures needed on Wilshire Boulevard? The impacts of street closures necessary during Project construction have not been analyzed in the Draft EIR and revision and recirculation is therefore required.

Response to Comment UCLA-16

Section IV.G, Transportation and Circulation, of the Draft EIR provides an analysis of potential impacts with regard to traffic and emergency access during construction. As indicated in Section IV.G of the Draft EIR (page IV.G-24), construction activities may involve temporary lane closures for utility construction (generally limited to one lane along Gayley Avenue so through access would be maintained along the project frontage). No closures on Wilshire Boulevard are anticipated. Also, as indicated in Section IV.G of the Draft EIR, truck queuing for excavation and/or wet construction (concrete pour/delivery) would occur along the alley and would not potentially impact any on-street parking.

Additionally, any work performed within the public right-of-way would require prior approval from the City and would be limited to non-peak travel periods (between the hours of 10 A.M. to 3 P.M.). Although construction-related traffic impacts were found to be less than significant, Mitigation Measure G-1, which requires the preparation of a Construction Staging and Management Plan in accordance with City requirement, is provided to ensure that construction traffic impacts remain less than significant.

Thus, the Draft EIR does contain an analysis of potential traffic-related impacts due to project construction. No revisions to the EIR are necessary as a result of this comment and no recirculation of the document is required.

COMMENT UCLA-17

6. Additional Draft EIR inaccuracies and errors.

a. The Draft EIR inaccurately characterizes the typical building heights of the Community Center from the Framework Element of the General Plan. For example, Draft EIR, page IV.D-6, para. 1 states heights in this area typically range between 3 to 8 stories; the General Plan, however, describes the building heights as between 2 to 6 stories. Similarly, in the Draft EIR's Analysis of Objective 3.9 (page IV.D-27), mid-rise buildings are described as being characteristic of Community Centers; however, the General Plan assumes that low- to mid-rise buildings are typical. These mischaracterizations minimize the potential impacts of the proposed Projects height and scale in relation to the surrounding community.

Response to Comment UCLA-17

The characterization of the “Community Center” designation as “mid-rise” in the discussion of the General Plan Framework in Section IV.D, Land Use, of the Draft EIR, is based on the description/definition of “Community Center” in the General Plan Framework and is not an inaccuracy or error in the Draft EIR. (Please see the Citywide General Plan Framework- An Element of the City of Los Angeles General Plan, Chapter 3- Land Use Goals, Objectives, and Policies; Issue Two: Uses, Density, and Character- “Community Centers” available online at: [“http://cityplanning.lacity.org/Cwd/Framwk/chapters/03/03204.htm”](http://cityplanning.lacity.org/Cwd/Framwk/chapters/03/03204.htm)) The General Plan Framework states: “Physically, the scale and density of Community Centers would be greater than the Neighborhood Districts, generally with buildings of two- to six-stories depending on the character of the surrounding area.” (General Plan Framework, Definition of Community Centers, 3rd paragraph). As “low-rise” is understood to be a maximum building height of two stories, the “two to six” stories discussed in the General Plan Framework is accurately depicted as “mid-rise.” Therefore, reference to the “Community Center” designation as “mid-rise” in the comparison of the proposed project to General Plan Framework Objective 3-9 is consistent with the definition of this designation in the General Plan Framework. As the characterization of the “Community Center” designation as mid-rise in the Draft EIR is used in the context of the General Plan Framework, the reference to “mid-rise” does not mischaracterize the impact of the proposed project’s height and scale. Furthermore, the proposed project was determined to be inconsistent with Objective 3-9, based on the height of the proposed building.

However, the General Plan Framework refers to the character of the surrounding area. The proposed project would result in the development of a high-rise building on the project site. Sections IV.A, Aesthetics/Visual Resources, and Section IV.D of the Draft EIR fully analyze the

proposed building height and provide simulated photographs that illustrate the relationship of the proposed tower to the existing low-rise development in Westwood Village to the north of Lindbrook Drive and to the existing high-rise development along the Wilshire Boulevard corridor. Please see Figures IV.A-7 and IV.A-8 of the Draft EIR. As indicated on page IV.A-32 of the Draft EIR, the project would not contrast with or encroach upon existing features that represent the area's valued aesthetic image, nor would the project detract from the existing style or image of the Wilshire Boulevard high-rise corridor due to density, height, bulk, or other physical elements. Therefore, the potential impacts of the proposed project with regard to height and scale in relation to the surrounding community are not minimized.

COMMENT UCLA-18

b. The designation of streets in Draft EIR Chapter IV.G is inaccurate. Gayley Avenue is not a "secondary street" nor is Westwood Boulevard a "major arterial" (see, e.g., Page IV.G-2.) Similarly, Wilshire Boulevard is not a "major arterial" nor is Lindbrook Drive a "secondary street" (see, e.g., Page IV.G-3). Wilshire Boulevard and Westwood Boulevard are designated Major Highways in the General Plan; Gayley Avenue and Lindbrook Drive are designated Secondary Highways.

Response to Comment UCLA-18

The comment is correct in that the classifications of some of the streets in the project vicinity are inaccurate. The Traffic Study, which is contained in Appendix E, and Section IV.G, Transportation and Circulation, of the Draft EIR have been revised to identify the correct street designations in accordance with the Transportation Element of the General Plan. Please see Section IV, Corrections and Additions, of this Final EIR. The change in street designations in the Traffic Study and EIR section does not change the analysis or the conclusions reached in the Draft EIR.

COMMENT UCLA-19

c. The Draft EIR states that two-hour curbside parking is available adjacent to the Project site on Gayley Avenue, (see, e.g., Page IV.G-2, para. 3). However, while limited curbside parking is available on Gayley Avenue within the "study area," stopping on southbound Gayley Avenue south of Lindbrook Drive is prohibited. This error inappropriately diminishes the potential vehicle circulation impacts.

Response to Comment UCLA-19

Section IV.G of the Draft EIR provides a discussion of the local streets in the study area. The description of parking on Gayley Avenue is revised in the Final EIR to indicate that limited curbside parking is available on Gayley Avenue in the study area. Stopping on southbound Gayley Avenue between Lindbrook Drive and Wilshire Boulevard, however, is prohibited. Please see Section IV, Corrections and Additions, of this Final EIR. This is a text correction in the EIR section only and does not result in any changes in the traffic analysis or the conclusions regarding traffic in the Draft EIR.

COMMENT UCLA-20

d. Table 111-1, Related Projects (Page 111-15) contains an asterisk and several superscript notes that do not seem to refer to anything; there are no accompanying footnotes.

Response to Comment UCLA-20

The footnotes were inadvertently left off on Table III-1 of the Draft EIR. The footnotes are in Table 4 of the Traffic Study, which is provided in Appendix E of the Draft EIR. Table III-1 has been revised in this Final EIR to include the footnotes. Please see Section IV, Corrections and Additions, of this Final EIR. The revision does not result in any changes to the analyses or conclusions reached in the Draft EIR.

COMMENT UCLA-21

e. There is an inconsistency in the description of the proposed restaurant and bar. In some places (e.g. page IV.D-21) the Draft EIR infers that these amenities are for use only by hotel guests. However, under Option 2 for condominium development, the amenities in question are described as a public restaurant/bar (e.g. Page IV.D-22). The vehicle circulation and traffic impacts associated with the potential greater restaurant patronage associated with Project development option 2 have not been analyzed.

Response to Comment UCLA-21

The Draft EIR consistently describes the restaurant under both Options 1 and 2 available to the public (see Draft EIR, page II-10, last paragraph, last sentence; and page II-12, 2nd line from the top of the page; and page IV.D-18, 3rd paragraph). As shown in Tables IV.G-4 (page IV.G-28) and IV.G-6 (page IV.G-34), the trip generation rate for a public restaurant would be identical under both options. Page IV.D-20, paragraph 2, of the EIR states that the restaurant under Option 1 would be public. Under the same subheading, the Draft EIR (page IV.D-21, first full paragraph, lines 1 and 2) inadvertently states “the restaurant and bar for hotel guests,”. This single misstatement does not affect the accuracy of the trip generation tables or the traffic impact analysis in the Draft EIR.

However, as indicated in Response to Comment No. UCLA-1, since the circulation of the Draft EIR, the Applicant has refined Option 1. Refined Option 1 would include 250 hotel rooms and associated amenities and no condominium units. Refined Option 1 would include a bar/restaurant for use by hotel guests rather than a public bar/restaurant that was considered in Option 1. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Since the Refined Option 1 would have a private bar/restaurant rather than public, no trips would be associated with the private bar/restaurant. Please see Section IV, Corrections and Additions, for a detailed description and analyses of Refined Option 1. As shown in Section IV, Refined Option 1 would not result in any changes to the conclusions reached in the Draft EIR with regard to potential impacts.

COMMENT UCLA-22

f. There is an inconsistency in the description of access to the site for delivery and service vehicles. In some places the Draft EIR identifies the access point as the alley extending north between the subject property and Kinross Avenue (page IV.D-22), whereas in other sections "...the public alley that runs along the north boundary..." is identified (page II-12, Access and Parking).

Response to Comment UCLA-22

Section II, Project Description, provides a description of the alley as follows: "An alley runs along the north edge of the site and aligns with Lindbrook Drive. The alley runs from Kinross to the north end of the project site and then turns east and runs to Gayley Avenue. As indicated on page II-12, Access and Parking, the vehicular access to the site would be from the public alley that runs along the north boundary of the site." Page IV.D-22 of the Draft EIR does not make reference to the public alley or access to the site. For clarification, as shown in Figure III-A, the alley is L-shaped and runs in an east/west direction along the north property line of the site and then turns north (at the project site's west property line) and runs in a north/south direction to Kinross Avenue.

Section IV.G, Transportation and Circulation, of the Draft EIR contains an analysis of the access. As indicated in Section IV.G.2.c, Project Design Features, of the Draft EIR (page IV.G-22), vehicular access to the site would be from Gayley Avenue via a reconfigured intersection at Gayley Avenue and Lindbrook Drive. Access to the site from the alley connecting to Kinross Avenue to the north would be restricted to service and emergency vehicles only, with all loading and unloading occurring off of the alley, fully contained within the project site. Valet queuing and storage would also be contained on site. The alley would remain public, and would continue to provide unimpeded access to the other properties it currently serves.

An analysis of the access and loading for the proposed project is provided in Section IV.G.2.d.(2)(c), Access and Loading, of the Draft EIR (page IV.G-38). As indicated in the section, vehicular access to the site would be from Gayley Avenue via the alley. Access to the project site from the alley connecting to Kinross Avenue to the north would be restricted to service and emergency vehicles only, with all loading and unloading occurring off of the alley, fully contained within the project site. The loading dock would be located near the northwest corner of the site and adjacent to the alley. Delivery trucks would generally arrive during non-peak hours (prior to the opening of the retail and restaurant uses) and, therefore, would not conflict with vehicles from hotel guests/residents, retail customers, restaurant patrons, or other users of the alley. Valet queuing and storage would occur entirely on-site. The entire alley would remain public and would continue to provide unimpeded access to the other properties it currently serves. The Traffic Study's assignment of project trips to the individual blocks in the project vicinity did not reveal any potential access problems. Impacts with regard to site access and circulation would be less than significant.

In conclusion, the City does not concur that there is an inconsistency in the way the access for vehicles (automobiles) or delivery and service vehicles is described in the Draft EIR. However, in order to provide clarification, Section II, Project Description, has been revised in the Final EIR to indicate that access to the site from the alley connecting to Kinross Avenue would be restricted to service and emergency vehicles. Please see Section IV., Corrections and Additions, of this Final EIR.

COMMENT UCLA-23

g. Project development option 2 proposes up to 144 condominium units. However, even if an amendment to the Community Plan is granted as proposed by the Project sponsor to allow R5 density, only a maximum of 119 units would be permitted.⁵

⁵ See footnote 1, above. If the total lot area is less than 23,951 square feet, then the total number of units should also correspondingly be less.

Response to Comment UCLA-23

With the lot area of 23,591 square feet and one-half of the alley (1,534 square feet) included, the site area for purposes of calculating density would be 25,125 square feet. Based on 200 square feet per unit which is the density allowed by the Code, 125 units could be developed on the site. A 15 percent density increase, which could be approved by the Zoning Administrator, would allow an additional 19 units. Thus, 144 units could be developed on the site with Zoning Administrator approval. As Option 2 would result in 144 residential units, Section 12.28A of the LAMC could permit the Zoning Administrator to approve the proposed density.

Section II.G has been revised to clarify that a Zoning Administrator Adjustment would be required for Option 2 for the density. In addition, the footnote on page IV.D-23 has been revised to clarify the calculations regarding the number of units. Please see Section IV, Corrections and Additions, of this Final EIR. The analyses contained in the Draft EIR are based on the number of rooms and/or residential units and square footage for the commercial uses. Thus, the changes in the list of entitlements in Section II and the changes in Section IV.D (list of entitlements and footnote 80) do not change the analyses or conclusions reached in the Draft EIR.

COMMENT UCLA-24

h. The above grade encroachment over the alley to the north has not been sufficiently analyzed in the DEIR with respect to fire and life safety issues. There may be issues relative to fire department access to the Project and to UCLA property if this encroachment and overhead construction above the public way is permitted.

Response to Comment UCLA-24

The north radius of the cantilevered porte-cochere would be approximately 40 feet above grade and, as such, would exceed minimum vertical clearance for LAFD vehicles. In addition, the porte-cochere would not alter the width of the existing 20-foot-wide alley and, therefore, would allow adequate horizontal space for fire truck access. However, Mitigation Measure F-2 (page IV.F-18 of the Draft EIR), requires that project building plans and a plot plan be submitted to the LAFD prior to the issuance of a building permit. The LAFD review of all building plans would ensure compliance with fire and building codes and would ensure adequate access for emergency vehicles. As indicated in Section IV.F.1 Public Services – Fire Protection, of the Draft EIR, implementation of the recommended mitigation measures would ensure that the proposed project's impacts with regard to fire protection services would remain less than significant.

COMMENT UCLA-25

7. The Project appears to have been improperly segmented.

The Project design provides for site access through an alley on the north side of the Project site. At the request of the Project sponsor, UCLA participated in a request to vacate an existing mid-block alley. This request was approved by the City on March 25, 2008 under a CEQA Categorical Exemption, which now allows the Project to be constructed over the former mid-block alley. While UCLA understood at the time that the vacation was advocated by the Project sponsor to facilitate some future development, the specifics of that development, and the extent to which the Project sponsor would be seeking adjustments, variances, and other entitlements, was unknown to UCLA. CEQA requires that the "whole of the action" be analyzed in a single environmental document so that the impacts are not minimized by segmenting the larger proposal into smaller projects, as appears to be the case here. Had the vacation not been granted, the scale and mass of the Project would have been significantly reduced or alternatives to the proposed Project not involving use of the mid-block alley would have been required to be discussed.

Response to Comment UCLA-25

The relocation of the alley was a standalone project. When the City Council initiated vacation of the alley on December 16, 2005, there was no development project envisioned for the site and no applications for any pending development were before the City. Since the relocation of the alley has now been completed, any potential environmental impacts caused by its relocation have been evaluated in the Draft EIR. The concept of segmenting or piecemealing raised by the comment is concerned with a failure to analyze the environmental effects of potential future projects that are a reasonable foreseeable consequence of an initial project where the future expansion or action will likely change the scope or nature of the initial project or its environmental impacts. As indicated in CEQA Guidelines Section 15125(a), "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published,..." As the alley relocation occurred entirely in the past, its relocation was

analyzed as part of the Draft EIR as an existing condition, and no future project that is reasonably foreseeable to occur has been identified in the comment, the project has not been segmented.

As discussed in Response to Comment No. UCLA-9, the relocation of the alley from the middle of the site to the north property line of the site reduced the number of vehicular access points for the site thereby improving both vehicular and pedestrian circulation. In addition, the relocation of the alley created a safer pedestrian pathway along the Gayley Avenue frontage. The alley now runs along the north edge of the site and aligns with Lindbrook Drive. The alignment of the alley with Lindbrook Drive is located at a signalized intersection, which serves to further improve vehicular and pedestrian safety and limit vehicular and pedestrian conflicts.

In addition, the potential impacts of the relocated alley have been analyzed in the Traffic Study and in Section IV.G of the Draft EIR for the proposed project. The Traffic Study analyzes the existing street configuration, which includes the public alley in its current location to the north of the site. The Galeley Avenue and Lindbrook Drive intersection was analyzed in the Traffic Study and no significant impacts were identified at that intersection. Thus, the alley in its current configuration was analyzed and it has been determined that the alley would not result in significant circulation or pedestrian impacts.

Since the relocation of the alley was a standalone project, the necessary environmental review was considered for that action. It was determined by the City that a Categorical Exemption was appropriate. As such, the relocation of the alley, since it was not a part of the redevelopment project, does not constitute a segmentation of the project.

COMMENT UCLA-26

CONCLUSION

UCLA appreciates the opportunity to provide comments on the Draft EIR. While UCLA supports the development of the Property, for the reasons expressed in this comment letter, UCLA believes that the Draft EIR fails to adequately analyze and disclose the environmental impacts of the Project (including without limitation impacts to the UCLA Property) and that feasible mitigation measures or Project revisions have not been identified as required by the California Environmental Quality Act. Accordingly, the Draft EIR should be revised and recirculated. Further, UCLA is concerned about the ability of the City to make the required findings on the basis of the Draft EIR to approve many of the entitlements (including without limitation related to setbacks) identified by the Project sponsor as necessary for Project implementation. For this reason, UCLA renews its September 2, 2008 request to be kept informed of any and all proposed meetings, hearings or actions in furtherance of the Project.

Response to Comment UCLA-26

As indicated in the responses above, no new information has been presented nor significant impacts identified that would require recirculation of the Draft EIR. Please see Response to Comment No. UCLA-1 regarding recirculation of an EIR. As indicated in the responses to the comments in the comment letter, the Draft EIR adequately analyzes the potential impacts to the adjacent property and provides mitigation measures as appropriate. Mitigation measures are not required in instances in which the analyses conclude that the proposed project would result in a less than significant environmental impact. Mitigation measures are provided in various sections of the Draft EIR to reduce potential impacts to a less than significant level or to ensure that impacts remain less than significant. The letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: COUNTY OF LOS ANGELES

Gail Farber
Director of Public Works
Department of Public Works
900 South Fremont Avenue
Alhambra, California 91803-1331

COMMENT COLA-1

We reviewed the DEIR for the proposed project. The project site consists of two parcels and approximately 23,950-square-feet of lot area. The project would require the demolition of an existing one-story commercial building on the south parcel. The applicant proposed 134-room luxury business hotel and 10 condominiums or option 2 would develop 144 condominium units.

The following comments are for your consideration and relate to the environmental document only.

Response to Comment COLA-1

The comment provides a description of the proposed project and is introductory in nature. The Applicant has refined Option 1, which is referred to as Refined Option 1 and is similar to Alternative D in Section V, Alternatives, of the Draft EIR. Refined Option 1 would include 250 hotel rooms and associated amenities, including a private bar/restaurant for use by hotel guests only. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Refined Option 1 would not result in any changes to the conclusions reached in the Draft EIR with regard to potential impacts. Please see Section IV, Corrections and Additions, for a detailed analysis of Refined Option 1.

The comment does not state a specific concern or question regarding the information presented in the Draft EIR. Detailed responses are provided to the comments. Please see Response to Comment Nos. COLA-2 through COLA-5 below. The letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT COLA-2

Traffic/Access

Based on our Level of Service analysis using the County's methodology, the project generated traffic alone and cumulatively with other related projects will significantly impact the intersection of Wilshire Boulevard at Veteran Avenue. No feasible physical improvements are currently available to mitigate this potential impact. Therefore, please ensure that this unmitigated impact is properly described in the DEIR.

In addition, we expect the cumulative traffic generated by the project and other related projects will significantly impact the intersection of Wilshire Boulevard at Sepulveda Boulevard. The project shall propose feasible mitigations and contribute its proportionate share of the cost for the recommended improvements. Conceptual striping/signing and traffic signal plans, which confirm the feasibility of the improvements and cost estimates, shall be submitted to the County of Los Angeles Department of Public Works for review and approval.

Based on our calculations, the cumulative impact expected at the intersection of Wilshire Boulevard at Sepulveda Boulevard could potentially be mitigated by the proposed 405 Freeway improvement project being administered by Caltrans (copy of conceptual design enclosed). The intersection will have a significant cumulative impact until the 405 Freeway improvement project or another project of equal effectiveness is constructed. Therefore, please ensure that this unmitigated impact is properly described in the DEIR.

We recommend the project's applicant consult with Caltrans to obtain their concurrence with any potential California Environmental Quality Act impacts to the freeway ramps and mainline in the area. Any written comments received from Caltrans should be included in the DEIR.

If you have any questions regarding traffic comments, please contact Mr. Virgilio Lazatin (626) 300-4766.

Response to Comment COLA-2

The scope of the Traffic Study was developed in consultation with the City of Los Angeles Department of Transportation (LADOT) to identify the assumptions, technical methodologies and geographic range for the study. The intersections analyzed in the traffic study are all under the jurisdiction of the City of Los Angeles. As such, the potential impacts were identified using significance criteria established by the City of Los Angeles, the lead agency under CEQA. The City has adopted thresholds of significance pursuant to CEQA Guidelines Section 15064.7. The Governor's Office of Planning and Research describes a "threshold of significance" as a level at which the lead agency finds a project's effects to be significant. Under the City's thresholds of significance, the City has determined the proposed project's impacts on traffic to be less than significant. LADOT has reviewed the traffic study, and has found the assumptions, methodology, analysis and conclusions contained within the study to be accurate. That the County may apply a different threshold of significance to traffic is irrelevant to the question of whether the proposed project has a significant impact under the City's adopted thresholds of significance. The City is not required to accept the significance standards suggested by the commenter. The City has concluded that it does not accept the County's thresholds rather than the City's thresholds for a City intersection and no further analysis pursuant to the County's methodology is required.

With regard to consultation with Caltrans, Caltrans was provided a copy of the Draft EIR for their review. No consultation was required or occurred with Caltrans and no comment letter was received from Caltrans.

COMMENT COLA-3

Other—Environmental Safety

1. Hazardous Waste: The existing Hazardous Waste Management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing Hazardous Waste Management infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include, but are not limited to, providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

Response to Comment COLA-3

The issue of household hazardous waste was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As indicated in Response VII.a) of the Initial Study:

“The type and amount of hazardous materials to be used in association with the project would be typical of those used in commercial and residential developments. Specifically, operation of the commercial and residential uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. Construction of the proposed project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, construction and operation of the project would result in a less than significant impact with regard to routine transport, use, or disposal of hazardous materials relative to the safety of the public or the environment. Further analysis of this issue in an EIR is not necessary, and no mitigation measures are required.”

However, a mitigation measure has been added to the Mitigation Monitoring Program to ensure that homeowners properly manage and dispose of household hazardous waste. Please see Section IV., Corrections and Additions, and Section V., Mitigation Monitoring Program, of this Final EIR.

COMMENT COLA-4

2. Storage Space for Recyclables: The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Response to Comment COLA-4

The issue of solid waste generation and recycling was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As indicated in Response XVI.g) of the Initial Study “The proposed project would operate in accordance with the City’s Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. In addition, the project would comply with Section 12.21.A.19(c) of the LAMC which requires all new construction developments to provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable materials and divert such materials from disposal at landfill.” Therefore, the proposed project would comply with the California Solid Waste Reuse and Recycling Access Act of 1991, as amended.

COMMENT COLA-5

3. Solid Waste: Current estimates indicate that daily solid waste generation in Los Angeles County will exceed the available daily disposal capacity in the near future. The construction and demolition of the proposed project and the operation over the life of the project will increase the generation of solid waste and negatively impact the Solid Waste Management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include the recycling of construction and demolition debris and the development of infrastructure in the project to facilitate recycling.

If you have any questions regarding environmental comments, please contact Mr. Corey Mayne (626) 458-3524.

If you have any other questions or require additional information, Mr. Toan Duong at (626) 458-4921.

Response to Comment COLA-5

The issue of solid waste generation and recycling was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As indicated in Response XVI.f) of the Initial Study:

“...the proposed project would require the demolition of the existing on-site structure and construction of the proposed building and associated parking structure.

Project construction activities would generate typical construction and demolition waste, including wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard. Inert solid waste, such as soil, concrete, asphalt, and other construction and demolition debris, generated during construction would be disposed of at one of the County's five unclassified landfills. According to the County's Integrated Waste Management Plan 2004 Annual Report, the total remaining permitted capacity for these landfills was estimated to be approximately 63.63 million tons. As there is no anticipated shortfall in disposal capacity at unclassified landfills within the County, the proposed project's solid waste impacts during construction would be less than significant."

In addition, as indicated in the Applicant's LEED for New Construction Registered Project Checklist, up to 75 percent of construction waste would be diverted from disposal. (A copy of the LEED Checklist is provided in Appendix C of this Final EIR.) Thus, construction waste that would be disposed of at a landfill would be considerably reduced. Impacts to solid waste during construction would be less than significant.

With regard to operation, as indicated in Response XVI.f, Option 1 and Option 2 would generate approximately 564.4 tons per year of solid waste. Using the factors presented in the Initial Study, Refined Option 1, with 250 hotel rooms, associated amenities, private restaurant/bar and ground floor retail space, would generate approximately 555 tons per year of solid waste. In addition, Los Angeles County continues to evaluate its landfill needs and capacity through the Los Angeles County Solid Waste Management Plan. Ultimate landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., Land Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints.

Several actions have occurred in recent years that have also altered projected capacity. In August 2005, the City of Los Angeles portion of the Sunshine Canyon Landfill Expansion began operations with a permitted capacity of 73.0 million tons. In addition, the Puente Hill Materials Recovery Facility (MRF) began operating in July 2005 at 500 tons per day (tpd), with a permitted capacity of 4,400 tpd and 24,000 tons per week. As well, in August 2000, the County Sanitation Districts of Los Angeles County (CSDLAC) entered into Purchase and Sale Agreements for the Mesquite Landfill waste-by-rail facility, located in Imperial County. Construction of the Mesquite Regional Landfill was completed in 2008 and is expected to be open for rail shipments of waste in 2012.⁶ When fully operational, the Mesquite Landfill will accept 20,000 tpd of waste and have a

⁶ *The Mesquite Regional Landfill rail infrastructure project is currently underway and expected to be completed in 2012. Sanitation Districts of Los Angeles County, Mesquite Regional Landfill, "Bids Sought for Mesquite Landfill Railyard" available online at: <http://www.mrlf.org/index.php?build=view&idr=137&page2=&pid=32>, July 22, 2009.*

total capacity of approximately 600 million tons, with a projected life of approximately 100 years. Additionally, the CSDLAC entered into a Purchase and Sale Agreement for the Eagle Mountain Landfill, a proposed waste-by-rail landfill located in Riverside County, from Kaiser Ventures, Inc. However, in June 2005, the U.S. District Court struck down a land exchange between Kaiser and the Bureau of Land Management, which would have allowed for development of this landfill. Officials are now determining whether this proposed project can proceed without the land exchange. However, if operational, the Eagle Mountain Landfill would accept 20,000 tpd of waste and have a total capacity of approximately 708 million tons, with a projected life of approximately 117 years.

In addition, aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels. Examples of such efforts include resource conservation per the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the diversion of waste to transformation (waste-to-energy) facilities or to intermodal facilities that transport the waste by rail to facilities outside of the County.

In addition, the City of Los Angeles is also in the process of creating a “Zero Waste” Solid Waste Integrated Resources Plan (SWIRP), which is expected to be complete in 2013. In accordance with the Plan, Mayor Antonio Villaraigosa has set a goal to achieve a 75 percent diversion rate by 2013. To meet the Mayor’s challenge, the Bureau of Sanitation has initiated several new programs including multi-family recycling availability, plastic bag policy recommendation and polystyrene foam ban at City facilities, consideration of construction and demolition (C&D) recycling requirements, a Citywide C&D ordinance, and proper sharp disposal requirements. According to the City of Los Angeles Bureau of Sanitation, the City achieved waste diversion of 65 percent.⁷

As indicated in Response to Comment No. COLA-4, the proposed project would operate in accordance with the City’s Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. The proposed project would comply with Section 12.21.A.19(c) of the LAMC which requires all new construction developments to provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable materials and divert such materials from disposal at landfill. In addition, as indicated above, the Applicant has committed to divert up to 75 percent of construction waste from disposal as indicated in the LEED for New Construction Checklist for the proposed project. Therefore, mitigation measures requiring recycling of construction and demolition debris and the development of infrastructure in the proposed project to facilitate recycling are not necessary.

⁷ *City of Los Angeles Bureau of Sanitation*, http://www.lacity.org/san/solid_resources/recycling/index.htm, accessed July 30, 2009.

COMMENT LETTER: METRO

Susan Chapman
Program Manager, Long Range Planning
Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952

COMMENT METRO-1

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Wilshire Gayley Project. This letter conveys comments and 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.

Response to Comment Metro-1

The comment is introductory and general in nature. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and no further response is necessary.

COMMENT METRO-2

Although the traffic impact analysis in the Draft EIR satisfies the provisions of the Congestion Management Program (CMP), you should also be aware that there are a variety of important transit services in the area and future services being planned or studied that have not yet been adequately addressed in the EIR. Specifically:

1. Current bus service: Wilshire Boulevard currently has very high levels of bus transit service and ridership with various bus lines that travel by and stop at or near the proposed project site. Although the Draft EIR indicates that all project construction activities are expected to occur on-site and therefore not impact any bus operations, please be advised that Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Metro should also be contacted if any changes to existing stops and zones are anticipated either during or after construction. Other Municipal Bus Service Operators may also be impacted and therefore should be included in the FEIR and included in construction outreach efforts.

Response to Comment Metro-2

The first portion of the comment indicates that the CMP analysis contained in the Traffic Study, which is provided in Appendix F of the Draft EIR and summarized in Section IV.G, Transportation and Circulation, of the Draft EIR, satisfies the CMP.

As indicated in Section IV.G of the Draft EIR project construction would not require the temporary relocation of bus stops, or rerouting of bus lines. The Draft EIR concludes that project construction for Option 1 and Option 2 would result in less than significant traffic related impacts, including potential impacts to transit. Construction would remain the same for Refined Option 1. Thus, Refined Option 1 would result in less than significant traffic related impacts during construction as would Option 1. However, Mitigation Measure G-1 requires that prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan in accordance with the City's requirements. If there were a change in the construction that would result in potential impacts to bus stops or routes, coordination with Metro, as requested in the comment, in addition to the City of Los Angeles, would occur.

COMMENT METRO-3

2. Wilshire Bus Lane Project: Metro, in partnership with the City of Los Angeles, is currently moving forward with an Environmental Assessment for a federally-funded, peak period exclusive bus lane along Wilshire Boulevard within the City of Los Angeles. The bus lane is anticipated to operate in the AM and PM peak periods and prohibit general purpose traffic from using the curb lane on Wilshire Boulevard between 7:00-9:00 a.m. and 4:00-7:00 p.m. The FEIR should discuss the transit and non-transit modal share of the project in the context of mobility along Wilshire Boulevard with a potential exclusive bus lane. Please contact Metro Project Manager Martha Butler if you require further information about this project. Ms. Butler can be reached at 213-922-7651 or butlerm@metro.net.

Response to Comment Metro-3

The scope of the traffic analysis for the proposed project was developed in consultation with the Los Angeles Department of Transportation (LADOT) to identify the assumptions, technical methodologies and geographic range for this study. This includes both the intersection capacity assumptions and the transit and non-transit modal share assumptions for the proposed project. The Traffic Study did not assume transit credit or ridership despite the existing and future transit along Wilshire Boulevard. LADOT has reviewed the Traffic Study and the addendum to the Traffic Study for Refined Option 1, and has found the assumptions, methodology, analysis, and conclusions contained within the Traffic Study and the addendum for Refined Option 1 to be accurate.

As indicated on the Metro website, the City of Los Angeles, Metro, and the County of Los Angeles are considering the feasibility of implementing a Bus Rapid Transit (BRT) on Wilshire Boulevard that would include portions of Wilshire Boulevard from west of the 110 Freeway to the

Santa Monica City limits excluding the City of Beverly Hills.⁸ The BRT, should it be implemented, would have significant benefit for transit users. Early studies indicate that end-to-end bus travel times could decrease by an average of 24 percent with bus speeds increasing by 32 percent. Higher bus speeds and the higher quality transit that BRT could provide could further increase the number of users of public transportation. It is likely that some patrons and/or residents of the proposed project would use the BRT.

A joint Initial Study/Environmental Assessment is being conducted. At this point the project is not yet defined to the point that the BRT could be included in project analyses and any further analysis of this proposed project would be speculative and outside the scope of this EIR. However, the proposed project supports all public transit initiatives, including any potential additions or enhancements to the existing MTA bus lines.

COMMENT METRO-4

3. Westside Extension Transit Corridor Study: The proposed project site is within the study area for the Westside Extension Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) which is currently underway. This study is evaluating a potential extension of the heavy rail subway to the Westside including a station in Westwood. Some of the locations under consideration for a Westwood area station are immediately adjacent to the Wilshire Gayley property. That project should consider locating on the property a proposed future subway portal (escalator and elevator). It does not appear that a subway portal would fit on the corner of the property the way the Wilshire Gayley Project is currently designed. Metro therefore requests that the corner of the property be re-designed to more easily accommodate a future subway portal that facilitates easy access to connecting bus service. Further, Metro would request the developer to ensure that the design of the hotel, including the parking garage and ramps, coordinates with, and does not impinge on the design of the future subway tunnels and station so that each project can accommodate the other, avoid future expense, disruption and delay for both parties. Please contact Metro Project Manager David Mieger if you require further information about this project. Mr. Mieger can be reached at 213-922-3040 or miegerd@metro.net. Information about the study can be found on the Metro website at <http://www.metro.net/projects-studies/westside/default.htm>.

Response to Comment Metro-4

As indicated in Section IV.G, Transportation and Circulation, of the Draft EIR (page IV.G-5), Measure R, which was passed in November 2008, dedicates \$4 billion for a future Westside subway, which represents a substantial amount of the necessary funding for the future subway. In January 2009, the Metro Board authorized preparation of the Draft EIS/EIR for the subway extension and Metro anticipates a recommendation of a Locally Preferred Alternative (LPA) for the subway extension in the latter part of 2010.

⁸ http://www.metro.net/projects_studies/wilshire/default/htm, accessed July 30, 2009.

While an exact alignment through Westwood has not yet been determined, a subway station is envisioned in Westwood. The developer of the proposed project has had an initial meeting with Metro to discuss opportunities for building the proposed project without adversely impacting potential tunnel and station locations that are under study by Metro. It should be noted that the proposed project, as designed, would be set back approximately 12 feet from the project site's south property line. The Applicant is evaluating the potential for a future portal on the project site to the extent that a portal is feasible and would not unduly burden the proposed project. Also, preliminary designs prepared by Metro indicate that a portal to the Westwood station could be located on the large parcel owned by UCLA, which is to the west of the project site and the proposed project would not interfere with this proposed portal. However, the Applicant will continue to work with MTA to find the best solution for a Westwood subway station/portal. The Applicant would provide pop-out panels to allow for a portal to come through the building if a subway stop were to be located on the adjacent property.

The comment appears to suggest that the EIR analyze an alternative that redesigns the corner of the site and thus sets the proposed project further back from Wilshire Boulevard. As indicated above, the building would be set back approximately 12 feet from the project site's south property line. With regard to alternatives analysis, CEQA provides that an EIR not consider every conceivable alternative to a project. Rather, an EIR must consider a reasonable range of alternatives to the proposed project that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project." (CEQA Guidelines Section 15126.6(a).) The comment does not identify a potentially significant impact that would be reduced through such an alternative. However, as indicated above, a LPA has not yet been determined. In addition, the Applicant is willing to provide pop-out panels to allow for a portal to come through the building if a subway stop were to be located on the adjacent property.

The proposed project supports all public transit initiatives, including any potential extension of heavy rail subway to the Westside and the proposed project would not interfere with the construction of any future transit improvements in the area, including the Westside Subway Extension. The Applicant will continue to work with MTA to find the best solution for a Westwood subway station/portal and to help facilitate future traffic improvements.

COMMENT METRO-5

Metro looks forward to reviewing the Final EIR. If you have any general questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

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

Response to Comment Metro-5

The comment requests a copy of the Final EIR. CEQA Statute Section 21092.5(a) requires that “At least 10 days prior to certifying an environmental impact report, the lead agency shall provide a written proposed response to a public agency on comments made by that agency which conform with the requirements of this division.” In compliance with Section 21092.5(a) and in accordance with the City’s CEQA process, a copy of the Final EIR will be sent to Metro as requested in the comment. The letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: BUREAU OF SANITATION

Brent Lorscheider
 Division Manager
 Wastewater Engineering Services Division
 Bureau of Sanitation
 2714 Media Center Drive
 Los Angeles 90065

COMMENT BOS-1

This is in response to your June 4, 2009 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for either Option #1 or Option #2 of the proposed project.

Response to Comment BOS-1

The comment is general in nature and does not state a specific concern or question regarding the information presented in the Draft EIR. Section IV.H.2., Wastewater, of the Draft EIR was prepared based on information obtained from the City of Los Angeles Department of Public Works in a comment letter on the Notice of Preparation (NOP) of the Draft EIR as well as the City’s gauging study prepared by the Bureau of Sanitation. The comment letter on the NOP is provided in Appendix A of the Draft EIR and the gauging study is provided in Appendix F of the Draft EIR.

COMMENT BOS-2

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Option #1

Type Description	Average Daily Flow per Type Description (GPO/UNIT)	Proposed No. of Units	Average Daily Flow (GPO)
Existing			
Gas Station	430 GDP/STATION	1 STATION	(430)
Retail	0.08 GDP/SQ.FT	9,873 SQ.FT	(790)
Proposed			

Type Description	Average Daily Flow per Type Description (GPO/UNIT)	Proposed No. of Units	Average Daily Flow (GPO)
Retail	0.08 GPD/SQ.FT	6,510 SQ.FT	521
Restaurant/Bar	0.5 GPD/SQ.FT	9,975 SQ.FT	4,988
4-BR Condo	240 GPD/DU	10 DU	2,400
Hotel	130 GPD/RM	134 RMS	17,420
Fitness Center	0.25 GPD/SQ.FT	4,500 SQ.FT	1,125
Spa	0.8 GPD/SQ.FT	3,000 SQ.FT	2,400
Coffee Shop	0.28 GPD/SQ.FT	3,800 SQ.FT	1,064
Lobby	0.08 GPD/SQ.FT	2,750 SQ.FT	220
Administration	0.15 GPD/SQ.FT	34,206 SQ.FT	5,131
Total			34,049

Option #2

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPO)
Existing			
Gas Station	430 GPD/STATION	1 STATION	(430)
Retail	0.08 GPD/SQ.FT	9,873 SQ.FT	(790)
Proposed			
Retail	0.08 GPD/SQ.FT	6,510 SQ.FT	521
Restaurant/Bar	0.5 GPD/SQ.FT	9,975 SQ.FT	4,988
1-BR Condo	120 GPD/DU	134 DU	16,080
4-BR Condo	240 GPD/DU	10 DU	2,400
Fitness Center	0.25 GPD/SQ.FT	4,500 SQ.FT	1,125
Spa	0.8 GPD/SQ.FT	3,000 SQ.FT	2,400
Coffee Shop	0.28 GPD/SQ.FT	3,800 SQ.FT	1,064
Lobby	0.08 GPD/SQ.FT	2,750 SQ.FT	220
Administration	0.15 GPD/SQ. FT	34,206 SQ.FT	5,131
Total			32,709

Response to Comment BOS-2

Section IV.H.2, Wastewater, of the Draft EIR was based on the comment letter on the Notice of Preparation (NOP) that was received as well as the City's gauging study that was prepared for the proposed project. The NOP comment letter is provided in Appendix A of the Draft EIR and the gauging study is provided in Appendix F of the Draft EIR. The estimated wastewater generation for Option 1 and Option 2, which is provided in Table IV.H.2-3 of the Draft EIR, is based on the numbers provided in the gauging study, which is provided in Appendix F. However,

while the gauging study assumed a net generation, deducting the wastewater generated by the previous gas station, the analysis contained in Section IV.H.2 of the Draft EIR provides a more conservative analysis and does not assume a net generation for the proposed project. Therefore, the analysis contained in Section IV.H.2 can be considered a more conservative approach than that provided by the Bureau of Sanitation.

With regard to wastewater generation for the proposed project, the comment contains a slightly different set of numbers than those provided in Section IV.H.2, Wastewater, of the Draft EIR. The analysis provided above breaks the uses out differently from that provided in the Draft EIR, and presents a more detailed analysis of the estimated wastewater generation from the proposed uses.

Since the circulation of the Draft EIR, the Applicant has revised Option 1 which is referred to as Refined Option 1 and is similar to Alternative D in Section V, Alternatives, of the Draft EIR. Refined Option 1 would include 250 hotel rooms and associated amenities, and no condominium units. Refined Option 1 would include a private bar/restaurant for use by hotel guests rather than a public bar/restaurant that was considered in Option 1. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Section IV, Corrections and Additions, contains an analysis with regard to wastewater and water supply for Refined Option 1 using the factors provided in the comment letter.

Based on the comment, Refined Option 1 would result in 46,381 gpd and a peak flow of 78,849 gpd. Based on the comment, Option 2 would result in 33,929 gpd (0.034 mgd) and a peak flow of 57,679 gpd (0.058 mgd). Tables IV.H.2-3, *Estimated Wastewater Generation – Options 1 and 2*, and IV.H.2-4, *Cumulative Wastewater Generation*, of the Draft EIR as well as the associated text have been revised to reflect the new numbers provided by the Bureau of Sanitation as well as Refined Option 1. Also, as the proposed project's water demand is based largely on wastewater generation factors, Tables IV.H.1-4, *Estimated Water Demand – Option 1*; IV.H.1-5, *Estimated Water Demand – Option 2*; and *Estimated Cumulative Water Demand*, and respective text in Section IV.1, Water, have been revised to reflect the Bureau of Sanitation's more detailed generation factors and Refined Option 1. Please see Section IV, Corrections and Additions of the Final EIR.

The new numbers provided by the Bureau of Sanitation do not result in a change in the conclusions reached in the Draft EIR with regard to wastewater. With the revised estimated wastewater generation, Refined Option 1 and Option 2 would result in a less than significant impact with regard to wastewater generation. While the new numbers provided by the Bureau of Sanitation resulted in a change in the calculations for water demand, the revisions do not result in a change in the conclusions reached for Refined Option 1 and Option 2 with regard to water.

COMMENT BOS-3**SEWER AVAILABILITY**

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on Gayley Ave R/W, an existing 12-inch line on Wilshire Blvd, and existing 30-inch line on Gayley Ave. The sewage from both 8-inch and 12-inch existing lines feed into the 15 inch line on Kelton Ave before splitting into a 21-inch line on Ohio Ave and 15-inch line on Santa Monica Blvd. The flow in the 21-inch line on Ohio Ave feeds into a 24-inch line on Ayres Ave before finally discharging into a 30-inch line on National Blvd. The flow in the 15 inch line on Santa Monica Blvd continues into an 18-inch line on Malcolm Ave and then a 21-inch line on Overland Ave before finally discharging into a 24-inch line on National Blvd. The sewage from the existing 30-inch line on Gayley Ave flows into a 39-inch line on Westwood Blvd before discharging into a 33-inch pipe on Rochester Ave.

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Gayley Ave R/W	*	561,724 GPO
12	Wilshire Blvd	*	1.19 MGD
15	Kelton Ave	25	2.07 MGD
21	Ohio Ave	30	4.36 MGD
15	Santa Monica Blvd	18	2.26 MGD
24	Avres Ave	52	8.03 MGD
30	National Blvd	61	7.38 MGD
18	Malcolm Ave	22	3.39 MGD
21	Overland Ave	21	4.46 MGD
24	National Blvd	24	4.55 MGD
30	Gayley Ave	31	10.3 MGD
39	Westwood Blvd	*	15.27 MGD
33	Rochester Ave	29	17.74 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time.

Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

Response to Comment BOS-3

The comment indicates that it appears existing infrastructure has the capacity to handle the wastewater flows generated by the proposed project. Sewer lines that are likely to serve the project site appear to have adequate capacity based on the capacity of immediate downstream lines. However, the information regarding wastewater routing, downstream lines, and the size and capacities of adjacent and downstream sewer lines has changed with respect to the memo provided during the preparation of the Draft EIR (see Draft EIR, footnote 173: Los Angeles Department of Public Works – Bureau of Sanitation, October 2, 2008, and the gauging study, contained in Appendix F of the Draft EIR, March 23, 2009.). In order to bring the EIR into consistency with the most recent information provided by the Bureau of Sanitation, the text has been respectively revised in the Final EIR. Please refer to Section IV, Corrections and Additions, of this Final EIR. The revised information does not change the conclusion contained in the Draft EIR that the proposed project would have of a less than significant impact with respect to the adequacy of existing sewer infrastructure.

COMMENT BOS-4

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit.

SUSMP AND STORM WATER INFILTRATION

The proposed project is subjected to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. The proposed project is required to incorporate measures to mitigate the impact of stormwater runoff as outlined in the guidance manuals titled "*Development Best Management Practices Handbook - Part B: Planning Activities*". In addition the "*SUSMP Infiltration Requirements and Guidelines*" prioritizes the use of infiltration and bio-filtration systems as the preferred methods to comply with SUSMP requirements. These documents can be found at: www.lastormwater.org/Siteorg/businesses/susmp/susmpintro.htm.

Response to Comment BOS-4

The Initial Study prepared for the proposed project in accordance with CEQA Guidelines, Appendix G (attached as Appendix A of the Draft EIR) determined that the proposed project would

not exceed the hydrology or water quality thresholds, including violation of water quality or discharge standards, substantial depletion of groundwater supplies or alteration of existing drainage patterns, or creation of new runoff that would exceed the capacity of existing drainage systems. As such, the determination was made that no further analysis of hydrology and water quality in an environmental impact report would be required (see Initial Study, Section VIII (a) through (j)). However, the proposed project would be required to comply with all existing, applicable water quality regulations during construction and operation, including the preparation of a SUSMP during proposed project operation. Thus, the proposed project would comply with the requirements stated in the comment.

COMMENT BOS-5

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. If the proposed project includes public right-of-way improvements and presents an opportunity to include Green Street elements as part of the project. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways. For more information regarding implementation of Green Street elements, please call Wing Tam at (213) 485-3985.

Response to Comment BOS-5

The Green Street Initiative has not been adopted and is not currently applicable to the proposed project. However, the proposed project would support the intention of the Green Street Initiative through compliance with SWPPP requirements and implementation of BMPs during project construction. In addition, the proposed project would support the Initiative through the required SUSMP permit, which includes the capture, retention, and filtering of stormwater. The proposed project would also support the Green Street Initiative by providing more street trees and street-side landscaping at the project site than under current conditions, and by achieving a LEED Silver rating (including conservation features to improve air and water quality). The proposed project would also support the Green Street Initiative through its consistency with the City's Walkability Checklist, as discussed in Section IV.D, page IV.D-38 and in Table IV.D-3 of the Draft EIR. The proposed project would enhance pedestrian activity through upgrading and widening the existing substandard sidewalk along Gayley Avenue; providing large, at grade display windows; providing exterior lighting; eliminating existing driveways and unsignalized curb-cuts; and by locating hotel visitors or residents within walking distance of an existing urban center that provides

a range of services, employment opportunities, and mass transit, including airport transit adjacent to the proposed project site.

COMMENT BOS-6

WET WEATHER EROSION CONTROL

A Wet Weather Erosion Control Plan is required for construction during the rainy season (between October 1 and April 15 per Los Angeles Building Code, Sec. 7002). For more information, please see attached Wet Weather Erosion Control Guidelines.

STORM WATER POLLUTION PREVENTION PLAN

A Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbance activities over one acre. The SWPPP must be maintained on-site during the duration of construction. WPD staff is available at your request to provide guidance on stormwater issues. Should you have any questions, please contact Meher Irani of my staff at (213) 485-0584.

Response to Comment BOS-6

The issue of erosion during construction was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As discussed in Section VI.b) of the Initial Study, the proposed project would be required to comply with existing water quality regulations, including the preparation and implementation of a Wet Weather Erosion Control Plan and a SWPPP during project construction to the satisfaction of the Department of Public Works. Thus, the proposed project would comply with the requirements stated in the comment.

COMMENT BOS-7

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that apply to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Special Projects Division.

Special Projects staff is available at your request to provide guidance on solid resource issues. Should you have any questions, please contact Daniel Hackney at (213)485-3684.

Response to Comment BOS-7

The issue of solid waste generation and recycling was considered in the Initial Study, which is contained in Appendix A of the Draft EIR. As indicated in Response XVI.g) of the Initial Study “The proposed project would operate in accordance with the City’s Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. In addition, the proposed project would comply with Section 12.21.A.19(c) of the LAMC which requires all new construction developments to provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable materials and divert such materials from disposal at landfill.” Therefore, the proposed project would comply with the California Solid Waste Reuse and Recycling Access Act of 1991, as amended. The letter will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: BADRINO UNIVERSAL FITNESS

Badrino Kochtane
Owner
Badrino Universal Fitness
1112 Gayley Avenue
Los Angeles, CA 90024

COMMENT BADRINO-1

My studio is located across the street from the proposed site for the Wilshire Gayley hotel project. I have worked in Westwood Village for more than 10 years, and have owned my business in Westwood Village for more than five years. This project is just what Westwood and the Village needs.

This new hotel/condo project will greatly improve a prominent corner of Westwood that is currently dilapidated. The empty building and abandoned gas station are very unattractive, and do not help the business community. A beautiful new hotel will be a great benefit to Westwood. The addition of new hotel visitors will be a great boost to existing Westwood businesses, by bringing new customers and new energy to the Village. We really need it!

I have seen the design for this project, and it is beautiful. Westwood deserved a hotel project of this quality. I have many clients who live and work in Westwood, as well as Brentwood, and my clients would be very happy to have a beautiful new hotel in the area with underground parking and valet service. The design for the outdoor pool, the restaurant, and ground floor retail space will be very welcome in this area. I am in full support for the approvals requested for this project. Please build it without delay.

Response to Comment Badrino-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: CAMPUS SHOE REPAIR

Vicken Bamokian
Owner
Campus Shoe Repair
10936 Weyburn Avenue
Los Angeles, CA 90024

COMMENT CSR-1

I own Campus Shoe Repair, the second oldest business in Westwood Village, which has served the Westwood and UCLA communities since 1931. I have owned my business for 15 years, and have worked here for 20 years. I strongly support the Wilshire Gayley project, which is located just a few blocks from my business, and submit the following comments:

This new hotel/condominium project will be a significant benefit to Westwood as well as the city of Los Angeles. The project site is currently severely underutilized. It consists of an empty Hollywood Video building and a former gas station. This adds nothing to Westwood. The proposed project will greatly improve the site with a beautiful building that will be a gateway for Westwood. The Flatiron design is perfect for the site, and is compatible with the Westwood business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to respect the existing character of the Village.

This project will bring a first class hotel to Westwood with subterranean parking and valet service without creating significant traffic impacts or other negative environmental impacts. This hotel is ideally located for Visitors to UCLA and Westwood. The proximity to the Village will also encourage hotel guests and project residents to walk to local restaurants, retail shops, service businesses, theaters and museums, thus increasing patronage to existing businesses and generating new sales tax.

The project will also greatly improve the pedestrian experience at this corner of Westwood by beautifying the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard. The project will create a consistently wider sidewalk of no less than ten feet in width on Gayley Avenue and along its Wilshire frontage. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian experience at this key entry point into the Village.

Additionally, the project is well located for hotel guests to be able to take advantage of existing public transportation, including the Metro Rapid Bus, LAX Flyaway Bus, as well as the planned

Metro Subway station for the Wilshire Subway line, just west of the project site. This will reduce the need for additional vehicular trips by hotel guests and project residents.

I fully support the entitlement requests for this hotel, and believe they are appropriate for this important project.

Response to Comment CSR-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: DIDDY RIESE COOKIES, INC.

Mark Perry
President
Diddy Riese Cookies, Inc.
926 Broxton Ave.
Los Angeles, CA 90024

COMMENT RIESE-1

I am a Westwood business owner and resident, and have owned my business and lived in Westwood for 29 years. My business and residence are located near the project site in Westwood.

I am writing to express 1my' strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stem Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stem Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.

- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood.

The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.

- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Riase-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed-use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the proposed project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the proposed project.

COMMENT LETTER: WESTWOOD VILLAGE FARMERS' MARKET

Steve Whipple
Market Operator and Manager
Westwood Village Farmers' Market
10920 Palms Boulevard, Suite 110
Los Angeles, CA 90034

COMMENT FARMERS-1

I am a Westwood stakeholder, and have worked in and for Westwood for the over 5 years. The weekly farmers market and community/ event operates near the project site/within the Westwood Village business district/in Westwood.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.

- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Farmers-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed-use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project. The commentor requests notification of the proposed project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the proposed project.

COMMENT LETTER: FILM INDEPENDENT

Rebecca Yeldham
Festival Director
The Los Angeles Film Festival
9911 W. Pico Blvd.
Los Angeles, CA 90035

COMMENT FILM-1

I am writing in support of the proposed luxury hotel project on Wilshire @ Gayley Avenue. I am the Director of the Los Angeles Film Festival, Southern California's largest film event that takes place each June in Westwood Village drawing in excess of 85,000 people. The Festival has been in Westwood since 2006 and we use the theatres, restaurants, storefronts, hotels, and sometimes even the streets for our venues, events, and screenings.

While we have enjoyed excellent relationships with both the Hotel Palomar on Wilshire Blvd. and W Los Angeles/Westwood Hotel (we use these venues for events and filmmaker, festival guests, and sponsor accommodations), we have begun to outgrow these location options. The addition of a third upscale hotel property would help the Festival expand its offerings to local movie fans as well as expand our opportunities to accommodate visiting guests. As the Festival continues its growth trajectory, the need for such a hotel will become even more important. In addition, the project would replace what is a long-abandoned building that is an eyesore on the major thoroughfare leading into Westwood Village.

As an arts event, we are also excited about the prospect of the addition of a building designed by Robert A.M. Stern. There is some impressive architecture in Westwood Village and on Wilshire Blvd. This project has the potential of being another award-winning piece of architecture for the west side.

We could not be more enthusiastic about this opportunity both for Westwood and for our Festival.

If you have any questions or need more information, please feel free to contact me at 310.432.1220.

Response to Comment Film-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed-use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the proposed project.

COMMENT LETTER: THE MULLER COMPANY

Jon Muller
Principal
The Muller Company
23521 Paseo de Valencia, Suite 260
Laguna Hills, CA 92653

COMMENT MULLER-1

Our company owns and manages a portfolio of office buildings in Southern California, including 10921 Wilshire Boulevard, Los Angeles CA 90024, which is a 147,876 square foot building known as "Westwood Medical Plaza". The actual ownership entity is "WW Westwood LP" and the assessor parcel number is 4363-023-032.

Our property is located directly across the street (across Gayley) from the proposed "Wilshire Gayley" project.

Response to Comment Muller-1

The comment contains information about the commentor and does not state a specific concern or question regarding the information presented in the Draft EIR. Thus, no further response is necessary.

COMMENT MULLER-2

In connection with this proposed project, we have reviewed the Draft EIR, and offer the following comments regarding the environmental impacts of the Wilshire Gayley project:

1. In the Aesthetics/Visual Resources chapter of the DEIR is Figure IV.A-6. This is a diagram showing all existing high-rise buildings along Wilshire Boulevard in the vicinity of the proposed project. The proposed project is on the north side of Wilshire Boulevard, and as proposed, will have height of 427 feet.

The buildings to the east are 180 feet in height (Westwood Medical Plaza), 230 feet in height, and 360 feet in height.

Across Wilshire Boulevard to the south, the height of the high-rise buildings from west to east are 289 feet, 99 feet, 360 feet, 355 feet, 290 feet, 255 feet and 350 feet.

To the immediate north of the project site, the diagram shows three existing buildings whose heights are 22 feet, 45 feet and 55 feet.

COMMENTS:

The subject project's proposed building height is **significantly taller than any other building in the area**. It will be:

- 2 1/2 times the height of the closest building to the east (Westwood Medical Plaza)
- Over 9 times the height of the closest building to the north (Westwood Village Square)
- Almost 18% taller than the next-tallest building in the area

Further, most of the existing high-rises shown on Figure IV.A-6 have much lower FARs than the proposed project, in terms of the size of the land footprint and the number of square feet of improvements.

The building height and/or FAR of the proposed project is **not** consistent with:

- The Design Review Board Specific Plan criterion, with the 40-foot height limit of the Westwood Village Specific Plan
- The Design Review Board Specific Plan criterion to consider conformity with the L.A. Municipal Code, since it would exceed the maximum 2.0:1 FAR limitation of the C4-2D zone, as well as the "receiver site" maximum 3.0:1 FAR

Allowing the proposed Height District change to 4D means a change to an allowable FAR of a whopping **13 to 1** - significantly greater density than allowed under the present zoning. In contrast, the existing and previous land uses on this site - the video store and gas station (since demolished) - are one-story structures, while the proposed project will be 29 stories tall. While the actual project will have an FAR closer to 11 to 1, this is still a profoundly significant increase over what is allowed today on the subject site.

Response to Comment Muller-2

As indicated in Section II, Project Description, of the Draft EIR (page II-17), the proposed building under Option 1 and Option 2 would be 29 stories and 427 feet in height. Since the circulation of the Draft EIR, the Applicant has revised Option 1 which is referred to as Refined Option 1 and is similar to Alternative D in Section V, Alternatives, of the Draft EIR. Refined Option 1 would result in the same building as that described and shown in graphics in the Draft EIR. However, Refined Option 1 would include 250 hotel rooms and associated amenities, including a private bar/restaurant for use by hotel guests. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Please see Section IV, Corrections and Additions, for a detailed analysis of Refined Option 1. Refined Option 1 would not

result in changes to the entitlements requested and would not result in any changes to the conclusions reached in the Draft EIR with regard to potential impacts. Section II.G of the Draft EIR provides a list of the requested entitlements for the proposed project. As also indicated, the proposed project would require General Plan and Specific Plan amendments as well as a change from Height District 2 and 2D to Height District 4D to allow the proposed intensity of development.

The term “Height District” applies to allowable floor area and not to a height restriction and, unless the zoning designation for a site has additional height restrictions, none of the City’s designated Height Districts, have any height limitation. Thus, the intensity of development is controlled by FAR. The 13:1 FAR is allowed by right in Height District 4, as indicated in Footnote “H” in the General Plan Framework for Metro Los Angeles (General Plan Framework, Metro Los Angeles map, located prior to page 3-12). The “4” designation allows a ratio of floor area to buildable lot area (FAR) of 13:1. As indicated in Section II, the building would have an FAR of slightly less than 11.0:1 although Height District 4D would allow an FAR of 13.0:1.

Section II.D, Statement of Project Objectives, of the Draft EIR provides the objectives for the proposed project. There are two project objectives that serve to form the design and shape of the building. A design objective for the project is to create an architecturally significant building that fits the unique shape of the site thereby creating a landmark structure at a prominent intersection that serves as the western entryway to Westwood Village. A community plan objective is to develop a mixed use project with a distinctive character that is compatible with the intensity of development along the Wilshire corridor and the pedestrian character of the Westwood Village. These objectives served to drive the proposed design, which provides a high-rise structure along the Wilshire corridor which steps down to 40 feet on the north portion of the site adjacent to the Westwood Village.

Section IV.D, Land Use, of the Draft EIR (page IV.D-2) provides a description of the intensity of development that is allowed on the site under the existing regulations. In addition, Alternative B in Section V, Alternatives, of the Draft EIR provides a detailed description and analyses of the maximum allowable development under the project site’s existing Plan designation and zoning.

With regard to the size of the project relative to other developments in the area, as indicated in Section IV, Corrections and Additions, the building would contain approximately 314,325 gross square feet of floor area.⁹ Based on building permits for buildings located in the project vicinity, the

⁹ Section II, Project Description, of the Draft EIR indicated that the building would be approximately 303,709 square feet. This Final EIR includes a correction of that gross square footage. The change in the gross square footage does not affect the analyses contained in the Draft EIR as the analyses are based on the number of hotel rooms and/or units as well as the useable square footage for retail and service uses. Thus, the correction of the gross square footage of the building (from 303,709 to 314,325 gross square feet) does not change the conclusions contained in the Draft EIR.

buildings range in size from approximately 183,000 square feet of floor area to approximately 623,808 square feet of floor area. Table III-1, which has been prepared during the preparation of the Final EIR and is based on a review of City building permits, provides a summary of the development and the square footage contained in the building in the project vicinity.

Table III-1
Square Footage Contained in Buildings in the Project Vicinity

<u>Development</u>	<u>Approximate Square Footage</u>
10880 Wilshire Boulevard	623,808 square feet
10960 Wilshire Boulevard	586,702 square feet
Hammer Museum (10889 Wilshire Boulevard)	473,347 square feet
Westwood Medical Plaza (10921 Wilshire Boulevard)	470,000 square feet
10877 Wilshire Boulevard	363,582 square feet
The Californian (10808 Wilshire Boulevard)	343,482 square feet
10920 Wilshire Boulevard	330,912 square feet
10900 Wilshire Boulevard	238,464 square feet
10936 Wilshire Boulevard	195,700 square feet
10990 Wilshire Boulevard	194,300 square feet
10866 Wilshire Boulevard	183,000 square feet

Section IV.A, Aesthetics/Visual Resources, and Section IV.D, Land Use, of the Draft EIR analyze the proposed project within the existing context of surrounding high-rise and low-rise developments. Figure IV.A-6 of the Draft EIR provides the heights of the buildings in the project vicinity, with a specific focus on the high-rises along Wilshire Boulevard. As shown in Figure IV.A-6, buildings along Wilshire Boulevard range in height from 99 feet to 360 feet. The buildings to the north of the site are 45 to 55 feet in height and the building immediately to the west of the site is 22 feet in height. As indicated in Section II of the Draft EIR, the proposed building would be 29 stories and 427 feet in height, which would result in a building that would be 67 feet taller than the tallest building in the project vicinity. As indicated in Section IV.A of the Draft EIR, the project would not result in a significant aesthetic impact (see pages IV.A-27 through IV.A-36 for a detailed analysis of potential aesthetic impacts).

COMMENT MULLER-3

The EIR neatly resolves many inconsistencies, including the significant height and FAR impacts, by the conclusions that there are "no impacts" with height or density because there will be:

- A proposed General Plan Amendment
- A proposed Westwood Village Specific Plan Amendment (to *remove* the north parcel from the jurisdiction of the Specific Plan)

- A proposed Height District change to Height District 4D

Using this logic, virtually any land use related changes, no matter how onerous, could be proposed and an EIR conclude that there are "no impacts" and "no inconsistency" --- because with enough General Plan Amendments, Specific Plan Amendments (to carve a site out of an existing Specific Plan area as is being done with this project), and Zoning Code Amendments --- the environmental impacts somehow go away.

If the City approves this project, as proposed, with all the necessary planning-related amendments and variances to allow for such extreme density, height and lack of setbacks, what will happen to properties on the north side of Wilshire *west* of the project? There are several acres of low density development and parking lots leading up to Wilshire and Veteran, which arguably have better access and wider roads than the subject project. Won't the property owner to the west (UCLA) want the same? To approve this project as proposed, versus a lesser Alternative, is opening Pandora's Box to allow this level of density, height and lack of setbacks in other parts of Westwood.

Response to Comment Muller-3

Section II.G of the Draft EIR provides a list of the requested entitlements for the proposed project. As also indicated, the proposed project would require General Plan and Specific Plan amendments as well as a change from Height District 2 and 2D to Height District 4D to allow the proposed intensity of development.

The project, as designed, would fit the triangular shape of the site, would create a structure at a prominent location that serves as the western entryway to Westwood Village, and would be compatible with the intensity of development along the Wilshire corridor and the pedestrian character of the Westwood Village. The area was downzoned in the late 1980s. In addition, the Q condition on the south parcel of the site is more restrictive than the Westwood Specific Plan. The south parcel is designated Regional Center on the City's General Plan and the Westwood Community Plan. The limited amount of square footage that would be allowed on the south parcel given the Q condition does not provide for development in accordance with the objectives and policies of the Regional Center designation. Although the project would require a number of entitlements, some of the requests, such as the one previously cited, would remove an inconsistency between the General Plan and zoning that exists on the site. The Q condition on the south parcel allows for limited development. As indicated in Section V, Alternatives, of the Draft EIR, Alternative B, Development in Accordance with Existing Regulations Alternative, Ordinance No. 170,054 restricts the maximum FAR and height on the south parcel. Approximately 32,030 square feet of development could be located on the south parcel, which would not serve to enhance the existing regional center. In addition, the site is located on a transit corridor, on which it is appropriate to locate higher intensity development. Please also see Response to Comment No. UCLA-2 for a discussion regarding the requested entitlements.

The project includes a request to remove the north parcel from the Westwood Village Specific Plan and the Westwood Community Design Review board Specific Plan area. Section IV.D, Land Use, of the Draft EIR as well as all analyses contained in Section IV, Environmental Impact Analysis, of the Draft EIR provide analyses of the project at the proposed height and intensity not what is allowed by the applicable plans and code. The analyses compares the proposed project (Option 1 and Option 2) to the existing environmental setting as required in CEQA Guidelines. The analyses do not rely on the requested General Plan and Specific Plan amendments to conclude that a less than significant impact would result.

As previously indicated, the Draft EIR analyzes the project as proposed and applies the City's thresholds of significance to determine whether a significant physical impact would occur from project implementation. In other words, the intention of the significance threshold regarding compliance of a project with an applicable guideline or regulation is to determine if non-compliance would result in a significant physical impact. Section IV.A.b. of the Draft EIR (pages IV.A-22 through IV.A-24) provides the aesthetics/visual resources significance thresholds that are used in the analysis to determine whether or not the project would result in a significant physical impact. The aesthetics/visual resources analyses include visual quality and aesthetics; light and glare; and shading. As indicated in Section IV.A of the Draft EIR, the project would not result in a significant aesthetic impact (see pages IV.A-47 through IV.A-48 for a summary of the detailed analysis of potential aesthetic impacts; pages IV.A-48 through IV.A-51 for a detailed analysis of potential light and glare impacts; and pages IV.A-51 through IV.A-59 for a detailed analysis of potential shading impacts).

With regard to Land Use, Section IV.D.b. of the Draft EIR (pages IV.D-18 through IV.D-20), provides the land use significance thresholds that are used in the analysis to determine whether or not the project would result in a significant land use compatibility or land use consistency impact. As indicated in Section IV.D.b. (page IV.D-19) of the Draft EIR, impacts on the environment pursuant to CEQA ordinarily focus on changes in the physical environment. In and of itself, an inconsistency between a project and a plan is a policy or legal determination. While an inconsistency with a plan or policy adopted for the purpose of avoiding or mitigating an environmental impact could result in a significant impact, not all inconsistencies with a plan or policy necessarily result in a physical impact. Therefore, Section IV.D provides a detailed analysis of the project relative to the City's plans and policies. As indicated in Section IV.D of the Draft EIR, the project would not be consistent with all policies regarding density and height as the proposed project would exceed the allowable height and density. However, the analysis considers whether such an inconsistency would result in a physical impact on the environment. As concluded in Section IV.A, Aesthetics/Visual Resources and Section IV.D, Land Use, of the Draft EIR, the proposed project would not result in a significant physical impact to the environment. The analyses contained in the Draft EIR identify the significant effects on the environment as required in CEQA Statute Section 21002.1(a).

As shown in Figures II-5, IV.A-7 and IV.A-8 and as discussed in Sections IV.A and V.D, of the Draft EIR, the project as designed would locate the greater height along the Wilshire corridor. The proposed project's design would create a transition as the building would step down to only four floors (approximately 40 feet in height) across most of the north parcel. The building transition would mirror the existing pattern of development along the north side of Wilshire Boulevard, where high rise buildings are built along Wilshire Boulevard with lower portions of the building to the north to respect the low rise nature of Westwood Village.

With regard to compliance with the Design Review Board Specific Plan regarding height and FAR, as indicated in Section IV.A, Aesthetics/Visual Resources, of the Draft EIR, the proposed General Plan and Westwood Village Specific Plan amendments to remove the north parcel from the jurisdiction of the Westwood Village Specific Plan would in turn remove the criteria standards of the Design Review Board Specific Plan. As indicated in Section IV.A, the purpose of the Westwood Design Review Board Specific Plan is to provide guidelines and a process for review and approval of the design of buildings in the subject area in accordance with the provisions of any applicable specific plans and to prevent the development of structures or uses that are not of acceptable exterior design or appearance.

With regard to potential physical impacts relative to the Westwood Community Design Review Board Specific Plan, as indicated in Section IV.A of the Draft EIR, the project would represent a unique building that would activate and improve the quality of the Gayley Avenue street frontage, while incorporating features that minimize or avoid physical impacts, such as tiering of stories and building setback from uses to the north. Based on the detailed analysis contained in Section IV.A, no significant physical aesthetics impacts addressed by the Westwood Community Design Review Board Specific Plan (such as off-site shading of residential uses or unacceptable appearance) would occur from the proposed project.

More specifically, Section IV.A of the Draft EIR (pages IV.A-40, and IV.A-43 to IV.A-46) provides a discussion of the relationship of the north parcel to the design criteria set forth in the Westwood Village Specific Plan and the procedures and criteria set forth in the Westwood Community Design Review Board Specific Plan. The Westwood Community Design Review Board Specific Plan applies to that portion of the project site located in the current boundaries of the Westwood Village Specific Plan (Westwood Community Design Review Board Specific Plan, Figure 9).

As discussed in the Draft EIR (pages IV.A-40 and IV.A-43 to 44), the project would be consistent with the majority of the Westwood Village Specific Plan's design review criteria (Westwood Village Specific Plan Section 13.B). However, the Draft EIR (page IV.A-40) also describes the project's inconsistency with design review criteria (criteria 13.B.1 and 13.B.2) in that the project would exceed the Westwood Village Specific Plan's height criteria. With respect to consistency with other design review criteria, the proposed project would be constructed of high

quality building materials that would be similar to materials in cultural resources (criterion 13.B.3); all open areas would be landscaped (criterion 13.B.5); the building would be massed with multiple setbacks and to provide consistent massing between the 40-foot-high porte-cochere and the interfacing commercial building to the north (criterion 13.B.6). Although not located within the same line-of-sight or near Westwood Village's cultural resources, the project would be designed in a classical style that would be consistent with the architecture of existing cultural resources (criterion 13.B.7). All mechanical equipment and other appurtenances would be screened from public view (criterion 13.B.8), and materials and architectural treatment would be consistently designed on all exterior walls (criterion 13.B.9).

The project would be consistent with the Westwood Village Specific Plan shade criterion (criterion 13.B.4) in that it would not shade any residential building outside the Westwood Village Specific Plan boundaries for more than two hours between 10:00 A.M. and 4:00 P.M. The shade discussion (page IV.A-44) references the shade analysis in Section IV.A, Subsection (d), which shows that no residential areas outside the Specific Plan area would be shaded for more than two hours during 10:00 A.M. and 4:00 P.M. time period.

As with the Westwood Village Specific Plan, the project would be consistent with the majority of the procedures and criteria of the Westwood Community Design Review Board Specific Plan (Westwood Community Design Review Board Specific Plan Section 13.6.B). However, the Draft EIR also states that the project would not be consistent with the criteria that require that the decision-maker take into consideration a project's conformance to all provisions contained within existing applicable specific plans or design guidelines and zoning (criteria 6.B.1 and 6.B.8) (pages IV.A-45 and IV.A-46), since development within the north parcel would not be consistent with the height limit of the Westwood Village Specific Plan or Height District 2D.

As discussed in the Draft EIR (page IV.A-45), the project would be consistent with the Westwood Community Design Review Board Specific Plan shade criterion, which applies to the shading of an adjacent residential structure for more than two hours between the hours of 9 A.M. and 3 P.M. on December 21 (criterion 6.B.2). As shown in the shade analysis provided in the Draft EIR, no residential structures are located adjacent to the project site.

The Draft EIR (pages IV.A-45 to IV.A-46) describes the project's consistency with the other Westwood Community Design Review Board Specific Plan criteria. As discussed in the Draft EIR, all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances would be adequately screened from public view (criterion 6.B.3); the project would be compatible with the surrounding buildings (criterion 6.B.4) in terms of design, massing, and architectural integrity of high-rise buildings along Wilshire Boulevard south of the Lindbrook Drive alignment and with the 40-foot-high interfacing porte-cochere with the 3-story commercial building to the north. The project would be consistent with the criterion related to parking structure design (criterion 6.B.5) in that parking would be entirely below grade. The project would also be

consistent with landscape design criteria (criteria 6.B.6 and 6.B.7) in that it would prepare and submit for Site Plan Review a coordinated landscape program prepared by a licensed landscape architect.

With regard to other development of properties on the north side of Wilshire west of the site, as with the project any proposed development or redevelopment on these properties would require environmental review and would be required to obtain the necessary approvals.

COMMENT MULLER-4

2. Under the Municipal Code, a maximum of 120 hotel rooms would be allowed on the project side.

Under the Code, a maximum of 120 condominium units would be allowed on the project site.

COMMENTS:

Instead, the proposed project's Option 1 would develop 134 hotel rooms plus 10 condominium units - i.e., 24 units more than Code allows.

Only in a *mere footnote*, does the EIR state - without any analysis of the environmental impacts - that there will be a "*proposed ZA Adjustment*."

The proposed project's Option 2 would develop 144 condominium units – again 24 more units than the Code allows.

However, nowhere in the Project Description which describes the discretionary approvals needed, is there an acknowledgement that:

- The project's Option 1 and Option 2 exceeds the allowable number of units by 24 units, or a 20% increase over Code, or
- A Zoning Adjustment (or greater discretionary approval) is required for the additional 24 units

With regard to Option 2, housing density bonuses may be allowable in Los Angeles, where:

- The proposed project contains affordable housing
- The proposed project is in the Greater Downtown Housing Incentive Area

- A few other specific exceptions

This project meets none of those criteria. It is not providing even one unit of affordable housing. So, why is this project being allowed a 20% increase over Code in the number of units under both Option 1 and Option 2, and why didn't the EIR study this impact?

And, in the Project Description, under "Anticipated Approvals", the EIR did not mention that a Zoning Administrator Adjustment would be required. In fact, without an analysis of the Code and the required approval process, is it even accurate for the sole reference to this - in a mere footnote on Page IV.D-23 - to state that "*a proposed ZA Adjustment would allow a 20 percent increase of 24 units, for a total of 144 units*"? Where in the Zoning Code does it allow for this project to have a density bonus of 20% with a mere ZA Adjustment?

Wouldn't this significant inconsistency - to allow 20% more units - require more than a mere Zoning Administrator Adjustment, and shouldn't the EIR have studied this Land Use inconsistency and impacts?

Response to Comment Muller-4

With respect to Refined Option 1, there is unlimited density permitted for guest rooms in the R5 zone, which is the density that will apply to the proposed project under LAMC 12.22.18(a). Further, even if the LAMC did not permit unlimited density for guest rooms for the proposed project, Section 12.24.F of the LAMC states that any decision granting a conditional use permit "may state that the height and area regulations required by other provisions of this chapter shall not apply to the conditional use approved". As Refined Option 1 requires a CUP for the operation of a hotel within 500 feet of an area zoned residential, any density limitations could be modified through Section 12.24.F.

With regard to Option 2, under Section 12.28.A of the LAMC, the Zoning Administrator can permit an increase in density of up to 20 percent. Section 12.28.A states: "The Zoning Administrator shall have the authority to grant adjustments in the yard, area, building line and height requirements of Chapter 1 of this Code. An adjustment shall not be permitted for relief from a density (lot area per unit) or height requirement, excluding fences and hedges if the request represents an increase of 20 percent or more than what is otherwise permitted by this Code. A request for an increase of 20 percent or more shall be made as an application for a variance..."

With the lot area of 23,591 square feet and one-half of the alley (1,534 square feet) included, the site area for purposes of calculating density would be 25,125 square feet. Based on 200 square feet per unit, 125 units could be developed on the site. A 15 percent density increase, which could be approved by the Zoning Administrator, would allow an additional 19 units. Thus, 144 units could be developed on the site with Zoning Administrator approval. As Option 2 would result in

144 residential units, Section 12.28A of the LAMC could permit the Zoning Administrator to approve the proposed density.

Section II.G has been revised to clarify that a Zoning Administrator Adjustment would be required for Option 2 for the density. In addition, the footnote on page IV.D-23 has been revised to clarify the calculations. Please see Section IV, Corrections and Additions, of this Final EIR. The analyses contained in the Draft EIR are based on the number of rooms and/or residential units and square footage for the commercial uses. Thus, the changes in the list of entitlements and in the footnote in Section IV.D do not change the analyses or conclusions reached in the Draft EIR. Section IV, Corrections and Additions, of this Final EIR contains an analysis of Refined Option 1. The analyses provided indicate that Refined Option 1 would not result in any significant impact.

COMMENT MULLER-5

3. An inadequate amount of Open Space is being provided under Option 2. Pursuant to Page IV.D-23 of the EIR, it states:

"In addition, Option 2 would require a variance for open space requirements relative to the design of the residential balconies."

COMMENTS:

Nowhere else in the EIR, including in the Project Description which describes the discretionary approvals needed - is there an acknowledgement that a Variance is required related to Option 2's open space requirements.

Response to Comment Muller-5

Section IV.F.5, Public Services–Parks and Recreation, of the Draft EIR, provides a detailed analysis of open space requirements relative to the open space proposed in Option 1 and Option 2. As indicated in Section IV.F.5, with the implementation of proposed Mitigation Measure F-8, Option 2 would have a less than significant impact with respect to parks and recreational services. (Mitigation Measure F-8 requires that the Applicant shall do one or more of the following: (1) dedicate additional parkland; (2) pay in-lieu fees; or (3) provide on-site improvements or restrict use of private and common open space for park and recreational purposes. Please see page IV.F-73 of the Draft EIR or Section V, MMP, of this Final EIR for the complete mitigation measure.) Therefore, Option 2 would not require a variance with regard to open space. The Draft EIR has been revised to delete the last sentence in the first paragraph on page IV.D-23 regarding the need for a variance for open space for Option 2. No revisions are necessary to the list of entitlements contained in Section II, Project Description, of the Draft EIR with regard to open space.

COMMENT MULLER-6

4. Page IV.D-9 of the EIR describes Westwood Community Plan and its community issues and opportunities, including the need for "provision of more affordable housing".

COMMENTS:

None of the proposed 10 condominium units under the project's Option 1 would be affordable, and none of the proposed 144 condominium units under Option 2 would be affordable. Further, the project's developer is seeking a 20% bonus density related to the number of units.

Yet, there is no analysis in the EIR of the provision of affordable housing, or even mixed-income housing as part of the project, as a way to mitigate the impact of a 20% increase in units (versus what is allowable under the Code).

Response to Comment Muller-6

Section IV.D, Land Use, of the Draft EIR (pages IV.D-5 through IV.D-13), provides a general overview of the regulatory framework for the project. One applicable plan is the Westwood Community Plan. One goal, of many, of the Westwood Community Plan is the creation of more affordable housing. The Draft EIR does not state that the project would provide affordable housing under either Option 1 or Option 2. Refined Option 1 would not include any residential units. In addition, the Applicant is not seeking a 20 percent density increase on the basis of affordable housing. The project would not have any adverse affects on affordable housing by causing the removal of affordable units or impeding the construction of affordable units in other areas of the Westwood Community. As the project would have no adverse affects on affordable housing, no mitigation measures, such as the inclusion of affordable housing would be required.

With regard to the proposed density under Option 2, as discussed in Response to Comment Muller-4, the site area for purposes of calculating density would be 25,125 square feet. Based on 200 square feet per unit, 125 units could be developed on the site. A 15 percent density increase, which could be approved by the Zoning Administrator, would allow an additional 19 units. Thus, 144 units could be developed on the site with Zoning Administrator approval.

COMMENT MULLER-7

5. The EIR's Traffic and Circulation chapter uses Project Trip Generation reflected in Table IV.G-4 and Table IV.G-6. These tables allow a credit for "less existing land uses". The "existing land uses" are shown in the tables as a Video Store generating 312 daily trips and a gas station generating 1,348 daily trips. With an allowance for pass-by trips, these two "existing land uses" generate net daily trips of 892.

COMMENTS:

The former Hollywood Video Store and the gas station should not be counted as "existing" land uses:

- The Hollywood Video Store closed in March 2008 (at least 15 months before the proposed project's DEIR was released) and the premises have remained vacant - there is no activity going on and no traffic trips being generated *to/from* this site
- The gas station closed in May 2006 (over 36 months before the proposed project's DEIR was released). The gas station itself has been demolished and there is no activity going on and no traffic trips being generated *to/from* this site.
- Fehr & Peers, the EIR traffic consultant, took original traffic counts in November 2007, *after* the gas station closed. Fehr & Peers took additional traffic counts on April 8, 2008, *after* the Hollywood Video Store closed. How can the non-operating former uses of a video store and gas station be attributed 312 daily trips and 1,348 daily trips respectively in the project's traffic study, when the traffic counter couldn't possibly have seen vehicles accessing these sites?

Why are these *past uses* - one of which has not been an active land use for in excess of 3 years -- allowed to be counted in the *existing* trip calculation toward the Trip Generation analysis? It ends up skewing the proposed project's trip generation figures. The "Net Incremental Trips" subtract out 892 daily trips, 48 AM Peak Hours Trips, and 109 PM Peak Hours Trips for "*Existing Trips*" which results in the estimated "Net Incremental Trips" of the proposed project being artificially low.

Response to Comment Muller-7

As indicated in Section II, Project Description, of the Draft EIR, the site was previously occupied by a video rental store and a gas station. Though these land uses are no longer in operation, credits for the trips they once generated were taken in the traffic analysis, as permitted by LADOT in accordance with Section 4.C.2.c of the West Los Angeles Transportation Improvement and Mitigation Specific Plan. Section 4.C.2.c states as follows:

“c. LADOT shall grant a credit for each Trip generated by the existing use, if the existing use has been in place and operating for at least one year continuously during the four years immediately preceding the application for a building permit. LADOT shall grant a credit for 50 percent of the Trips generated by the existing use if the use has been in place and operating for at least 6 months continuously during the same four-year period.”

The methodology used with regard to trip credits in the Traffic Study is the standard practice used by the City. Per the West Los Angeles Transportation Improvement and Mitigation Specific

Plan, documentation showing occupancy and operation for the video rental store and gas station was provided to LADOT for their consideration. A copy of the documentation previously provided to LADOT regarding the occupancy and operation of the previous uses on the site is provided in Appendix D of this Final EIR. LADOT’s practice is to count backwards from the date the Memorandum of Understanding (MOU) for the traffic study is approved. The MOU for the project was approved on October 24, 2008. Based on the documentation provided, LADOT approved the previous land use trip credit. As discussed in the Traffic Study, these trips were added to the street system around the project site in the cumulative base scenario before they were removed as a component of the net project trips. In addition, further documentation, including bills from 2006 and 2007, for the previous uses on the site is contained in Appendix D of this Final EIR.

In addition, LADOT has reviewed the traffic study, and has found the assumptions, methodology, analysis and conclusions contained within the study to be accurate.

COMMENT MULLER-8

6. The Project Description contains numerous references that the project will include "a *public restaurant, a coffee shop, a business center with meeting rooms*" and other uses. The Project Description chapter contains Table 11-1, called "Summary of Proposed Land Uses for Option 1 and Option 2", reflecting:

Use	Option 1 -Approx. Square Footage (Net) Rooms	Option 2 -Approx. Square Footage (Net)
Retail	6,510 SF	6,510 SF
Restaurant/Bar	9,975 SF	9,975 SF
Condominiums	10 units	144 units
Hotel Rooms	134 rooms	0 rooms
Fitness Center	4,500 SF	4,500 SF
Spa	3,000 SF	3,000 SF
Coffee Shop	3,800 SF	3,800 SF
Lobby	2,750 SF	2,750 SF
Admin/Back of House	34,206 SF	34,206 SF

COMMENTS:

Nowhere in the Project Description or in the above table, does it tell the reader how many square feet will be utilized for a business center.

Nowhere in the Project Description or above table does it tell the reader how many square feet will be utilized for meeting rooms (which meeting rooms generate a high parking requirement and generate traffic trips).

Further, it seems odd that for Option 2 (the 144 unit Condominium project), that almost 35,000 square feet would still be required for "back of house", This amount of space is understandable for hotel use, but not for a condominium project, yet it is reflected as the same number in the above table,

Response to Comment Muller-8

As is appropriate at this level of design, while the general square footages are known, the actual floor plans have not been fully designed. This is not to say that the proposed uses would change, but that the level of detail requested at this point is the level of detail that would typically occur at the time of plan check for the proposed project. However, in Option 1 and in Refined Option 1 the business center and meeting rooms would be located on the third floor of the building. Table IV-1 in Section IV, Corrections and Additions, of this Final EIR provides a comparison of Option 1, Refined Option 1 and Option 2. As shown in Table IV-1, it is anticipated that the business center would be approximately 880 square feet in size. The meeting room floor area is included as Administration/Back of House in Table II-1 of the Final EIR.

With regard to trip generation, for Refined Option 1 and Option 1, the business center and meeting rooms are considered ancillary uses of the hotel, and are accounted for in both the ITE and West Los Angeles Transportation Improvement and Mitigation Specific Plan trip generation rates. Please see also Response to Comment Muller-9 for a more detailed response regarding trip generation and the proposed uses in Option 1 and Refined Option 1.

In terms of the Administration/Back of House uses in Option 2, the approximately 29,487 square feet of floor area shown in Table IV-1 in this Final EIR would be occupied by uses such as a property management office, sales center, business center, meeting rooms, and recreation room. The 144 condominium units that would be developed in Option 2 would be high-end, luxury units and as such, the suggested uses would be typically contained within such a development.

COMMENT MULLER-9

7. In the Transportation and Circulation chapter of the EIR, Table IV,G-4 shows "Project Trip Generation" for Option 1, reflecting:

Land Use	Size
Residential Units	
Luxury Condominiums	10 du
Hotel	

Land Use	Size
Hotel	134 rooms
Restaurant	
Quality Restaurant	9,975 ksf
Retail	
Specialty Retail	6,510 ksf
Less Existing Land Uses [video store & gas station]	

COMMENTS:

No other land uses are calculated into the Project Trip Generation than those above.

Why doesn't the Project Trip Generation table for Option 1 reflect:

- The coffee shop of 3,800 square feet? Will this be closed to the public? Unless it will be closed to the public, the coffee shop use should have been calculated as part of the Trip Generation,
- The day spa of 3,000 square feet? Is the developer willing to restrict use of the spa to hotel guests only?
- Meeting rooms? Typically, meeting rooms at hotel facilities are a revenue generator for the hotel, and have banquet amenities as a resource, Why hasn't the EIR described how many square feet of meeting rooms will be provided and why didn't the Trip Generation account for meeting rooms?

To omit the above uses described elsewhere in the EIR, from the Project Trip Generation seems like an oversight, and may make the trip generation numbers artificially low.

Response to Comment Muller-9

As indicated in the Traffic Study, which was prepared for Option 1 and Option 2 and is contained in Appendix E of the Draft EIR, and summarized in Section IV.G, Transportation and Circulation, of the Draft EIR, all P.M. peak hour trip generation rates came from West Los Angeles Transportation Improvement and Mitigation Specific Plan and all other rates came from Trip Generation, 7th Edition. The coffee shop, day spa, and meeting rooms are considered ancillary uses of the hotel, and are accounted for in both the ITE and West Los Angeles Transportation Improvement and Mitigation Specific Plan trip generation rates. The restaurant and retail space are not considered ancillary uses. As such, the trip generation rates for those uses were calculated separately.

With regard to Refined Option 1, the same methodology was used for the Traffic Study, which is contained in Appendix G of this Final EIR. All P.M. peak hour trip generation rates came from West Los Angeles Transportation Improvement and Mitigation Specific Plan and all other rates came from Trip Generation, 7th Edition. For Refined Option 1, the coffee shop, day spa, meeting rooms, and private restaurant/bar are considered ancillary uses of the hotel, and are accounted for in both the ITE and West Los Angeles Transportation Improvement and Mitigation Specific Plan trip generation rates. The retail space is not considered ancillary uses and the trip generation rate for the retail space was calculated separately.

With regard to operation of the various amenities, including the spa, coffee shop, business center, and restaurant would serve as amenities for the hotel guests under Refined Option 1. As indicated above, the spa, coffee shop, meeting rooms, and restaurant/bar are considered ancillary uses of the hotel and, as such, trip generation rates for those uses were not calculated separated under Option 1. With regard to Option 2, some of the amenities, such as the coffee shop and spa would be for use by condominium residents and their guests. Since these uses would only be available for residents and their guests under Option 2, no trip generation from the amenities is necessary.

COMMENT MULLER-10

8. The EIR contains virtually no description of how large the hotel rooms will be, or how large the condominium units will be. The EIR does not tell the reader how large the floor plates will be for Floors 5 through 29. However, when discussing the number of hotel rooms per floor (under Option 1) and the number of condominium units per floor (under Option 2), the spread of hotel rooms and condominium units on a floor-by-floor basis is almost identical.

COMMENTS:

The Project Description chapter of the EIR contains a mere footnote in Table 11-1 stating:

"... the unit size would range from approximately 300 square feet to approximately 6,730 square feet of useable floor area".

The footnote does not indicate if it is talking about hotel rooms or condominium units.

This is a huge range - 300 square feet to 6,730 square feet. What is the average size of a hotel room or a condominium in this project?

Also in the footnotes under Table 11-1 is this:

"The condominiums and hotel rooms would have a total of 197,994 square feet. The 10-for sale condominiums would be 4-bedroom units" (talking about Option 1).

While no hotel room size or condominium unit size is provided, other than an overly broad range of 300 square feet to 6,730 square feet, with 144 total hotel rooms or condominiums, the average size would compute as 1,375 square feet ($197,994 \div 144$).

Also in the footnotes is:

"The condominium units would have a total of 197,994 square feet. One hundred thirty four of the for-sale condominiums would be 1-bedroom units and 10 of the for-sale condominiums would be 4-bedroom units."

We raise the same issue as in our NOP comment letter: If the ultimate project is a commercial hotel, then typically hotel rooms are much smaller than residential condominium units - even one-bedroom condominiums.

The following is from USA Today's "Hotel Hotsheet" column of October 16, 2006:

'What is the average size of a U.S. hotel room these days? About 325 square feet, says veteran hotel analyst Bjorn Hanson of Pricewaterhouse-Coopers. He says luxury hotel rooms typically average over 470 square feet, but that "some of the biggest rooms are in economy hotels, particularly extended-stay hotels."

By inference, since the EIR provides so little information, the hotel rooms in the proposed project would be quite large versus the industry standard, even for luxury business hotel rooms. It raises the issue of whether the 134 hotel rooms will have inner-connecting rooms with doors that lock, which would allow the hotel operator to effectively have more than 134 hotel rooms to "rent". Will the developer be limited through a mitigation measure or condition of approval to be permitted no more than 134 rentable rooms if Option 1 is developed? Otherwise, the traffic, air quality and other environmental impacts estimated in the EIR would be under-estimated if there are additional hotel rooms.

Response to Comment Muller-10

As indicated in Section I, Executive Summary, and in Section II, Project Description, of the Draft EIR the unit size in Option 1 and Option 2 could range from approximately 300 to 6,734 square feet of useable floor area. The note in Table II-1 applies to both Option 1 and Option 2. The notes a and b in Table II-1 apply to Option 1 and Option 2, respectively, and provide the number of bedrooms in the condominiums in each option.

As indicated previously, since the circulation of the Draft EIR the Applicant has revised Option 1. Refined Option 1 would include 250 hotel rooms and associated amenities, including a bar/restaurant for use by hotel guests only. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Further refinement of both options has also occurred. As presented in Section IV.1, Refined Option 1, of this Final EIR, under Refined Option 1, the 250 hotel units would comprise approximately 169,191 square feet of floor area and would be located on floors five through 29 of the building. The hotel rooms would range in size from approximately 540 to 6,770 square feet of usable floor area. Floors five to 11 would each contain 14 hotel rooms (approximately 540 square feet each) and floors 12 through 22 would each contain 10 hotel rooms (approximately 650 square feet each) and floors 23 through 27 would contain seven or eight rooms (ranging in size from approximately 800 to 900 square feet). Floors 28 and 29 would contain the remaining four rooms (three rooms approximately 2,260 square feet and one room approximately 6,770 square feet). With regard to Option 2, the 144 condominiums would comprise approximately 169,191 square feet of floor area and would be located on floors five through 29 of the building. Floors five to 10 would each contain nine condominium units, floors 11 through 20 would each contain eight condominium units, and the remaining 10 condominium units would be located on floors 21 through 29. The condominiums would range in size from approximately 750 to 6,734 square feet of usable floor area. (Please see Section IV, Corrections and Additions, of this Final EIR for the revision to Section II, Project Description for the addition of the information regarding the unit size and the revision to the total approximate square footage occupied by the condominiums.) One hundred thirty-four of the condominiums would be one-bedroom units and 10 of the condominiums would be four-bedroom units.

In addition, as indicated in Section II of the Draft EIR, the building would be tiered, stepping back at the 4th, 11th, 21st, and 26th floors, creating a less imposing profile through articulation and reducing the project's scale on the Westwood Village side. Table III-2 provides the size of the floors plates on floors 5 through 29. These numbers apply to Refined Option 1 and Option 2 as the building remains the same in either option.

With regard to the total number of units that would be operated, Section II, Project Description, of the Draft EIR provides the description of Option 2. Option 2 would have 144 condominiums. As indicated above, Refined Option 1 would have 250 hotel rooms. There is no need to include a condition of approval or mitigation measure as the project description defines what is proposed and intended to be developed and operated. In other words, there is no intent to provide doors within rooms that would allow an increase in the rooms that could be operated. Therefore, the analyses contained in the Draft EIR and in Section IV of this Final EIR provide sufficient analyses for the project as the analyses evaluate the number of units proposed in each option.

Table III-2
Useable and Gross Square Feet by Floor
Refined Option 1 and Option 2

Floor (5 – 29)	Useable Square Feet	Gross Square Feet
5 – 11	7,581	10,616
12 – 22	6,547	9,582
23	5,636	8,671
24 - 26	6,607	8,671
27	6,310	8,374
28	5,570	7,634
29	6,770	7,634
TOTALS	169,191	238,040

Source: Ann Gray, FAIA, and PCR Services Corporation, 2009.

With regard to unit size, the Applicant has determined that there is an underserved niche market for high-end business travelers in the region. A survey of several high quality hotels in the area indicates a strong demand for larger accommodations. To meet this demand, newer or recently renovated hotels, including the Peninsula, the Beverly Wilshire, the Intercontinental, W Westwood, the Montage, and the SLS hotel provide larger rooms and more suites than typical for older hotels such as the Beverly Hilton¹⁰ and Century Plaza¹¹ hotels. Suites ranging from 825 to 2,250 square feet are available at the Peninsula Hotel, with the 1,150-square-foot Deluxe and California suites described as the most popular.¹² The one-bedroom suites at the Four Seasons/Beverly Wilshire Hotel are 975 square feet and larger “specialty” suites range in size from 4,200 to 6,000 square feet.¹³ All rooms in the W Westwood are described as “suites” and the hotel has a strong demand for its rooms ranging from 800 to 1,200 square feet in floor area.¹⁴ Larger suites at the Montage Hotel in Beverly Hills range from 1,100 to 2,000 square feet in size.¹⁵ Suites ranging in size from 1,150 square feet to 1,900 square feet are available at the SLS Hotel¹⁶ and the Intercontinental in Century City has 1,200-square-foot suites on all floors.¹⁷ The older Bel Air Hotel will close for a two-year renovation; however, existing large suites ranging up to 1,400 square feet will be

¹⁰ www.beverlyhilton.com/ and 310-274-7777 (August 20, 2009).

¹¹ www.centuryplazahyatt.com/hyatt/hotels/ and 310-228-1234 (August 20, 2009).

¹² [www.peninsula.com/Beverly Hills/](http://www.peninsula.com/BeverlyHills/) and 310-441-2888 (reservation desk) (August 20, 2009).

¹³ [www.fourseasons.com/Beverly Wilshire/](http://www.fourseasons.com/BeverlyWilshire/) and 310-275-5200 (reservation desk) August 20, 2009.

¹⁴ [www.starwoodhotels.com/W Westwood/](http://www.starwoodhotels.com/WWestwood/) and 310-208-8765 (reservation desk) (August 20, 2009).

¹⁵ www.montagebeverlyhills.com (August 20, 2009)

¹⁶ [www.starwoodhotels.com/SLS Beverly Hills](http://www.starwoodhotels.com/SLSBeverlyHills/) and 310-247-0400 (reservation desk) (August 20, 2009).

¹⁷ www.ichotelsgroup.com/ and 877-270-1390 (reservation desk) (August 20, 2009).

retained.¹⁸ The project location provides a competitive advantage to other such hotels in that the project would be located in a pedestrian friendly area within close proximity to a prominent university, art museum, and other entertainment venues.

COMMENT MULLER-11

9. Per the Project Description chapter of the EIR, we are told repeatedly that the project, under Option 1, will be a "**luxury business hotel**" that will serve "**luxury business needs**".

However, in reviewing the Transportation and Circulation chapter of the EIR, the hotel rooms under Option 1 were categorized as "**all-suites hotel**" pursuant to text found on Page IV.G-15 and IV.G-30.

COMMENTS:

There is virtually no meaningful description in the EIR of the hotel rooms, other than the seemingly inconsistent terminology of these being "*luxury business hotel* rooms as indicated in the Project Description chapter, but termed "*all-suites hotel* rooms in the Transportation and Circulation chapter.

The EIR makes the sweeping statement that the hotel rooms "*would range in size from approximately 300 to 6,734 square feet*" - which is a huge range – but does not describe in even approximate numbers the average size of *the* hotel rooms, or the amenities. For example, if these are luxury business hotel rooms, they would typically *not* include a kitchen. However, if these are to be all-suites hotel rooms, then a kitchen may be standard.

The Institute of Transportation Engineer's ITE Manual defines All Suites Hotel as "... a place of lodging which provides sleeping accommodations, a small restaurant and lounge, and a small amount of meeting space. Each suite includes a sitting room and separate bedroom; often kitchen facilities are provided within the suite. These hotels are located primarily in suburban areas."

The ITE Manual also has different trip generation formula for:

- Hotel (ITE Code 310), versus
- Business Hotel (ITE Code 312), versus
- All Suites Hotel (ITE Code 311)

¹⁸ www.hotelbelair.com and 310-472-1211 (front desk) (August 20, 2009).

The Transportation and Circulation chapter reflects that the ITE Code used in the Project Trip Generation Study for Option 1 related to hotel use was "310", which seems curious since the EIR describes the type of hotel as *"luxury business hotel"* and elsewhere as *"all-suites hotel"*.

This begs the questions:

- What kind of hotel is this?
- Why does the Project Description chapter of the EIR describe this as a "business hotel", while the Transportation and Circulation chapter of the EIR describes this as an "all-suites hotel", but then the EIR's trip generation formula is based on "hotel (which is a different ITE category than "business hotel" or "all suites hotel")"?

Response to Comment Muller-11

As indicated in Section II, Project Description, of the Draft EIR, Option 1 would include 134 luxury business hotel rooms. However, as indicated above, Option 1 has been refined to provide 250 hotel rooms. Refined Option 1 would be developed to serve an underserved niche market. The unit sizes would range from 540 to 6,770 square feet in size. It is anticipated that the larger units would have a kitchen. As indicated in Section IV of this Final EIR, the units would comprise approximately 169,191 square feet of floor area and would be located on floors five through 29. The average room size can be calculated by taking the total square footage and dividing by the number of units. Based on this approach, the average unit would be 677 square feet in size.¹⁹

With regard to the size of each unit, For Refined Option 1, floors five to 11 would each contain 14 hotel rooms, floors 12 through 22 would each contain 10 hotel rooms, floors 23 through 27 would contain seven or eight hotel rooms, floor 28 would contain three hotel rooms, and floor 29 would contain one hotel room. For Option 2, floors five to 10 would each contain nine condominium units, floors 11 through 20 would each contain eight condominium units, and the remaining 10 condominium units would be located on floors 21 through 29.

With regard to trip generation rates in the ITE, as indicated in the comment there are three rates for hotels, depending on the type of hotel proposed. ITE Code 310 provides the highest trip generation and thus, the most conservative analysis. As indicated in the Traffic Study for Refined Option 1 (see Appendix G of this Final EIR), the same methodology was used in the traffic analysis for Refined Option 1 that was used in the original analysis prepared for Option 1 and Option 2. Using the trip generation rates for the All Suites Hotel (ITE 311) would result in less trips for Refined Option 1 than using ITE 310 rates. Similarly, using the Business Hotel (ITE 312) would

¹⁹ The average unit size is arrived at by dividing the total useable square footage of the units by the total number of units (169,191 square feet/250 units = 676.76 square feet).

also result in less trips for Refined Option 1 than using the Hotel (ITE 310) rate. Using ITE Code 310 provides the greatest number of trips for Refined Option 1 and thus, a more conservative analysis.

As indicated in the Traffic Study, Table 5A presents the trip generation rates and resulting trip generation estimates for Option 1 (Hotel/Condominium) and Table 5B presents the trip generation rates and resulting trip generation estimates for Option 2 (Condominium). As indicated in the amended Traffic Study (Appendix G of this Final EIR), Table 1 provides the trip generation rates and resulting trip generation estimates for Refined Option 1. As indicated in the Traffic Study and in Section IV.G, Transportation and Circulation, of the Draft EIR, and in the amended Traffic Study and Response to Comment No. Muller-8, all P.M. peak hour trip generation rates came from West Los Angeles Transportation Improvement and Mitigation Specific Plan, and all other rates, including the rates for the “Hotel” (ITE Code 310), came from Trip Generation, 7th Edition.

In addition, the Traffic Study contains a second analysis that calculates the project traffic trip generation based on the following additional site specific assumptions. As indicated in the Traffic Study and in Section IV.G of the Draft EIR, Westwood Village has historically been a pedestrian friendly development. Taking that specific characteristic into consideration, a second set of trip generation estimates were developed for both Option 1 and Option 2. These estimates were based on assumptions used in the previous trip generation estimates, with the following exceptions: a 25 percent walk-in credit for each of the proposed land uses as an additional trip reduction measure, and the categorization of the hotel as an “All-Suites Hotel.” Table 6A of the Traffic Study presents the trip generation rates and resulting trip generation estimates for Option 1 (All-Suites Hotel/Condominium) and Table 6B presents the trip generation rates and resulting trip generation estimates for Option 2 (Condominium). All P.M. peak hour trip generation rates came from West Los Angeles Transportation Improvement and Mitigation Specific Plan, and all other rates, including the rates for the “All-Suites Hotel” (ITE Code 311), came from Trip Generation, 7th Edition.

Comparing the trips generated for the hotel units (comparing Table 5A to 6A in the Traffic Study), using the ITE rate for hotel rooms (ITE Code 310) would result in 1,195 trips generated by the 134 hotel rooms compared with 836 trips generated assuming an all suites hotel (ITE Code 311). Thus, as would be expected, the analysis using the ITE Code 310 (Hotel) and no walk-in credits would result in the greatest number of project-generated trips. Therefore, as indicated in Section IV.G of the Draft EIR and in the Traffic Study, the traffic analysis is based on the trip generation estimates without the additional site specific assumptions.

LADOT has reviewed the Traffic Study and the addendum to the Traffic Study for Refined Option 1, and has found the assumptions (including the trip generation estimates and credits), analysis, and conclusions contained within the Traffic Study and the addendum for Refined Option 1 to be accurate.

COMMENT MULLER-12

10. The "General Description of Environmental Setting" mentions the presence of the 10921 Wilshire building (Westwood Medical Plaza), which is directly across Gayley from the proposed project, and the proposed project's nearest neighbor to the east.

COMMENTS:

This EIR chapter fails to mention or describe the existing supergraphics advertising signage area facing Gayley on the 10921 Wilshire building, which signage area is legal and permitted by the City of Los Angeles.

Further, the EIR fails to identify and analyze the impacts that the proposed project will have on the 10921 Wilshire signage area which faces Gayley, including blocking the views of the signage area due to the proposed project's massive height and lack of any setback from Wilshire Boulevard.

There was no analysis in the EIR, for example, of an Alternative wherein the proposed project would have a greater setback from Wilshire Boulevard, to mitigate blocking the views of the 10921 Wilshire Boulevard signage area.

Pursuant to Section 21002 of the Public Resources Code related to CEQA: *"The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives Or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.. ."*

The Code requires a setback from Wilshire Boulevard. No amendment or variance should be permitted to allow the project to have zero lot line fronting onto Wilshire Boulevard.

The EIR should have analyzed an Alternative where the proposed project provides enough of a setback from Wilshire Boulevard to mitigate the impact of blocking the views of the 10921 Wilshire Boulevard signage area facing Gayley.

Since Code only allows 120 hotel rooms, or 120 condominium units (versus the 144 proposed), a project with a greater setback from Wilshire Boulevard which might result in lesser rooms or units, would be more consistent with Code and help mitigate this impact.

Further, the City should be aware, since they are a party to a legal agreement, that there is a signed Settlement Agreement between the City and 10921 Wilshire building's ownership (Westwood Medical Plaza - just to the east of the proposed project) giving Westwood Medical Plaza's ownership the right to the supergraphics sign area on the side of our building facing Gayley.

Surely, the City will not voluntarily agree to waive its own Code requirements related to setbacks, density and number of allowable hotel and condominium units to accommodate a yet-to-be approved project, thus violating its own Settlement Agreement with an existing property owner?

The only way the City can approve this project as currently proposed, is through a discretionary process whereby the City would approve a General Plan Amendment, a Specific Plan Amendment, and numerous Variances from what is allowed by Code. To approve this project as currently proposed, would result in a 29-story building replacing a one-story building. To approve this project as proposed (and without setbacks from Wilshire Boulevard) would allow the project applicant to develop its building out to Wilshire Boulevard, blocking the views to Westwood Medical Plaza's legal supergraphics advertising signage area, and effectively violating the Settlement Agreement entered into in good faith between Westwood Medical Plaza's ownership and the City of Los Angeles.

The City should refuse to certify this EIR, or require a Mitigation Measure that guarantees that the neighboring owner to the east of the project - i.e., Westwood Medical Plaza - will be compensated for the impacts from the proposed project and its economic losses as a direct result of the City allowing the proposed project to block views of the supergraphics signage.

In the event the project is approved by the City as currently proposed by the applicant, then for any subsequent claims made to the City that the City's discretionary actions violated the intent of the Settlement Agreement, the project applicant should be required to defend and indemnify the City.

Response to Comment Muller-12

Sections III.A and IV.A.2 summarize the project area's aesthetics and visual character of its surroundings. The comment states that the Draft EIR fails to analyze the impacts on the visibility of a sign on the western wall of 10921 Wilshire Boulevard.

The proposed project, as designed, would be set back approximately 12 feet from the project site's south property line (along Wilshire Boulevard). No setback is required along the south property line and no discretionary action eliminating a setback at that location is required. Under the Los Angeles Municipal Code, no yard requirements apply to the residential portions of a mixed-use project with first-floor commercial that abut a street where the project is within an area designated as Regional Center. There are no setback requirements for commercial uses in the C4 zone. The southern portion of the project site is currently designated Regional Center on the adopted Westwood Community plan map, the first floor would be developed with commercial uses and the above floors with residential. Therefore, there are no setback requirements from Wilshire Boulevard from which the applicant seeks deviations.

The comment requests that the EIR analyze an alternative that sets the project further back from Wilshire Boulevard. However, CEQA provides that an EIR not consider every conceivable alternative to a project. Rather, an EIR must consider a reasonable range of alternatives to the proposed project that “would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project.” (CEQA Guidelines Section 15126.6(a).) Here, the potential obstruction of a supergraphic sign on the western façade of the building located at 10921 Wilshire Boulevard and loss of income to the commentor as a result, which is the impact that the commentor seeks to avoid, is not a significant impact. CEQA does not require public agencies to impose mitigations or consider alternatives in order to mitigate social or economic impacts. Impacts to property values are not an environmental impact, they are economic and, therefore, the consideration of this alternative is not required.

Even if the alternative suggested in the comment were to lessen a significant environmental effect, the alternative is not feasible. “Feasible” is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Such factors include, among other things, site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdiction boundaries, and the applicant’s access to alternative sites. In terms of site suitability and consistency with the City’s General Plan, setting the project back from Wilshire Boulevard to a significant degree would create significant design constraints.

The frontage along Wilshire Boulevard, from which the comment suggests the project setback, is currently zoned Regional Center and is more suitable for higher density residential and mixed-use commercial development than the northern portions of the project site, which abut Westwood Village. Setting back the project would also preclude redevelopment of this portion of the project site, in conflict with Objectives 2-1, 2-2, and 2-3 of the Westwood Community Plan to create strong and competitive commercial centers that are distinctive in character and enhance the appearance of commercial districts. Setting the project back from Wilshire Boulevard would be out of character with the current development on Wilshire Boulevard, including 10921 Wilshire Boulevard, which is built to the edge of the sidewalk. The project is designed to create a distinctive architecturally significant building at the western gateway of Westwood Village and the Wilshire Boulevard Commercial corridor. Pushing the project back from Wilshire Boulevard so that visibility of the only off-site sign along this stretch of Wilshire Boulevard can be maintained would conflict with both the Westwood Community Plan’s Objectives and the project-specific objectives. Setting back the project from Wilshire Boulevard would also conflict with the City’s walkability guidelines and would interfere with the project objective to promote a pedestrian friendly environment.

The owner of 10921 Wilshire Boulevard has no right under the Municipal Code, the settlement agreement cited in the comment, which is included in the appendices hereto, or the law to an unobstructed view of its western wall. (A copy of the Settlement Agreement is provided in

Appendix E of this Final EIR.) The comment does not express concern with views from 10921 Wilshire Boulevard, but views of 10921 Wilshire Boulevard. There are no windows on 10921 Wilshire Boulevard's western façade.

With respect to the settlement agreement that the comment cites (see Appendix E of this Final EIR), the agreement would not be violated by the City's approval of the project. The settlement agreement grants the ability to maintain the supergraphic subject to compliance with the City's ordinances and rules for on-site signs. The agreement specifically states that the sign is subject to all applicable City rules pertaining to on-site signs and to "all Department administrative interpretations and regulations uniformly applied to on-site signs." Further, it says that: "Only current tenants of the Building with 'bona fide office space' in the Building and operating a 'bona fide business' in the Building shall be allowed to place their messages on the On-Site Sign. The term 'bona fide office space' shall mean office space of a size and nature customarily leased out in the Building. The term 'bona fide business' shall mean any lawful business or commercial activity." As extra "consideration" to the City, the commentor must either put public service messages on the sign for one month per year (with the City getting the first opportunity to recommend the public service message) or, at the City's choice, must pay the City one 30 days' worth of net sign revenues each year. Also, as part of the Settlement Agreement the building agreed to remove and forever relinquish the sign that had been on the west wall of the building, and the agreement had to be recorded against the property to bind the property owners forever. It is unknown at this point whether the commentor is in compliance with its obligations under the settlement agreement.

Additionally, there is no general protection for a property's access to air, light or views. Thus, absent an agreement to the contrary, no one has the right to an unobstructed view of his or her property, from a road or over another's property. There is no agreement between the applicant and the commentor that entitles the commentor to such rights over the project site. Further, owners and occupiers of roadside property do not have a right to be seen and are not entitled to compensation when a public agency's action's only impact is to cause a decrease of visibility of the property.

COMMENT MULLER-13

As outlined above in items 1 through 10, there are inconsistencies, omissions of analysis, and lack of information in the DEIR related to several significant issues which cause the DEIR to be inadequate.

Response to Comment Muller-13

The City does not concur that the Draft EIR for the project contains omissions or lack of analysis as indicated in the responses above. The inconsistency that has been raised in the letter has been corrected in the Final EIR. The Draft EIR has been completed in accordance with the CEQA Statute and the CEQA Guidelines. As such, the City has determined that the Draft EIR is adequate.

COMMENT LETTER: OAKLEY'S BARBER SHOP

Clinton Schudy
Owner
Oakley's Barber Shop
1061 Gayley Avenue
Los Angeles, CA 90024

COMMENT OAKLEYS-1

I am the owner of Oakley's Barber Shop, the oldest business in Westwood Village, which has served Westwood for 80 years. I have been active in our Westwood business district for the past 15 years.

As a Gayley Avenue neighbor two blocks immediately north of the project site, I wish to express my enthusiastic support for the Wilshire Gayley project noted above, and offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles. The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.

The striking design of the project and RS use of quality materials will enhance Westwood's character as a community of unique architectural and cultural significance. The project will create a beautiful new gateway entry portal into Westwood Village, and a major point of interest in our community.

The project will enhance the pedestrian experience at this gateway point into Westwood. The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. The ground floor retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district. The project will enhance the economic foundation of Westwood by providing a First Class hotel and ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Village.

The size and massing of the building is appropriate for the location. It fits in with its surroundings and will be a significant improvement on the site. The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building will make an elegant design statement beneficial to Westwood. The shape of the property has until now prevented the highest and best use of the site, and created a hardship that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and Visually displeasing.

The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood. The design thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard. The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate. The request for relief from the setback requirements should be granted. A setback along an alley especially makes no sense.

A hotel is the ideal use for the site and complements the nearby office and commercial uses. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.

The project's subterranean parking and access to public transportation will be .. benefit, and will not negatively affect parking in Westwood. The project's needs can be accommodated on site with a four-level subterranean parking garage and valet service. Additionally the project's proximity to retail, restaurant, and other services will reduce the need for vehicular trips by hotel guests and residents. Moving the alley to the property's north edge, aligning With Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.

Finally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most outstanding projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained. I am confident that Mr. Hekmat will develop, operate and maintain this

new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support as past Chairman of: the LA West Chamber of Commerce, our former Westwood's business improvement district), and the Los Angeles Business Council. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant business community.

As a Westwood Village business owner and Gayley Avenue neighbor, I am proud to add my strong support for this beautiful and exciting project, and join with others in the Westwood community, the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Oakleys-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: SARAH LEONARD

Dean Abell
Vice President
Sarah Leonard
1055 Westwood Blvd.
Los Angeles, CA 90024

COMMENT LEONARD-1

I am writing on behalf of the proposed Wilshire-Gayley project to offer my wholehearted support for this tremendous improvement to Westwood Village. My family has been in business here for 62 years and are extremely excited to see such a world class establishment constructed in our “little village.” After years of steady decline in the area, a project like this would bring much need vitality back to Westwood, offering glamour, class, and economic improvement to the area.

There are clearly a boon of reasons why the Gayley-Wilshire project will be beneficial to the area. As a business owner, however, I am most concerned with the overall image and productivity of Westwood. The site in question has been a disaster for as long as I can remember and we are thrilled at the idea of it being utilized with such a stunning building. The architecture is world class, creating a gateway to the Village and the Wilshire corridor for all to see. But not only is it beautiful, it is truly functional. Moving the alley is a brilliant decision for both the hotel and traffic on Gayley. That has long been a dangerous “intersection”, and turning it in to a functioning roadway by aligning the streets will both ease traffic and create much safer driving conditions in that vicinity.

In addition, the project will provide additional parking for the area, and an increase in foot traffic in the Village. Guests of the hotel will enjoy the retail and dining experience that Westwood offers, and these businesses will benefit from the increase in traffic. This of course also leads to increased revenues for the city. I cannot think of a better use of the space in this challenging site that has been under utilized for so many decades. My family and I are thrilled with all aspects of the project and truly hope that the city will work with Mr. Hekmat to approve and expedite the construction of the Wilshire Gayley.

Thank you for your consideration. Please know that I am available should you have any questions or concerns.

Response to Comment Leonard-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: SCRUBS UNLIMITED

Philip Gabriel, Owner
Scrubs Unlimited
10930 Weyburn Avenue, Suite A
Los Angeles, CA 90024

COMMENT SCRUBS-1

I am a lifelong Westwood resident. have worked in Westwood Village for nearly 25 years. and my family has owned commercial property in Westwood Village for 15 years. I own two businesses in Westwood Village: Scrubs Unlimited on Weyburn Avenue (for ten years) and a Baskin Robbins ice cream franchise (which I purchased this year) on Kinross Avenue, located less than two blocks from the project site. Previously I owned and managed Butler-Gabriel Books in Westwood Village for nine years. I am a Board member of Holmby-Westwood Property Owners Association, a member of the Westwood Host Committee for the Los Angeles Film Festival, and a past Board member of the Westwood Village Community Alliance (Westwood's Business Improvement District). My wife works at the UCLA Medical Center, and we are raising our family just a few blocks from the Village. Westwood Village holds a very special place in my heart.

I am writing to express my strong support for the Wilshire Gayley project, and to offer the following comments:

Westwood's economy has experienced more than its share of ups and downs over the past several year. This project will be a significant boost to the Westwood economy as well as the city of los Angeles. The project site currently is severely underutilized. The site consists of a vacant one-story commercial building and a cleared former gas station. The proposed project would significantly improve this unsightly property with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.

The project, which is designed by the award-Winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City. This striking and beautiful design will generate significant pedestrian interest and activity, enhance the Vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood. This classic Flatiron design is the perfect solution to size and shape of this challenging site.

The project also will enhance the pedestrian experience at this gateway point into Westwood, The hotel will have ground nor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian uses in Westwood Village. The project will beautify the site with mature landscaping, and improve the sidewalks to further enhance the pedestrian experience. The

project also will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the Wilshire Boulevard frontage. This improvement, along with other sidewalk landscaping upgrades, will significantly improve the pedestrian environment at this prominent corner of Wilshire Boulevard in Westwood.

The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and a high quality full service restaurant that can be used by Westwood business executives, Westwood neighbors, as well as visitors to UCLA. All Village businesses will benefit from the increased foot traffic and commerce created by this project. The project's proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.

The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement in the site. Of note, the project steps down to fit into the existing scale and height of Westwood Village. The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high traffic-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing. This graceful project and classic design is to be commended for turning along underutilized hardship property into what will become a new architectural treasure in Westwood. Technical zoning issues should not prevent a beautiful structure and a highly desirable project that will serve as a gateway to Westwood, with numerous community benefits.

Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high rise commercial and office uses. The site is well integrated with existing public transit systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips. The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately west of the project site, which will further encourage use of public transportation.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most outstanding projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominiums, and Plaza La Reina mixed use project now under construction. All of these projects are beautifully designed and impeccably maintained.

I support the entitlements requested for this project, which will create substantial benefits for the Westwood community and the City of Los Angeles. I am proud to add my strong support for this beautiful and exciting project, and join with others in the Westwood business and residential communities in urging the city to expedite the approval process for this needed project.

Response to Comment Scrubs-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: SHANES JEWELRY

Wendy Shane
Owner
Shanes Jewelry
1008 Broxton Avenue
Los Angeles, CA 90024

COMMENT SHANES-1

My husband and I own Shanes Jewelry at 1008 Broxton Avenue in Westwood Village (one street east of the project site). We are proud to be the oldest retailer on Broxton, having been in business on this street for nearly 40 years. We are also longtime Westwood property owners, residents and neighbors in Westwood Hills (northwest of Westwood Village), where we have raised our two children. We also own and manage apartments in Westwood's North Village, adjacent to the UCLA campus).

Our entire family is thrilled to add our support to the proposed Wilshire Gayley project noted above. As longtime Westwood residents, business owners, and property owners we look forward to the very positive impact this project will have on all of Westwood. All Westwood businesses stand to benefit tremendously from the increased foot traffic and business that this project will bring to the Village.

In addition to being a most welcome addition to our business community, this project also will be a wonderful amenity for Westwood's residents, including our Westwood Hills neighbors. The current site houses an empty commercial building and a former gas station, The proposed hotel will replace this eyesore with a stunning new gateway icon for the entire Westwood community. The graceful Flatiron building design is the perfect solution to the size and shape of this challenging triangular lot.

The proximity of this new hotel to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail shops, service businesses, theaters and museums, thus increasing patronage to existing businesses, generating new tax revenue, and reducing the need for additional vehicle trips in the area. Its adjacency to MTA's proposed Wilshire subway station is a huge benefit.

The project is compatible with the Westwood Village business District. The design has its height and mass on Wilshire Boulevard, while the building steps down at the northern end of the project site to respect the existing character of the Village. The size and massing of the building fits in with its surroundings and will be a significant improvement on the site. **We support the entitlements requested for this project, which will bring about many long lasting community benefits.**

We also have great respect for this developer, Mr. Kambiz Hekmat, a longtime Westwood property owner and developer, and past Chairman of Westwood's Business Improvement District. He has developed and owns several of Westwood's most significant projects, all of which are beautifully designed and impeccably maintained. He is totally committed to the betterment of Westwood. We are delighted to add our support [or this wonderful project, and urge the city to expedite the approval process so this project can proceed without delay. Thank you [or your thoughtful consideration.

Response to Comment Shanes-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: THE TANNING CLUB

George Torbay
Owner
The Tanning Club
1132 Westwood Blvd.
Los Angeles, CA 90024

COMMENT TANNING-1

I live in Westwood Village on Glendon Avenue and have owned and managed The Tanning Club - Westwood Village for nearly six years. As a neighbor who lives, works, and owns a business in the Village, I enthusiastically support the Wilshire Gayley project.

The beautifully designed hotel-condominium project will bring major benefits to Westwood as well as the city of Los Angeles. The current property houses an empty commercial building and a former gas station site, which creates a depressing point of entry into Westwood. The design for the project is truly exceptional, and this new landmark tower will replace an eyesore site with a stunning new gateway icon and a magnificent new luxury hotel for Westwood Village and the entire city of Los Angeles.

This project will enhance the economic foundation of Westwood by providing a First Class business hotel with full amenities and services plus ten condominiums. It will attract upscale business travelers and visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing Westwood businesses. The increase in sales tax revenue, hotel bed tax, and the general increase in trade and commerce throughout Westwood will be a great benefit.

This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area, and is perfectly positioned to integrate with existing public transportation, so hotel guests and residents will have strong incentive to not create additional vehicular trips.

The project is compatible with both Wilshire Boulevard and the Westwood Village business district. The design has its height and mass on Wilshire, while the building steps down to the north of the project site, to respect the existing character of the Village.

The project also will promote increased pedestrian activity and interest in Westwood Village and on Wilshire Boulevard with its ground floor retail space, expansive use of picture windows, greatly enhanced landscaping, and widened and improved sidewalks.

Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood and a new economic anchor. I fully support the project's requested entitlements, which will create significant benefits to our Westwood Village business district the greater Westwood community, and the city of Los Angeles.

I am proud to add my support for this exciting project, and urge the city to expedite the approval process for this important and beneficial opportunity. As a resident of Westwood Village, and as a Village business owner. I eagerly look forward to its completion.

Response to Comment Tanning-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: TENGU WESTWOOD VILLAGE

Steven D. Sanh
Tengu Westwood Village
10853 Lindbrook Drive
Los Angeles, CA 90024

COMMENT TENGU-1

I am writing in reference to the proposed Wilshire Gayley project captioned above, and the Draft EIR.

By way of background, I serve as Chairman of the Westwood Village Business Association, Co-Chair of the Westwood Host Committee for the Los Angeles Film Festival, a member of the Westwood Village Farmers' Market Advisory Board, and a founding Board member of the Friends of Westwood Library.

Our restaurant has been in business in Westwood Village for nearly a decade, and is located three blocks from the project site. Additionally, I have known this developer, Mr. Kambiz Hekmat, for nearly 15 years. I enthusiastically support the Wilshire Gayley project, and offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles. It will be a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The project site currently is occupied by an empty commercial building and a former gas station. It contributes nothing to our business district, our city's economy, and creates a negative impression of Westwood at its [sic] western edge. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the entire Westwood community. The Flatiron building design is the perfect solution to the size and shape of this irregularly shaped, challenging lot. Its striking design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further distinction and accolades to Westwood as a community of unique architecture and cultural distinction.

This magnificent new building also will enhance the pedestrian experience at this gateway point into Westwood. The extensive use of street level picture windows will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will also add pedestrian interest. The project also will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard with a consistently wider sidewalk of no less than ten feet in width on Gayley Avenue and the Wilshire frontage. All of these improvements

will greatly enhance the pedestrian experience at this very important gateway corner into Westwood.

This project also will provide an enormous boost to the vitality and image of the Westwood Village business district. This luxury hotel will bolster the economic foundation of Westwood by providing a first class business hotel along with ten luxury condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.

Of particular note, the addition of upscale hotel rooms in Westwood is especially welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit. This hotel is ideally located for visitors to UCLA and the greater Westwood area.

This project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.

The project is appropriate for this challenging site, and offers an elegant design solution to a most difficult site. The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site, providing a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of timeless design statement necessary for an enduring and beneficial impact on Westwood. The Shape at the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing. This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village. The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern

property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

The request for the height district change should be supported because it is a result at the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone changes are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate. The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, 10' setback would be required. With the small size at the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense. Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as to gateway to Westwood, creating numerous community benefits.

The hotel/condominium project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service. Because the majority at the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.

Additionally, the site is well integrated with existing public transit systems so hotel guests and residents will have strong incentives to not create additional vehicular trips. The MTA has proposed a future Westwood/UCLA Metro subway station for the Purple Line extension along Wilshire Boulevard (the "Subway to the Sea" Jon UCLA property immediately west of the site. This will further encourage use of public transportation. Further, the project's proximity to restaurants, retail shops, museums, theaters, and other amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project also will result in safer and improved vehicular ingress and egress on the site. Relocating the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an Intersection or Signal. Additionally, the preparatory site work also has enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36. Of note, the project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is commendable.

The City will benefit from sales tax, hotel bed tax, and other tax revenues from the project. As mentioned above, the proximity to Westwood Village will encourage guests and residents to walk to local restaurants, shops, service businesses, and entertainment venues, thus increasing patronage to

existing businesses and generating increased revenue. The project also will provide much needed construction jobs as well as ongoing jobs in the hotel, restaurant, spa, and in the ground floor retail shop, at a time when Jobs are in steep decline within the city and state.

On a personal note, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat, who is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction directly across the street from our restaurant. All of these projects are beautifully designed and impeccably maintained. I am confident that M. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the LA. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance. Inc. (Westwood's former business improvement district), longtime Board member of the Park Westwood Homeowners Association, past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman. in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Tengu-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: TOPA MANAGEMENT COMPANY

John E. Anderson
Chairman of the Board
1800 Avenue of the Stars, Suite 1400
Los Angeles, CA 90067

COMMENT TOPA-1

I am a Westwood property owner, and have owned my property in Westwood for 7 years. I own a number of properties in Westwood Village including one property located on Gayley Avenue near the project site.

I am well acquainted with the reputation of Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office Tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. Mr. Hekmat is not only a leading citizen of our business community; he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in urging the city to expedite the approval process so this much needed project can proceed without delay.

Response to Comment Topa-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: SANDY BROWN

Sandy Brown
10350 Wilshire Blvd. Apt. 1003
Los Angeles, CA 90024

COMMENT BROWN-1

Having received the Notice of Preparation for the above named project and having attended the Public Scoping Meeting, I am requesting that my support for The Wilshire Gayley be entered into the official record.

I have been an active member of the Westwood community for nearly forty years and believe this project is absolutely appropriate for this site and will greatly enhance the area and create a magnificent gateway to Westwood. I have reviewed the Draft Environmental Impact Report, assessed the request for General and Specific Plan Amendments, Zone changes, Height District change, Adjustment, subsurface vacation, and other actions described in the Draft EIR. While these requests are numerous, they are not unusual for projects on the Wilshire corridor.

What the architect, internationally known and respected, Robert A.M. Stern, designed for this unusually shaped lot or lots is no less than spectacular. Our city should be honored to house this unique and ambitiously designed structure that is most appropriate for this location. Multiple high-rise towers already contribute to the visual significance of the commercial corridor and the Wilshire Scenic Corridor to the east and the Federal office building to the west.

I appreciate the mixed-use plan that will provide housing, neighborhood serving ground floor retail and restaurant uses, all of which are welcomed in Westwood as evidenced in testimony at the meetings I attended.

The scheduled meetings that the MTA has had in Westwood have strongly suggested a future subway station to the west of and adjacent to this project that would encourage the use of alternative transportation for employees as well as residents and guests of this proposed development, thereby encouraging car trip reduction. Furthermore, Wilshire Blvd. is a major bus transportation corridor that will undoubtedly serve to reduce vehicular trips to this site. Hotel use creates fewer trips than an office or medical building but more important is the fact that trips created by hotels are not made during peak hours.

The Wilshire Gayley addresses and is sensitive to the commercial district in Westwood Village where development to the north is just several stories in height. The project design for the new

development transitions from a high-rise along Wilshire to 40 feet on its north side, thereby creating compatibility with the Village.

The project under either scenario of 134 hotel rooms and 10 condominiums or just 144 condominiums is permitted under the code. The extraordinary architectural design for this irregular lot resulted in the need for increased FAR and height. However, the sensitivity of the design to adjacent properties and its prominence as Westwood's gateway dictate the importance of and necessity for the requested approvals.

The loss of jobs throughout the region has created headlines in our daily news coverage for months, if not years. Here is an excellent opportunity to provide construction jobs, jobs within the hotel, and neighborhood serving commercial uses. Here is a developer whose project is close to being shovel-ready. The need to create jobs is now! The need to address environmental concerns is now! This development will create jobs and does address the environment. It is anticipated to achieve a LEED Silver rating from the U.S. Green Building Council.

For all of the above stated reasons and because I am familiar with the superior quality, workmanship, attention to detail, and concern for the neighborhood of both the developer and architect, I not only strongly support but also urge the city to approve The Wilshire Gayley.

Response to Comment Brown-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: JESSICA DABNEY

Jessica Dabney
North American Realty
8447 Wilshire Blvd., Suite 200
Beverly Hills, CA 90211

COMMENT DABNEY-1

I am a Westwood property owner and my family has owned property in the Village for over 40 years. We own property on Weyburn Avenue, Gayley Avenue and Westwood Boulevard. My father was very active in the old Westwood BID and I have been very active in trying to establish a new Westwood BID.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stem Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.

- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is

approximately 530 feet from the nearest residentially developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.

- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

Response to Comment Dabney-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: JOYCE FOSTER

Joyce Foster
joycefost@aol.com

COMMENT FOSTER-1

As a life long resident of Westwood I have a great deal interest and concern about the future development of Westwood. I have reviewed the Draft Environmental Impact Report and attended two community meetings to review plans for the proposed development at the corner of Wilshire Boulevard and Gayley Avenue. I strongly support the proposed Wilshire Gayley project of a 134 room first class hotel, ten condominiums and ground floor neighborhood serving commercial uses. Westwood Village and the Westwood community will benefit greatly by having such a quality development.

The location is ideal for a project of this size. Its size and massing are consistent with other buildings along Wilshire Boulevard. Its proximity to the freeway and future public transit will discourage traffic from going into the residential community. This project will encourage pedestrian activity throughout Westwood and benefit the economy of existing restaurants and retail uses in the Village. Its strikingly beautiful architecture will create a much needed elegant gateway to Westwood Village.

I am familiar with other high quality projects that Mr. Hekmat has developed in Westwood, and I feel confident that he will continue his excellent standards for quality development in the proposed Wilshire Gayley Project. I am in support of the requested approvals for this project.

Response to Comment Foster-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: JAKE JAKOFSKY

Jake Jakofsky
Jakofsky Properties
503 32nd Street, Suite 200
Newport Beach, California 92663

COMMENT JAKOFSKY-1

I am a Westwood property owner, and have owned my property in Westwood for 65 years. My property is located on Gayley Avenue.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stem Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stem Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This

improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.

- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.

- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Jakofsky-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: LAURA LAKE

Laura Lake
Lake & Lake Consulting, Inc.
1557 Westwood Boulevard #235
Los Angeles, CA 90024

COMMENT LAKE-1

It is my pleasure to submit comments in support of your environmental review for the elegant business hotel/condo project proposed by Mr. Kam Hekmat. This has been a difficult site to develop because of its triangular shape and small size. Until now it has been a challenge to find a way to use the land for its highest and best use. Mr. Hekmat and his architect, Robert Stern, are to be congratulated on their solution to this thorny problem. We know from his other projects that Mr. Hekmat will demand only world-class architects, and the very best materials and construction.

Before getting into specifics, I also want to comment on the process followed by the developer, who has engaged the community from the beginning, soliciting suggestions for architects, and providing amenities requested by community leaders. This early, informal discussion has made the project a joint effort – we all believe that it will be a success and that it will enhance our community and our city. We share a sense of pride in this project since it reflects our shared vision for Westwood.

The DEIR is clear, well-organized, and shows that the hotel project will be an environmentally superior project. This is great news.

This project is to be commended not just because it does not create any significant adverse impacts, but because:

- it has outstanding architectural merit,
- it will remove soil contaminated with hydrocarbons from the previously removed gas station,
- pedestrian amenities,
- improves circulation and safety in the Village by moving the alley to align with Lindbrook Drive at a signalized intersection,
- respects the Westwood Village Specific Plan’s scale and massing,
- eliminates a blighted site;

- blocks a commercial billboard on the Westwood Medical Plaza that the community objects to;
- increases the supply of hotel rooms in a regional center that has lost hotel rooms over the past decade;
- increases the revenue for the city through the transient occupancy tax of 14%;
- provides a gateway to Westwood Village,
- includes a public restaurant sought by the community,
- is located adjacent to the Westwood subway station on UCLA's Lot 36,
- introduces a residential use rather than an office use in the Westwood Regional Center, and thereby reduces potential traffic generation for this area, and
- substitutes substandard narrow sidewalks to standard 10 foot dimensions.

Again, I commend the preparers of this EIR for such a careful and accurate presentation of the project and its environmentally-friendly attributes.

Response to Comment Lake-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. While the comment references the Draft EIR, the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: CAROLE MAGNUSON

Carole Magnuson
11147 Ophir Drive
Los Angeles, California 90024

COMMENT MAGNUSON-1

My husband and I own a home in Westwood, and have lived and worked here for 45 years. During that time, I have been active in community affairs, serving as Director of Local and Neighborhood Relations for UCLA, as a member of the Westwood Community Design Review Board, and as president of the Westwood Hills Property Owners Association. This experience and my nearly lifelong commitment to the Westwood community qualify me to comment on the above referenced project.

After carefully reviewing the DEIR cited above, I am satisfied that the developer has fully addressed all of the issues raised during the scoping process and has provided adequate mitigation for all of the community and environmental impacts that have been identified. As proposed, this building will enhance the prestige and livability of the Westwood community by providing much needed high-quality hotel rooms and a first class restaurant in a beautiful building that is destined to become an architectural landmark.

The Flatiron Building design proposed by the project's internationally renowned architect, Robert A. M. Stern, brilliantly resolves the challenging issues presented by the irregularly shaped site, allowing a graceful, well-proportioned structure to rise from a triangular base. Like the Hollywood Video store that it replaces, the new building is built to the west property line, which seems entirely appropriate and necessary in context. The project height departs dramatically from the existing structure, providing a desirable balance to the high-rise structures opposite to the south, completing the western gateway to Westwood Village. The design responds as well to the lower-rise Westwood Village environment to the north with a stepped facade that links it beautifully with the neighboring buildings. The few zoning and planning changes and exceptions that are required to accomplish the design are well justified by the quality of the project and its potential value to the community and to the City of Los Angeles.

The community will benefit from the proposed use as a high-quality hotel with condominiums. UCLA alone attracts more than a quarter million visitors each year to athletic and cultural events, as well as many more who come to attend conferences and workshops, conduct business, obtain medical care, and visit students. The hotel will also serve these visitors as well as the business community on the Wilshire corridor and nearby residents who need additional housing for guests.

The proposed hotel is a good choice for this site because, in spite of the anticipated high level of patronage, the proposed Wilshire Gayley Project will generate less traffic than would other commercial uses that might be considered for the site. Traffic generation may be reduced further by attractive public transportation options, many of which are already available in the Westwood community and on the UCLA campus. With the completion of the Red Line subway stop nearby, the Wilshire Gayley Project will be accessible by public transit from almost every point in the city. It is anticipated that many patrons of the restaurant will arrive as pedestrians who will enjoy improved landscaping and sidewalks that are part of the project.

Finally, as a Westwood resident, I am pleased that the proposed project will qualify for a level of LEED certification, thereby helping to set a standard of excellence in environmentally sound building practices for other developers to follow.

Thank you for the opportunity to review and comment on this document and I look forward to watching this excellent project rise in my community.

Response to Comment Magnuson-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: MICHAEL S. METCALFE

Michael S. Metcalfe
Metcalfe Associates
1421 Pandora Avenue
Los Angeles, CA 90024

COMMENT METCALFE-1

This is to follow up my letter of August 19, 2008 and to reaffirm our household's positive support for the Wilshire Gayley project. I have reviewed the Draft EIR ENV-2008-2368-EIR, The Wilshire Gayley Project, State Clearinghouse No. 2008081010 and the Attachments.

We fully support all aspects of the Wilshire Gayley Project, especially those that exemplify appropriate TOO (Transit Oriented Development), "Smart Growth" and "Walkability" in terms of land use, urban planning and "Sustainable Development" principles. We fully support the proposed land use intensification with appropriate high density for future ridership to be located immediately adjacent to the future Westwood Metro Rail subway station portal and plaza, as planned by LAMTA on the west side of the site, between Gayley and Veteran. The DEIR provides a reliable assessment of impacts in its accounting of the potential future adjacent property development as planned for Lot 32 in the UCLA LRDP (Long Range Development Plan), and all other proposed projects within the quarter mile to one-third mile TOD radius.

We were especially pleased to find the DEIR review with regard to the project's consistency with the Applicable Policies of the City of Los Angeles General Plan Transportation Element, the City Walkability Checklist, the Westwood Community Plan, the Westwood Village Specific Plan, and the regional planning policies of the SCAG Compass Blueprint criteria and the implications of AB32 and the requirements for reduced GHG emissions.

The Wilshire Gayley Project will reinforce the existing Westwood Regional Center by providing a unique mix of housing, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and enhance the existing, vibrant urban live/work environment.

We are pleased that the project is carefully designed to be compatible with the Westwood Village neighborhood. The design has its height and mass on Wilshire Boulevard and the building steps down next to other buildings in the Village. The project is thus designed to be consistent With, and sensitive to, adjacent land uses. The massing of the building will transition in intensity from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower-intensity commercial district in Westwood Village While remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

The project would not affect any of the existing, residential or low-intensity commercial neighborhoods in the Vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well buffered from the project by the existing intervening high rise commercial buildings and the surrounding streets.

The site is well integrated with existing public transit and major circulation systems so project residents and guests would have strong incentive to not create additional vehicular trips. The LAMTA proposed future subway station on property next to the project site will further encourage the use of alternative public transportation. Additionally, the project's addition of, and proximity to, restaurant, retail/entertainment and other services and amenities would reduce the need for vehicular trips by project residents and guests.

We fully support the requested plan amendments, zone and height district changes and adjustments, the requested Conditional Use Permits, and the administrative process and procedures required to facilitate and expedite the necessary approvals for this project. The Wilshire Gayley Project will bring enormous and long needed economic benefits, hospitality, employment, local business activity, fiscal revenues, and prestige to the surrounding Westwood and UCLA community.

Please call me at (310) 474-6418 or email to m.metcalf@verizon.net if I can assist you in any way regarding this very important Project.

Response to Comment Metcalfe-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. While the comment references the Draft EIR, the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: RICHARD RADDON

Richard Raddon
1914 11th Street #2
Santa Monica, CA 90404

COMMENT RADDON-1

I am former Director of the Los Angeles Film Festival and I am a die hard supporter of the Westwood community.

I am writing to express my strong support for the above captioned project. I know that the project will be a major lift to both the citizens and businesses located in around Westwood Village. Events such as the Los Angeles Film Festival depend on a vibrant, exciting, and modern atmosphere and this development will be a very welcomed addition to the community.

Also, I am well acquainted with the reputation and integrity of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community.

I am proud to add my enthusiastic support for this beautiful and exciting project. Please keep me apprised of the progress of this project.

Response to Comment Raddon-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: MARK K. ROGO

Mark K. Rogo
Coldwell Banker
301 N. Canon Drive, Suite E
Beverly Hills, CA 90210

COMMENT ROGO-1

I am writing this letter to you as a private citizen, but also as a 30+ year homeowner in Westwood, as well as an active participant in Westwood activities. These include my role as the Secretary/Treasurer of the Holmby-Westwood Property Owners Association, board member of the Blair House Homeowner's Association" member of the Westwood Village Rotary Club, and newly elected President of the Friends of the Westwood Library.

I am writing this letter to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stem Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stem Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience,

- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to

the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.

- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.

- The request for the height district change should be supported because it is a result of the small size of the lot not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA Subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.

- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained. I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Rogo-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: JASON H. SOMERS

Jason H. Somers
390 S. Sepulveda Blvd. #311
Los Angeles, CA 90049

COMMENT SOMERS-1

I have been a Westwood property owner and community advocate for nearly a decade. My home is located near the project site and I travel through the vicinity on a daily basis.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This

improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.

- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.

- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Response to Comment Somers-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project. The commentor requests notification of the project's progress. The City includes all persons commenting on the Draft EIR in the distribution list of persons to receive future notices regarding the project.

COMMENT LETTER: ROXANE STERN

Roxane Stern
North Village Residents Association
11053 Strathmore Dr.
Los Angeles CA 90024

COMMENT STERN-1

I am a condo owner-resident of North Village, which is a section of Westwood Village. In my 10 years in the neighborhood I have seen the community having a really tough time. With few exceptions the neighborhood has lost its lure as a destination area in LA.

The project I am writing about is just the perfect one to help turn Westwood around. The building is proposed by Mr. Kambiz Hekmat. He is well known in our community with a wonderful reputation. I met him today for the first time and was impressed by his dedication to creating a better Westwood.

The present site is ugly and potentially dangerous. There is no street life at this intersection. Previous buildings, including the current unoccupied Hollywood video rental store have brought no benefit to our area. The proposed Wilshire Gayley project:

- will create new jobs
- will bring the southern tip of W.V. alive and create a much more desirable street presence
- will turn that block into a pleasing corner with attractive landscaping
- will provide a luxury hotel with restaurants and boutique retail stores.
- will draw upscale clientele.
- will provide needed hotel rooms

With a Metro stop planned for next door, it should not negatively impact on traffic. The parking seems sufficient for the space as long as it a hotel.

The design carries the feeling of the Wilshire corridor yet it does not overpower the village. The hotel clientele will increase village business-restaurants, drug stores, yogurt shops, etc.

From my non professional view, the structure works very well for the site and I urge you to expedite the approval process for the building. This is a needed and welcome addition to our community.

Response to Comment Stern-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. The comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: TERRY A. TENGAZIAN

Terry A. Tegnazian
[no address given]

COMMENT TEGNAZIAN-1

I own a business in Westwood and am also president of one of its homeowner associations. I am writing to support the hotel/condo project proposed for Westwood by Mr. Kam Hekmat. My support reflects the care and consideration he has paid to his proposed project and to the needs of Westwood residents.

Mr. Hekmat has consistently demonstrated his commitment to Westwood by chairing the Westwood BID, working closely with Westwood community leaders, and hiring nationally acclaimed architects to design landmark buildings for our community. The fact that the architect for this project, Mr. Robert Stern, was recommended to Mr. Hekmat by Mike Metcalfe, past president of Westwood Homeowners Association, is just one sign of Mr. Hekmat's efforts to involve the community in his projects.

The EIR shows that this project will provide fewer trips than the office buildings that have been built in the surrounding area, and will offer a restaurant for the public as well as hotel visitors. These are important considerations and we value his thoughtful approach to this project.

I am happy to support his newest venture, and wish him great success.

RESPONSE TO COMMENT TEGNAZIAN-1

The comment contains general opinion and expresses support for the redevelopment of the site with a mixed use project that includes a hotel. While the comment references the Draft EIR, the comment does not state a specific concern or question regarding the information presented in the Draft EIR. As such, the comment is acknowledged and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

COMMENT LETTER: TERRI TIPPIT

Terri Tippit
[no address given]

COMMENT TIPPIT-1

As a long-time community leader with experience as homeowner president, Neighborhood Council president, and chair of a local Design Review Board, I wish to share with you my thoughts about the environmental analysis for the Wilshire-Gayley Hotel. It is an excellent EIR.

I also want to commend the developer for reaching out to the community from the very beginning, from soliciting suggestions for architects to providing a public restaurant in his project. Our requests were heard, respected and faithfully followed. In my experience, this is amazing. So it is my pleasure to support this elegant addition to Westwood.

The EIR is thorough, and shows how there are no significant adverse impacts. I agree with the analysis, and want to point out additional benefits to the city:

1. A world-famous architect;
2. The loss of hotel rooms in Westwood over the last few years and the increasing demand for such accommodations.
3. Improved traffic circulation and pedestrian safety by moving the alley north and aligning it with Lindbrook Drive.
4. Pedestrian amenities like wider sidewalks.

In short, this is a big plus for Westwood and the city.

Thank you in advance for your consideration.

Response to Comment Tippit-1

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COMMENT LETTER: JON D. VOGEL, O.D.

Jon D. Vogel, O.D.
Village Eyes Optometry
1069 Broxton Ave.
Los Angeles, Calif., 90024

COMMENT VOGEL-1

I am a Westwood (business owner/property owner/merchant/resident/neighbor/stakeholder), and have (owned my business/owned my property/lived/worked) in Westwood for (#) years. My (business/property/home) is located (on Gayley Avenue/near the project site/within the Westwood Village business district/in Westwood).

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
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- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
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Response to Comment Vogel-1

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COMMENT LETTER: DAHEDING & SAFETY

Daheding & Safety
[no address given]

COMMENT DAHEDING-1

Will the City allow both proposals - hotel or residential - to proceed to hearings? Is the intent of the applicant to modify the planning application for either a hotel or condo, without further need for environmental review? Is the draft report a project or program EIR because it analyzes more than one option for the site? DIER p. I-8

Response to Comment Daheding-1

As indicated on page I-1, of the Draft EIR, the document is a Project EIR. As indicated on page I-8 and in Section II, Project Description, of the Draft EIR, due to changing market forces, the Applicant is requesting review of two development options, Option 1 and Option 2. Since the circulation of the Draft EIR the Applicant has revised Option 1. The revised option is referred to as Refined Option 1 and is similar to Alternative D in Section V, Alternatives, of the Draft EIR. Refined Option 1 would include 250 hotel rooms and associated amenities, including a private bar/restaurant for use by hotel guests. In addition, as with Option 1, Refined Option 1 would include approximately 6,510 square feet of ground level retail space. Please see Section IV, Corrections and Additions, for a detailed description and analyses of Refined Option 1. Both Refined Option 1 and Option 2 will be addressed at the public hearings that the City will hold to review the project.

“A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in the chain of contemplated actions; (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.” (CEQA Guidelines, § 15168(a).) While the Draft EIR analyzes two development options, the Draft EIR provides a full analysis of each option in each section. As indicated above, the analysis for Refined Option 1 is provided in Section IV of this Final EIR. The options are self-contained projects and are not part of a series of actions that is part of a large project or related to another. In addition, Section V, Alternatives, of the Draft EIR, provides a comparative analysis of the alternatives to Option 1 and Option 2. Section IV of this Final EIR provides an analysis of Refined Option 1 relative to each of the alternatives considered in the Draft EIR. The purpose of the request for review of two options (Refined Option 1 and Option 2) is to provide flexibility in order to respond to the market prevailing at the time entitlement has been completed. Therefore, additional environmental review would not be needed to proceed with either Refined Option 1 or Option 2, if approved by the City.

COMMENT DAHEDING-2

Where is the closest height district 4 zoning, allowing 13:1 FAR by right?

Response to Comment Daheding-2

The Los Angeles Downtown Center is designated as Height District 4 with an underlying FAR of 13:1.²⁰ The Downtown Center, which is bounded on the west by the I-110 Freeway, is the nearest area to the project site with a “by right” designation of 13:1 FAR. The HD designation does not establish a height maximum or other height limitation and, as such, does not necessarily determine building height. For instance, many buildings in Century City that are consistent with HD No. 2 and 6:1 FAR, contain many more stories and are higher in elevation from ground level than the proposed project, as well as many of Downtown Center buildings in HD No. 4. With the exception of the Los Angeles Convention Center tower (currently under construction) and the California Plaza (1992), subsequent to 1990, high-rise buildings constructed in Century City are the tallest in the City. These include the 579-foot Westfield-Century City Tower (2012), the twin 570-foot Constellation Park Towers (2008), the 530-foot AIG-SunAmerica Plaza Tower (1990), and the 492-foot MGM Tower (2003). The 570-foot Century Plaza Towers were constructed in 1975, prior to most of downtown’s tallest buildings.

COMMENT DAHEDING-3

Why are the westwood village specific plan, community plan and zoning inconsistent? DEIR p, I-30. Did the applicant relocate the alley, creating a site that straddles two planning areas, or was the relocation at the request of the City?

Response to Comment Daheding-3

The comment refers to page I-30 of the Draft EIR, which is a summary of Section IV.D, Land Use, in the Executive Summary. The Draft EIR does not indicate that the Westwood Village Specific Plan, Community Plan and zoning are inconsistent. The proposed project would not be consistent with the FAR and height that are currently allowed under the General Plan and Specific Plan. Rather, the proposed project would have an overall FAR of 10.93:1, which would exceed the allowable FAR of 2:1 in the north parcel and 6:1 in the south parcel. In addition, the proposed project would be 427 feet, which would exceed the allowable height of 40 feet on the north parcel and 31 feet on the south parcel. However, as indicated in Section II.G of the Draft EIR (page II-18), the project includes a request to remove the north parcel from the Westwood Village Specific Plan. If the request is approved, the site would no longer be within the Specific Plan. However, since the site is currently located within the Specific Plan area Section IV.D of the Draft EIR contains a detailed analysis of the project relative to the applicable policies of the Specific Plan. The analysis concludes that the project would not be entirely consistent with the Specific Plan due to the

²⁰ *City of Los Angeles General Plan Framework, Figure 3:1.*

proposed FAR and height of the building. However, the inconsistency of the proposed development in the north parcel with the Specific Plan would not result in any adverse physical impacts that would otherwise be prevented by the Specific Plan (i.e., uses, shade/shadow, urban design, parking, etc.). Section IV.D of the Draft EIR and Section IV of this Final EIR conclude that Refined Option 1 and Option 2 would result in less than significant land use impacts.

With regard to the alley relocation, the Applicant requested and received approval from the City to relocate the alley. The relocation did not result in the different designations and zoning on the north and south parcels that comprise the site. The boundary for the Specific Plan area followed the alley when it ran through the middle of the site, thus locating the north parcel in the Specific Plan area and the south parcel outside of the Specific Plan area. Therefore, the City's approval of the Applicant's request to remove the parcel from the Specific Plan area would result in the boundary of the Specific Plan area running along the relocated alley.

COMMENT DAHEDING-4

What is the status of the alley relocation VAC 20080946978? Why was the relocation exempt from CEQA when the resolution to vacate went before Council on March 25, 2008? If the purpose is to create a four-way intersection (DEIR p. I-52), should dedications be required to change the alley to a street per BOE standards? Did the intersection signal changes contemplate the use of the alley for the main entrance to the building?

Response to Comment Daheding-4

The relocation of the alley has been completed. The action taken by the City Council on March 25, 2008 was to finalize the vacation of the previous alley, which ran through the middle of the project site. The alley relocation was exempt from CEQA based on The City Environmental Guidelines under Article III, Class 5(3), which reads as follows:

“(3) Minor street, alley and utility easement vacations where the vacated property does not constitute a buildable site that would allow a commercial or industrial development of more than 10,000 square feet or a residential development of more than 25 units.”

The vacated alley was 3,037 square feet in area. Given the size and shape of the vacated alley, the vacation did not result in a buildable lot. The City staff report and resolution regarding the alley vacation and relocation of the public alley are contained in Appendix F of this Final EIR.

With regard to the reason for the relocation of the alley, previously there were three locations of vehicular access along the Gayley Avenue frontage: two access points for the gas station and the alley which ran through the middle of the parcel. The relocation of the alley enhances vehicular and pedestrian circulation by limiting the number of curb cuts (i.e., access points). The location of the alley at the north of the site creates a safer vehicular and pedestrian

circulation by creating a four-leg intersection for existing and future traffic at Gayley Avenue and Lindbrook Drive. The signal that existed at the intersection of Lindbrook Drive and Gayley Avenue was computerized after the alley relocation. The City did not require that the alley be modified to be a street.

COMMENT DAHEDING-5

Is the lot area shown on the Assessor's map correct - 9,910 sf on the south parcel and 11,240 on the north parcel for a total of 21,150 sf, rather than 23,941 sf? Is the applicant required to reduce the buildable lot area by the dedication of the replacement alley to Gayley? What are the highway dedication widths along Wilshire and Gayley? Will the buildable lot area be further reduced by the dedications required under the condo tract approval? If so, by how much? What is the buildable lot area for purposes of calculating entitlements? Will FAR be allowed to exceed 13:1?

Response to Comment Daheding-5

As indicated in Response to Comment No. UCLA-2, an ALTA survey of the property was done in January 2007 by the Mollenhauer Group. Based on the survey, prior to the alley relocation, the lot area of the project site was 20,855 square feet. After the relocation of the alley from the middle of the site to the north side of the property, the site lot area was 21,442 square feet.²¹ The project (Option 1 and Option 2) would include a vacation of 10 feet in width along the Gayley Avenue frontage. As indicated in Response to Comment Daheding-1, Option 1 has been refined since the circulation of the Draft EIR. As with Option 1, Refined Option 1 would include a vacation of 10 feet in width along the Gayley Avenue frontage. The area that would be vacated along the Gayley Avenue frontage in Refined Option 1 or Option 2 would be 2,509 square feet. Thus, the site area would be 23,951 square feet (21,442 + 2,509 = 23,951). The area along Gayley Avenue to be vacated would be rededicated through the tract map as a sidewalk easement. The sidewalk easement area is not deducted from the lot area and is therefore, included in the calculation for density and FAR purposes.

There is no highway dedication that would occur on Wilshire Boulevard. The tract map would not result in any dedications that would reduce the site area. For purposes of calculating FAR, as indicated above, the sidewalk easement area is not deducted from the lot area and is therefore, included in the calculation for FAR purposes. Thus, for purposes of calculating FAR, the site area is 23,951 square feet.

As indicated in Section II, Project Description, of the Draft EIR, the FAR of the proposed project (Option 1 and Option 2) would be 10.93 (261,883 building net square footage/23,951 square

²¹ When the alley ran through the middle of the site, the north parcel was 10,792 square feet and the south parcel was 10,063 square feet for a total of 20,855 square feet. The alley vacation added 3,037 square feet to the site for a total of 23,892. The new alley dedication was 2,450 square feet reducing the lot area to 21,442 square feet.

feet of lot area). The building net square footage in Refined Option 1 would remain the same as in Option 1. Thus, the FAR in Refined Option 1 would be 10.93:1. Notably, the FAR does not change or impact the EIR's analyses. The FAR is a ratio that the City applies to determine the maximum amount of floor area that can be developed on a given site and is not determinative of whether a project has a potential to create a significant impact on the environment. The analyses contained in the Draft EIR are based on the number of hotel rooms and/or condominium units and the total square footage, height, and number of stories.

COMMENT DAHEDING-6

Based on the correct lot area, is the total allowable density today 78 units residential. 110 units hotel, compared to the proposed 144 units? The community commercial parcel is 11,240 sf plus the area to the centerline of the alley (approx. $10 \times 130 = 1,300$ sf) 12,540 sf at one unit per 400 sf lot area = 32 units, or one unit hotel per 200 sf = 64 units. The south regional commercial parcel is 9,110 sf at one unit per 200 sf for mixed use residential or hotel = 46 units. What will be the required affordable component in exchange for a density increase above the maximum R5?

Response to Comment Daheding-6

With the lot area of 23,591 square feet and one-half of the alley (1,534 square feet) included, the site area for purposes of calculating density would be 25,125 square feet. Based on the R5 density of 200 square feet per unit, 125 units could be developed on the site. A 15 percent density increase, which could be approved by the Zoning Administrator, would allow an additional 19 units. Thus, 144 units could be developed on the site with Zoning Administrator approval. As Option 2 would result in 144 residential units, Section 12.28A of the LAMC could permit the Zoning Administrator to approve the proposed density.

COMMENT DAHEDING-7

Based on the correct lot area, is the total allowable floor area today 42,740 sf, compared to the proposed 261,883 sf? The north parcel is 11,240 sf at 2:1 base FAR (without transfers) = 22,480 sf. The south parcel is 7,000 sf at 1: 1 FAR and 2,110 sf at 6:1 FAR = 20,260 sf, DEIR p. I-5-6.

Response to Comment Daheding-7

As indicated in Response to Comment Daheding-5, the site area is 21,442, without including the alley or the area along Gayley Avenue that would be rededicated through the tract map as a sidewalk easement. Alternative B in Section V of the Draft EIR presents a scenario of development that could occur on the site in accordance with the existing regulations. The description of the alternative discusses the existing regulations by parcel. As indicated in Section V of the Draft EIR (page V-16), approximately 63,010 square feet of floor area could be developed on the site.

COMMENT DAHEDING-8

When granting the new alley connection back to Gayley, did the Applicant reserve the airspace rights above the alley as shown in the site plan? Has LAFD reviewed the plan to determine that emergency access will not be impacted by driving under the building? DEIR p. I-61. Will the subsurface vacation of the alley to allow construction of a parking garage require that the entire alley be closed during construction? DEIR p. II-18. What is required to maintain the alley for emergency vehicles? How do you keep residents from using the alley northbound to go to Kinross?

Response to Comment Daheding-8

The Applicant has not maintained air rights over the public alley. The encroachment of the proposed cantilevered porte-cochere into the space over the public alley would require an encroachment permit, a discretionary action undertaken by the City. (See Section II, Project Description, of the Draft EIR for a list of entitlements.)

The lowest portion of the proposed cantilevered porte-cochere would be approximately 40 feet above grade. Fire Code, Section 57.09.03.D.6, requires a minimum vertical clearance of 14 feet to accommodate fire department apparatus.

With regard to closure of the alley during construction, all or a portion of the public alley adjacent to the project site would be closed during the project's initial excavation and construction phase. This closure would be temporary and would not prevent access to the existing businesses along the west side of Gayley Avenue, which would continue to be accessed via Kinross Avenue. However, with respect to maintaining emergency vehicle access to the alley, the project site and other properties along the west side of Gayley Avenue do not exceed 150 feet in depth and, as such, these sites are not required to provide fire lanes or other secondary fire access (see Los Angeles Fire Code, Division 9, Section 57.09.03.B). Therefore, it is not necessary to maintain the alley for emergency vehicle access. Nonetheless, Mitigation Measure F-2 (page IV.F-18) requires that project building plans and a plot plan be submitted to the LAFD prior to the issuance of a building permit. LAFD review of all building plans under Mitigation Measure F-2 would ensure compliance with fire and building codes and adequate access for emergency vehicles.

The project does not prevent residents from using the alley to access Kinross Avenue. However, it is more likely that residents would use the Gayley Avenue access as it is closer to the entrance and is a signalized intersection. Residents' use of the alley would not affect service levels along Kinross Avenue, since the alley/Kinross intersection does not provide signalization and alley users would not have the right-of-way.

COMMENT DAHEDING-9

Will the applicant provide residential floor plans showing the required private open space per unit that is not shown in the rendering? Will the terrace restaurant seating be counted as public open

space? Will the lobby motor court turnaround be counted as public open space? Is mitigation measure F-8 (3) allowed? What are the Quimby fee credits allowed by recreation and parks department? I-87

Response to Comment Daheding-9

The LAMC does not require public open space within a residential development. However, the LAMC does require private and common open space for the occupants of a residential project. A project's obligation for public open space is met through Quimby fees for the upgrading or acquisition of off-site public parks and recreational facilities. The purpose of Quimby fees is to mitigate the impact of residential growth on recreational facilities and parks. As indicated in Section II.G of the Draft EIR, the project would be subject to site plan review as well as approval of building permits. During review of building plans, the Department of Building and Safety will require compliance with LAMC Section 12.21.G.2 to ensure the provision of adequate private and common open space per dwelling unit. LAMC Section 17.12 allows private recreation areas for use by a project's residents to be credited against its (Quimby) parkland dedication requirement. Mitigation Measure F-8 is permitted under LAMC Section 17.12.F.1, which allows private recreational facilities to be credited against the requirement of dedication of land for park and recreational purposes. High intensity development such as swimming pools are credited at \$5.00 per square foot and low intensity development such as landscaped open areas (as may be determined by the Advisory Agency) are credited at \$2.50 per square foot. The proposed swimming pool and some decking in the terrace may be credited as high intensity development against the project's parkland dedication and the landscaped open space (not occupied by the restaurant) in the terrace and landscaped open space in the entrance turn-around may be credited as low intensity development against the project's parkland dedication requirement, if approved by the Advisory Agency.

COMMENT DAHEDING-10

Why can't the applicant provide a parking summary with this report showing that the offsite parking spaces are available within the other buildings? Will code parking evolve into variances or shared parking analysis with all of the other buildings? DEIR p. I-10/93

Response to Comment Daheding-10

As indicted in Section IV.G, Transportation and Circulation, of the Draft EIR, under Option 1, the required parking would be provided on-site. As indicated in Section IV, Corrections and Additions, under Refined Option 1, the required parking for the 250-room hotel and the ground level retail space would be provided on-site. However, Option 2 has a greater parking demand and the available on-site parking supply would be less than the required parking for Option 2. As shown in Table IV.G-9 of the Draft EIR, Option 2 would require 486 parking spaces, 260 of which would be provided on-site. Thus, Option 2 would result in a shortfall of 226 spaces. The project would require approval to permit 226 parking spaces off-site. As indicated in the Draft EIR, there are two

potential locations in which the required parking could be provided. Both locations, Center West located at 10877 Wilshire Boulevard and/or Plaza la Reina located at 1084-10852 Lindbrook Drive, would be located more than 750 feet from the proposed project.

While Mitigation Measure G-3 would ensure that the accounting is provided at the appropriate time, in order to provide a detailed response the following information is provided. Building Permit #88LA99987 issued in November 1988 indicates that the Center West building has a total of 782 parking spaces. (See Appendix B for a copy of the permit.) The permit indicates that 599 parking spaces are required. Thus, the Center West building has 183 surplus parking spaces. Building Permit #05010-10000-05969 issued in September 2007 indicates that the Plaza La Reina building has 129 parking spaces. (See Appendix B for a copy of the permit.) With 71 spaces required, Plaza La Reina has 58 surplus parking spaces. Therefore, the two buildings have a surplus of 241 spaces. Thus, the 226 off-site parking spaces that are required for Option 2 can be provided in the two buildings.

Please also see Response to Comment No. UCLA-3 for a detailed response regarding the off-site parking for Option 2.

COMMENT DAHEDING-11

Is the elimination of residential side yard setback an adjustment or variance? DEIR p. I-1-4 How can the City impose the setback requirement on the adjacent parcel utility easement? DEIR p. I-58. Is this a change in City policy, such that developers will be able to purchase "yard easements" on adjacent properties to support the findings necessary to eliminate setbacks? If the pool deck extends 15 feet into a 10 foot alley, is the applicant required to eliminate the rear yard 20 foot setback as well?

Response to Comment Daheding-11

As indicated in Section II., Project Description, of the Draft EIR, the elimination of a required setback on the west side of the site would require a Zoning Administrator Adjustment. The removal of the west side yard setback would occur through a Zoning Administrator Adjustment, in accordance with LAMC Section 12.28.A. Section 12.28.A allows the Zoning Administrator authority to grant adjustments in the yard requirements of Chapter 1 of the LAMC, including Chapter 1 Section 12.16.C.2, which requires that all portions of buildings erected and used for residential purposes in a C2 or C4 zone conform to the requirements of the R4 Zone (LAMC Chapter 1 Section 12.11.C 2 and 3). No side yard setbacks are required of commercial buildings in the C2 and C4 zones.

The summary of the Land Use section in the Executive Summary of the Draft EIR (Section I, page I-58) explains that the abutting 20-foot easement on the adjacent property provides a de facto setback between the project site and off-site development within the UCLA property to the west.

As discussed throughout the Draft EIR, including Section I, Executive Summary (page I-16); Section II, Project Description (page II-19); and Section IV.D, Land Use (pages IV.D-22, IV.D-59, and IV.D-61), of the Draft EIR, the legal requirement for a residential use side yard setback would be met through the proposed side yard adjustment. The proposed adjustment is intended to allow development of the site under the same zero side-yard setback allowed for a commercial building in the project site's existing C2 and C4 zones. The UCLA property falls under the jurisdiction of the State of California, which has the option to relocate the existing storm drain located within the easement and to vacate the easement. The LAMC contains no provision, nor does the City have any policy that would allow yard setback requirements to be met off-site, nor would the City have any jurisdiction over land use actions that would occur on the UCLA site.

With regard to the encroachment into the alley to the north of the site, the porte-cochere/pool deck would extend 15 feet into the 20-foot wide alley. An encroachment permit, not a yard adjustment, would be required for this element of the building as proposed. Encroachment permits is listed in Section II.G of the Draft EIR, which provides a list of the entitlements required for the project.

COMMENT DAHEDING-12

With all of the hazardous materials testing that was done, can the applicant provide water quality reports for the permanent dewatering - NPDES permit or industrial waste discharge permit? DEIR p. I-46. Why did the City waive the soil gas test at the environmental review stage when the site is located in a methane buffer zone? DEIR p. I-47. How will the methane venting system work together with the permanent dewatering system?

Response to Comment Daheding-12

As indicated on page I-46 and in Section IV.C, Hazards, during operations a permanent dewatering system would likely be incorporated below the slab of the lowest level of subterranean parking. As indicated in the Draft EIR, a permit would be required to discharge the groundwater from the dewatering. The discharge of groundwater would require compliance with a NPDES Discharge Permit from the RWQCB to discharge water into the storm drain or an appropriate Industrial Waste Discharge Permit issued by the City of Los Angeles to discharge into the sanitary sewer. The quality of the water would be considered at that time.

With regard to the soil gas test, the City did not waive the test. Mitigation Measure C-3 requires that prior to the issuance of building permits, the Applicant shall conduct the site testing of subsurface geological formation in accordance with the Methane Mitigation Standards as indicated in LAMC Section 91.7104.1 to evaluate the existence of natural gas. If determined necessary by the testing, a methane gas mitigation system for the project would be developed and installed in accordance with the City's requirements.

A Methane Buffer Zone is a zone forming the narrow boundary along the City's broader Methane Zones, which comprise a large part of the City's west side north of the I-10 Freeway. In general, the City's Methane Zones are also characterized by high water tables, particularly along the Wilshire corridor to the east of Beverly Hills. As the need exists throughout the area to remove or eliminate water seepage, as well as methane vapors, technology to provide separate dewatering and methane venting systems has been developed and practiced in the area's new and retrofitted structures. As with other existing systems, the project's dewatering and methane systems would be separate systems that would be designed so that no conflicts would occur

COMMENT DAHEDING-13

Are emergency vehicles traveling north on Gayley to the new UCLA medical center affected by construction lane closures? Will the applicant's contractor be prohibited from later filing hardship exemptions at street services to allow lane closures at peak times? What is the maximum number of lanes that may be closed at any given time? DEIR p. I-72/88

Response to Comment Daheding-13

As discussed in Section IV.G, Transportation and Circulation, of the Draft EIR (pages IV.G-22 and G-24), the construction of new utility lines may require temporary closure of one lane along the project's Gayley Avenue frontage. Only one lane would be closed at any single time. All street closures or other roadway impediments associated with construction in the public streets must be reviewed and approved by the Los Angeles Department of Transportation (LADOT). The LADOT provides daily notification of all lane or street closures to emergency services, including the LAFD, LAPD, and emergency medical/ambulance services in the districts in which lane closures would occur. With appropriate coordination between the LADOT and these services, a single lane closure on Gayley Avenue, in an area in which several alternative routes to the UCLA Medical Center are available, would not delay emergency vehicle access to that facility. The LADOT determines the time of day a lane closure would be allowed. Based on the LADOT's understanding of baseline service levels provided in the project's Traffic Study, and the effect of temporary closures on Gayley Avenue's service levels, it is expected that closures would be limited to non-peak traffic hours. The approval of a lane closure during peak hours would require an additional, detailed service level analysis and the demonstration that the closure would not cause the LADOT's threshold standard to be temporarily exceeded.

IV. CORRECTIONS AND ADDITIONS

1. REFINED OPTION 1

INTRODUCTION

This section includes two subsections. As indicated in Section I, Introduction, Option 1 has been refined so as to result in an economically viable project and to meet better certain project objectives. Subsection 1 presents a detailed description of Refined Option 1 as well as the necessary environmental analysis to understand the potential impacts that would result from the refinement of Option 1. In addition, Subsection 2 provides corrections and/or additions to the Draft EIR as a result of comments received on the document.

REFINED OPTION 1

Since circulation of the Draft EIR, the Applicant has submitted a refined use distribution for Option 1 to the City. Option 1 has been refined in order to create a project that is economically viable in today's market by increasing the number of hotel rooms and removing the condominium units and public restaurant components of the proposed project. In addition, Option 1 was refined to better meet the proposed Project objectives of creating a high quality, luxury, mixed use hotel. As with Option 1, Refined Option 1 would support the future economic vitality of Westwood Village by developing a project that will generate additional annual sales tax revenues through commercial development. In all other respects, Option 1 remains the same. The refined option is referred to as Refined Option 1. Detailed analyses for Refined Option 1 for each issue area contained in the Draft EIR are provided below. Refined Option 1 is similar to the mix of uses described in Alternative D, Hotel Alternative, which was analyzed in the Draft EIR. As described in the Draft EIR, Alternative D would contain 250 hotel rooms and associated amenities, such as a business center with meeting rooms, a swimming pool, spa and fitness center. Alternative D would also include an approximately 9,975 square foot public restaurant. As with Option 1 and the Refined Option 1, the Hotel Alternative would include approximately 6,510 square feet of ground floor retail space. Refined Option 1 is described in detail below.

CEQA contains provisions for circumstances where minor modifications are made to the currently proposed project. CEQA Guidelines Section 15088.5 requires the recirculation of an EIR prior to certification only when significant new information is added to the EIR. In accordance with CEQA Guidelines Section 15088.5(a) "New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the

project's proponents have declined to implement.” The proposed revisions do not substantially affect the conclusions of the impact analysis presented in the Draft EIR. An analysis is provided below for Refined Option 1 for each issue area addressed in the Draft EIR. As indicated in the analyses below, Refined Option 1 would not result in any new significant impact nor an increase in the severity of a significant impact not previously disclosed in the Draft EIR. Therefore, Refined Option 1 does not constitute significant new information, as discussed in detail below, and recirculation of the Draft EIR is not required prior to certification of the Final EIR.

Description of Refined Option 1 – Hotel Project

Table IV-1 on page IV-3 provides a comparison of Option 1, Refined Option 1 and Option 2. Table IV-1 includes Option 2 for comparison purposes only. Option 2 remains the same as proposed and analyzed in the Draft EIR and, therefore, the remainder of the discussion and analyses is on Refined Option 1.

Refined Option 1 remains the same as Option 1 with all respects with the exception of number of hotel rooms and condominium units and character and size of the proposed restaurant space. Under Refined Option 1, the site would be developed with a 250-room luxury business hotel that would include amenities commonly found in luxury hotels, including a restaurant, coffee shop, business center with meeting rooms, private library and lounge, swimming pool, spa, and a fitness center. The amenities would be reserved for use by the hotel guests. Refined Option 1 would also include approximately 6,510 square feet of ground floor quality retail uses.

The hotel office and lobby (approximately 4,010 square feet) would be located to the north of the retail space at the ground level. The second floor would have an approximately 4,500 square foot fitness center, and house administration, laundry and service areas. The third floor would contain additional back of house uses for the hotel, an approximately 2,600 square foot coffee shop, an approximately 3,000 square foot day spa, mechanical rooms and pool equipment. The third floor would cantilever over a motor court at the north end of the property creating a landscaped terrace and pool deck at the fourth floor level. The fourth floor would include a bar and restaurant reserved for use by hotel guests. The fourth floor would also contain a library and lounge area and business center, also reserved for use by hotel guests.

The 250 hotel units would comprise approximately 169,191 square feet of floor area on floors five through 29. The hotel rooms would range in size from approximately 540 to 6,770 square feet of usable floor area. Floors five to 11 would each contain 14 hotel rooms (approximately 540 square feet each), floors 12 through 22 would each contain 10 hotel rooms (approximately 650 square feet each), and floors 23 through 27 would contain seven or eight rooms (ranging in size from approximately 800 to 900 square feet). Floors 28 and 29 would contain the remaining four rooms (three rooms approximately 2,260 square feet and one room approximately 6,770 square feet).

Table IV-1

Summary of Proposed Land Uses for Option 1, Refined Option 1 and Option 2

Use	Option 1 – Approximate FAR Square Footage	Refined Option 1 – Approximate FAR Square Footage	Option 2 - Approximate FAR Square Footage
Retail	6,510 sf	6,510 sf	6,510 sf
Restaurant/Bar	9,975 sf ^c		9,975 sf ^c
Seating Area		4,950 sf ^a	
Kitchen		1,210 sf ^a	
Bar/Lounge		1,735 sf ^a	
Condominiums	10 condominiums ^e	0 condominiums	169,191 sf ^d
Hotel Rooms	134 rooms ^e	169,191 sf ^b	0 rooms
Amenities			
Library/Business Center		880 sf	0 sf
Fitness Center	4,500 sf	4,500 sf	4,500 sf
Spa	3,000 sf	3,000 sf	3,000 sf
Coffee Shop	3,800 sf	3,800 sf	3,800 sf
Lobby	2,750 sf	2,750 sf	2,750 sf
Administration/Back of House	33,354 sf	30,687sf	29,487 sf
Circulation/Exit Corridors		32,670 sf	32,670 sf
TOTAL	261,883 sf	261,883 sf	261,883 sf

Notes: FAR area excludes stairs, mechanical spaces, and shafts. The gross built area is 314,325 square feet.

The unit size of the hotel rooms would range from approximately 540 square feet to approximately 6,770 square feet of useable floor area.

^a The restaurant/bar would be reserved for use by hotel guests only.

^b There are a total of 250 hotel rooms.

^c The restaurant/bar in Option 2 would be for use by the general public.

^d There are a total of 144 for-sale condominiums. One hundred thirty-four of the for-sale condominiums would be 1-bedroom units and 10 of the for-sale condominiums would be 4-bedroom units.

^e The hotel rooms and condominiums would have a total of 197,994 square feet. The 10 for-sale condominiums would be 4-bedroom units.

Source: Ann Gray, FAIA, and PCR Services Corporation, 2009.

Access to Refined Option 1 would remain the same as under Option 1 and Option 2. Vehicular access to the site would be from the public alley that runs along the north boundary of the site. This vehicular access would lead to the circular driveway, which would provide a drop-off and pick-up area for users of the building. The alley access would lead to the circular drive as well as to the subterranean parking structure. The subterranean parking structure would be accessed from the western end of the site. Two bays for loading would be provided at the northwestern corner of the hotel. Access to the loading area would be via the alley.

On-site parking would be provided in a four-level subterranean parking facility that would accommodate approximately 200 parking spaces. With the use of valet and tandem parking, the parking structure would be able to accommodate up to 260 spaces.

The building design, including the height and number of stories, under Refined Option 1 would remain the same as under Option 1 and Option 2. Overall, the project would be 29 stories and approximately 427 feet, in height. Refined Option 1 would have the same FAR (10.03:1) as either Refined Option 1 or Option 2.

With regard to pedestrian access, as with Option 1 and Option 2, Refined Option 1 would include the widening of the existing sidewalk on Gayley Avenue to a uniform dimension of ten feet and would require no reduction in the current Gayley Avenue right-of-way. The proposed landscaping, lighting, and signage would also be the same as that previously described under Option 1 and Option 2.

As the building would remain the same under Refined Option 1, the construction would be the same as that described and analyzed in the Draft EIR.

The necessary approvals for Refined Option 1 would be similar to Option 1, with the exception that Refined Option 1 would not require a Vesting Tentative Tract Map. As such, approvals required for the development of Refined Option 1 would include, but may not be limited to, the following:

- General Plan Amendment to: (1) amend footnote 3 of the Westwood Community Plan Land Use Map to allow an increase in the density and height on the south parcel; and (2) amend the land use designation on the north parcel in the Westwood Community Plan Land Use Map from Community Commercial to Regional Center Commercial;
- Specific Plan Amendment to the Westwood Village Specific Plan and to the Westwood Community Design Review Board Specific Plan to move the boundary north from the project site's midpoint to Lindbrook Drive to exclude the entire site

-
- from the Specific Plan so that the entire site is governed by the Westwood Community Plan;
- Zone change from C4-2D-O on the north parcel and [Q]C4-2-O on the south parcel to amend the D Development Limitation on the north parcel and amend the [Q] Condition on the south parcel;
 - Height District Change to change Height District 2 and 2D to Height District 4D on both parcels;
 - Zoning Administrator Adjustment to eliminate any required setback on the west side of the site;
 - Site Plan Review/Design Review;
 - Compliance with the West Los Angeles TIMP Specific Plan;
 - Conditional Use Permit to allow the sale of alcoholic beverages for on-site consumption;
 - Conditional Use Permit to allow a hotel in the C4 zone within 500 feet of an R zone;
 - Conditional Use Permit to allow a wireless transmitting facility;
 - Encroachment Permits for components including signs and awnings;
 - Subsurface vacation of the public right-of-way under the alley and vacation along Gayley Avenue to permit underground parking;
 - Highway Dedications along Wilshire Boulevard and Gayley Avenue, as necessary;
 - Demolition permits;
 - Grading, excavation, foundation, and associated building permits;
 - Haul Routes; and
 - Other permits and approvals as deemed necessary, including possible legislative approvals, such as a Development Agreement, as required by the City.¹

¹ *If the City requests a Development Agreement, the project covered by the Development Agreement would be the same as that proposed and analyzed in this EIR.*

Impact Analyses for Refined Option 1

A. Aesthetics/Visual Resources

The design, scale, and all exterior physical features of Refined Option 1 would be identical to Option 1. Refined Option 1 would have the same orientation, architectural treatment, floor area, stories (29) and height (427) as Option 1. As with Option 1, Refined Option 1 would include 6,510 square feet of ground floor, street-facing retail uses and would provide the same sidewalk improvements and landscaping amenities. As Option 1's physical features would not change under Refined Option 1, Refined Option 1 would have the same less-than significant impacts related to visual character, views of the project site, viewshed, light and glare, and shading as under Option 1. Therefore, aesthetic/visual resources impacts under Refined Option 1 would continue to be less than significant.

B. Air Quality

The Refined Option 1 would be subject to the same construction parameters as Option 1, therefore resulting in no changes to construction scheduling or air quality impacts. Although the number of hotel rooms is increased, the overall construction duration and equipment would remain the same. As the construction remains the same, the construction schedule and equipment mix would not change and Refined Option 1 would have a less than significant impact on air quality during construction.

Refined Option 1 would result in an increase in the number of vehicle trips associated with daily operations in comparison to Option 1. As a result of the increase in vehicular trips, an assessment of possible regional and localized operational air quality impacts was performed. Pollutant emissions associated with vehicular trips are calculated based on the number of trips as well as distance travelled. The Refined Option 1 would generate a net increase of 1,538 trips per day compared with 1,291 trips per day under Option 1. The distance traveled during each trip is not expected to change. Therefore, the daily trip rate increase would cause mobile source emissions to increase proportionally to trip generation. As shown in Table IV-2 on page IV-7, operational emissions from Refined Option 1 would be larger than those estimated as a result of Option 1, but emissions would remain below regional SCAQMD thresholds.

Localized operational impacts are determined mainly by the peak hour intersection traffic volumes. In order to determine potential localized operational impacts as a result of Refined Option 1, a localized hotspots analysis was performed. As shown in Table IV-3 on page IV-8, localized CO concentrations would remain below significance thresholds. As a result, Refined Option 1 would not result in new impacts with regard to regional and localized emissions.

Table IV-2

**Comparison of Option 1 to Refined Option 1
Unmitigated Regional Operational Emissions^a
(Pounds per Day)**

Emission Source	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Option 1 Emissions						
Net Mobile	7	11	84	<1	21	4
Net Area	1	1	4	<1	<1	<1
Net Stationary ^{b, c}	<1	9	<1	<1	<1	<1
Total Net	9	22	89	1	21	4
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(46)	(33)	(461)	(149)	(129)	(51)
Significant?	No	No	No	No	No	No
Refined Option 1 Emissions						
Net Mobile	10	18	118	<1	18	4
Net Area	<1	2	2	<1	<1	<1
Net Stationary ^{b, c}	<1	8	<1	<1	<1	<1
Total Net	11	28	120	<1	18	4
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(44)	(27)	(430)	(149)	(132)	(51)
Significant?	No	No	No	No	No	No
Comparison of Emissions						
Option 1 Total Emissions	9	22	89	1	21	4
Refined Option 1 Total Emissions	11	28	120	<1	18	4
Percent Difference	23%	29%	35%	-18%	-12%	-12%

Note: Numbers may not add up exactly due to rounding.

^a *Mobile and area emissions are calculated using the URBEMIS 2007 emissions model. Area sources include natural gas consumption, landscape fuel consumption, residential consumer products and miscellaneous sources (e.g., among other things, commercial solvent usage, architectural coatings). Emissions due to project-related electricity generation are calculated based on guidance provided in the Handbook. Worksheets and modeling output files are provided in Appendix G.*

^b *Stationary sources include emissions from emergency diesel generators that would be included during project operations (Appendix G).*

^c *Stationary source emissions include a 14 percent reduction consistent with the above listed project features.(Appendix G)*

Source: PCR Services Corporation, 2009.

Greenhouse gas emissions are calculated based on the vehicle miles travelled (VMT) and energy consumption (natural gas, electricity generation, water usage) resulting from daily operational emissions. Refined Option 1's increase in daily trip rate as well as energy consumption due to the increase in the number of rooms would increase operational greenhouse gas emissions in a similar manner. The analysis prepared for Option 1 resulted in GHG emissions well below applicable thresholds with a GHG emissions reduction of 38 percent below

Table IV-3

**Refined Option 1 - Hotel Project
Local Area Carbon Monoxide Dispersion Analysis**

Intersection	Peak Period^a	Maximum 1-Hour 2012 Base Concentration^b (ppm)	Maximum 1-Hour 2012 w/ Project Concentration^c (ppm)	Significant 1-Hour Impact?^d (>20 ppm)	Maximum 8-Hour 2012 Base Concentration (ppm)	Maximum 8-Hour 2012 w/ Project Concentration^f (ppm)	Significant 8-Hour Impact ? (>9.0 ppm)^d
Gayley Avenue and Wilshire Boulevard	A.M.	6.2	6.2	No	3.85	3.85	No
	P.M.	6.3	6.3	No	3.85	3.85	No
Sepulveda Boulevard and Wilshire Boulevard	A.M.	6.2	6.2	No	3.92	3.92	No
	P.M.	6.4	6.4	No	3.99	3.99	No

ppm = parts per million

^a Peak hour traffic volumes are based on the Traffic Study prepared for the project by Fehr & Peers/Kaku Associates, March 2009.

^b SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 Base traffic CO 1-hour contribution.

^c SCAQMD 2012 1-hour ambient background concentration (4.4 ppm) + 2012 w/ project traffic CO 1-hour contribution.

^d The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.

^e SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 Base traffic CO 8-hour contribution.

^f SCAQMD 2012 8-hour ambient background concentration (2.8 ppm) + 2012 w/ project traffic CO 8-hour contribution.

Source: PCR Services Corporation, 2009; emission factor and dispersion modeling output sheets are provided in Appendix G.

the Business as Usual (BAU) scenario. As shown in Table IV-4 on page IV-9, Refined Option 1 would result in a GHG emissions reduction of 37 percent below the BAU scenario which is better than the goal of 30 percent below BAU. As a result, the increase in daily trips resulting from Refined Option 1 would not result in any additional GHG or climate change impacts.

C. Hazards

Construction of Refined Option 1 would be the same as Option 1 given that the subterranean parking, site plan, and building would remain the same. As with Option 1, the construction of Refined Option 1 would not result in the exposure of people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard after mitigation. As with Option 1, Refined Option 1 would not expose future commercial users of the site to significant to health risks as the potential risks to future users would be below acceptable risk levels established by the Federal and State Environmental Protection Agencies and other regulatory entities. As indicated in Section IV.C of the Draft EIR, the development of the site would not expose people or structures to hazards with regard to natural gases from the nearby oil field due to compliance with the requirements of the City of Los Angeles Methane Seepage Regulations. Thus, as with Option 1, Refined Option 1 would

Table IV-4

**Comparison of Option 1 to Refined Option 1
Operational Greenhouse Gas Emissions (2012)**

Emission Source	CO ₂ e (Metric Tons)	
Project built under BAU Standards	Option 1	Refined Option 1
Operations		
On-Road Mobile Sources ^a	4,507	4,603
Electricity ^b	644	850
Water Conveyance	61	82
Natural Gas ^c	221	359
Construction (Amortized)	52	52
Total	5,433	5,894
Project Built with incorporation of Project Features and Mitigation Measures		
Operations		
On-Road Mobile Sources ^a	2,610	2,665
Electricity ^b	531	701
Water Conveyance ^d	51	38
Natural Gas ^c	182	297
Construction (Amortized)	52	52
Total	3,375	3,701
Total GHG Savings	2,058	2,193
Total Net Reduction	38%	37%

Note: Emission calculations are provided in Appendix G.

^a URBEMIS 2007

^b Electricity Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^d GHG emissions from water conveyance do take into account the project design features that reduce water demand. Thus, the GHG emissions in the Project case are likely over-estimated.

Source: PCR Services Corporation, 2009.

result in a health hazard and hazardous materials impact during construction and operation. Potential impacts, therefore, are less than significant.

D. Land Use

1. General Plan Framework

Refined Option 1 would support the same objectives of the General Plan Framework, evaluated in Table IV.4.D-1 of the Draft EIR, as under Option 1, in that its hotel and retail uses would accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors (Objective 3.1), and Refined Option 1 would provide for the spatial distribution of development that would facilitate a reduction of vehicle trips (Objective 3.2). Refined Option 1 would support development of Regional Centers by its

location within a designated Regional Center (Objective 3.10); Refined Option 1 would locate and design buildings to enhance pedestrian activity (Objective 3.16); and Refined Option 1 would contribute in a positive way to public open space (Objective 6.4).

Unlike Option 1, Refined Option 1 would not provide residential units and would, therefore, not support the General Plan Framework Housing Chapter (Objectives 4.1 and 4.2) in the same manner as under Option 1. However, as the project site is not zoned or planned for housing under the General Plan, Refined Option 1 is not considered to be in non-conformance with housing policies of the General Plan Framework.

As with Option 1, Refined Option 1 would not be consistent with the current Long Range Land Use Diagram, West/Coastal Los Angeles, Footnotes “D” and “G” of the General Plan Framework, which limit FAR on the project site. However, as with Option 1, General Plan Amendments are included in the list of necessary entitlements. As with Option 1, Refined Option 1 would not result in any new significant physical land use impacts as a result of the proposed General Plan Amendments. Therefore, as with Option 1, Refined Option 1 would have a less than significant impact with respect to the applicable policies of the General Plan Framework.

2. General Plan Transportation Element

Refined Option 1 would support Objectives 3 and 4 of the General Plan Transportation Element, presented in Table IV.4.D-2 of the Draft EIR, in the same manner as under Option 1. Objective 3 encourages development in regional centers, community centers, and major activity areas; location of development in proximity to transit; and enhanced pedestrian circulation and Objective 4 seeks to preserve the existing character of residential areas and maintaining pedestrian-oriented environments where appropriate. Refined Option 1 would represent the same increase in FAR in proximity to transit along Wilshire Boulevard (Policy 3.7), and would enhance pedestrian circulation with the ground-level retail use and sidewalk improvements (Policy 3.13) as under Option 1. Refined Option 1 would provide direct access to major highways and the I-405 Freeway and would avoid intrusions on local residential streets (Policy 4.1) and would improve circulation and access patterns at the project site (Policy 4.3) as under Option 1. Therefore, as with Option 1, Refined Option 1 would have a less than significant impact with respect to the applicable objectives of General Plan Transportation Element.

3. City of Los Angeles Walkability Checklist

Refined Option 1 would support the applicable objectives and goals of the City’s Walkability Checklist, presented in Table IV.4.D-1 of the Draft EIR, in the same manner as under Option 1. The Walkability Checklist addresses sidewalk improvements, off-street parking,

location of utilities, on-site landscaping, building orientation, building façade design, and building signage and lighting. As these would be the same as under Option 1, Refined Option 1 would be consistent with all applicable policies of the Walkability Checklist. In fact, with the introduction of 250 hotel rooms as opposed to 134 rooms, Refined Option 1 would create additional pedestrian activity because it would increase the number of hotel guests and, therefore, the number of people walking to and from the hotel. Therefore, as with Option 1, the impact with respect to the Walkability Checklist under Refined Option 1 would be less than significant.

4. Westwood Community Plan

Refined Option 1 would support the objectives of the Westwood Community Plan, presented in Table IV.4.D-4 of the Draft EIR, in the same manner as under Option 1. As with Option 1, Refined Option 1 would support the goal of the Community Plan to provide a strong commercial sector (Goal 2) and to conserve and strengthen viable commercial development (Objective 2-1). Refined Option 1 would promote a distinctive commercial district and pedestrian-oriented areas (Objective 2-2) since it would have the same ground-level retail, streetscape, and sidewalk improvements that would enhance the appearance of the commercial district (Objective 2-3) as under Option 1.

As with Option 1, Refined Option 1 would not be consistent with the Community Plan Map's current "Community Commercial" designations and FAR designations. Refined Option 1 would include the same entitlements with regard to the Westwood Community Plan as would Option 1. As with Option 1, Refined Option 1 would not result in any significant physical impacts on the environment as a result of the proposed General Plan Amendments. Therefore, Refined Option 1 would have a less than significant impact with respect to the objectives and policies of the Westwood Community Plan.

5. Westwood Village Specific Plan

Refined Option 1 would include the same amendment of the Westwood Village Specific Plan to relocate the boundary of the Specific Plan to the north of the project site, as discussed in Section IV.D of the Draft EIR. However, as with Option 1, Refined Option 1 would be consistent with the Specific Plan's allowable commercial uses (Policy 5.A.1); hotel use (Policy 5.D.8); occupation of more than 80 percent of the ground floor with retail uses/hotel uses (Policy 5.D.1); parking (Policy 9.A); architectural articulation (Policy 10.A); and ground level entrances (Policy 10.B). In addition, as with Option 1, Refined Option 1 would not significantly impact any of Westwood Village's designated culturally and architecturally significant buildings, nor would it significantly shade any residential uses beyond the Specific Plan's threshold criteria nor generate other physical impacts as a result of the proposed Specific Plan amendment. As

Refined Option 1 would be consistent with the area's existing land use pattern, and would not result in significant physical land use impacts, as with Option 1, Refined Option 1 would have a less than significant impact with respect to the Westwood Village Specific Plan and its companion implementation mechanism set forth in the Westwood Community Design Review Board Specific Plan.

6. Los Angeles Municipal Code

Refined Option 1 would occupy the same building envelope, footprint and height, and have the same FAR as under Option 1. As with Option 1, Refined Option 1 would require changes pursuant to the Los Angeles Municipal Code (LAMC) regarding Qualifying or [Q] conditions (FAR), height designation 2D, and other regulations pertinent to size and height limitations, as under Option 1. As with Option 1, the proposed zone change from C4-2D-O on the north parcel and [Q]C4-2-O on the south parcel, amendment of the D limitation on the north parcel and the [Q] condition on the south parcel, and height district change to change Height District 2 and 2D to Height District 4D on both parcels, as discussed in Section II, Project Description, of the Draft EIR, would allow the development of Refined Option 1 in compliance with Code requirements. As with Option 1, Refined Option 1 would require a Zoning Administrator Adjustment to eliminate any west side yard setback and a conditional use to permit the sale of alcoholic beverages in conjunction with the operation of its private restaurant. However, Refined Option 1 would not require a tract map for condominium purposes since it would contain no residential units. As residential zones and respective residential development are located within 500 feet of the project site, Refined Option 1, as with Option 1 would require a Conditional Use Permit (CUP) to allow a hotel use at the project site (Zoning Code Section 12.12.2 A1(d) does not allow hotel uses within 500 feet of a residential zone). Therefore, Option 1 would have no impact with respect to compliance with this requirement. Since approval of CUP, side-yard adjustment, and other height and FAR changes would be required prior to development, Refined Option 1, as with Option 1, would be consistent with all zoning regulations applicable to the project site at the time of development. Thus, as with Option 1, Refined Option 1 would result in less than significant impacts with regard to the LAMC.

7. Southern California Association of Government's 2008 Regional Transportation Plan and Compass Blueprint

Refined Option 1 would be consistent with the goals of the Southern California Association of Government (SCAG)'s 2008 Regional Transportation Plan (RTP) and the Compass Blueprint in the same manner as under Option 1. As with Option 1, Refined Option 1 would support RTP goals to maximize mobility and accessibility by its location in an existing urban center and major transportation node. Refined Option 1 would be consistent with RTP goals to ensure a sustainable regional transportation system, maximize the productivity of the

area's transportation system, and support growth patterns that complement the area's transportation investments by its proximity to alternative transit modes on Wilshire Boulevard. In addition, Refined Option 1 would be consistent with RTP goals to protect air quality and promote energy efficiency through incorporation of LEED features.

As with Option 1, Refined Option 1 would support Compass Blueprint Principle 1 to improve mobility to residents by providing employment in proximity to alternative transit modes. Refined Option 1 would support Principle 2 to promote infill development, to provide a mix of uses, and to promote "walkable" communities in the same manner as under Options 1, including the provision of a hotel that would foster and support revitalization of the Westwood community and by providing a mix of hotel and retail uses along, and accessible from, the public sidewalk. As with Option 1, Refined Option 1 would support Compass Blueprint Principle 3 to enable prosperity for all people by supporting the economic well-being of the City and prohibiting discrimination in the use of its retail and hotel uses and based on race, ethnicity or income class. Refined Option 1, as with Option 1 would be consistent with all applicable policies of the SCAG's 2008 RPT and Compass Growth Vision and, as such, land use impacts with respect to these plans would be less than significant.

8. Land Use Compatibility

Refined Option 1 is identical in height and scale to Option 1. As such, Refined Option 1 would continue an existing pattern of development along the Wilshire corridor in which high-rise buildings are juxtaposed with low rise commercial land uses. As with Option 1, Refined Option 1 would not adversely change the existing relationships between land uses or properties in the community due to the height of the proposed building. Therefore, Refined Option 1 would have a less than significant land use impact with respect to compatibility of scale.

With regard to uses, the proposed hotel/retail uses under Refined Option 1 would be consistent with surrounding commercial uses on Wilshire Boulevard and the adjacent Westwood Village. The proposed ground level retail use under Refined Option 1 would be similar to, and would support, the existing street front retail uses in Westwood Village, while the proposed hotel would support the surrounding residential and business community, including the university. As with Option 1, Refined Option 1 would increase connectivity between commercial uses on Wilshire Boulevard and commercial uses in Westwood Village by enhancing the existing pedestrian environment. As with Option 1, the mix of hotel and retail uses provided under Refined Option 1 would be compatible with surrounding commercial uses in the area, and would not substantially or significantly change the existing relationships between land uses or properties in the existing surrounding community. Therefore, Refined Option 1 would result in a less than significant impact with respect to land use compatibility.

E. Noise

The Refined Option 1 would be subject to the same construction parameters as Option 1, therefore resulting in no changes to construction. As the building remains the same, the originally proposed construction schedule and equipment mix would not change and impacts from construction noise would be less than significant.

Compared to Option 1, the Refined Option 1 would increase the number of hotel rooms from 134 to 250 rooms, thus resulting in an increase in the number of vehicle trips. Therefore, an assessment of possible operational noise impacts was performed and worksheets are provided in Appendix G of this Final EIR.

Refined Option 1 would not be expected to generate significant amounts of noise in the area, similar to Option 1. Option 1 generated a net increase of 1,291 trips per day while Refined Option 1 would generate a net increase of 1,538 trips per day. As shown in Table IV-5 below, noise associated with project-related off-site traffic would remain the same under Refined Option 1. Option 1 would result in project-generated traffic noise levels that would be well below the significance threshold. Therefore, traffic noise impact under Refined Option 1 would remain less than significant. Similar to Option 1, noise impacts from on-site noise sources, including parking facilities, mechanical equipment and pool area would be less than significant under Refined Option 1. Therefore, operational noise from Refined Option 1 would remain less than significant and no change in the mitigation measures would be needed.

Table IV-5

**Refined Option 1
Off-Site Traffic Noise Analysis**

Roadway Segment/ Cross Section	Adjacent Land Use	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)		Increment
		Option 1	Refined Option 1	
Gayley Avenue				
North of Kinross Avenue	Residential	67.7	67.7	0.0
Between Kinross Avenue and Lindbrook Drive	Commercial	67.6	67.6	0.0
Between Lindbrook Drive and Wilshire Boulevard	Commercial	69.0	69.0	0.0
Midvale Avenue				
South of Wilshire Boulevard	Residential	64.6	64.6	0.0
Glendon Avenue				
North of Lindbrook Drive	Commercial	63.4	63.4	0.0
Between Lindbrook Drive and Wilshire Boulevard	Commercial	65.9	65.9	0.0
South of Wilshire Boulevard	Residential	62.4	62.4	0.0

Table IV-5

**Refined Option 1
Off-Site Traffic Noise Analysis**

Roadway Segment/ Cross Section	Adjacent Land Use	Calculated Traffic Noise Levels at 25 feet from Roadway, CNEL (dBA)		Increment
		Option 1	Refined Option 1	
Westwood Boulevard				
North of Lindbrook Drive	Residential	67.2	67.2	0.0
Between Lindbrook Drive and Wilshire Boulevard	Commercial	68.4	68.4	0.0
South of Wilshire Boulevard	Residential	67.1	67.1	0.0
Lindbrook Drive				
Between Gayley Avenue and Westwood Boulevard	Commercial	64.2	64.2	0.0
Between Westwood Boulevard and Glendon Avenue	Commercial	65.3	65.3	0.0
East of Glendon Avenue	Residential	67.4	67.4	0.0
Kinross Avenue				
East of Gayley Avenue	Commercial	63.5	63.5	0.0
Wilshire Boulevard				
Between Veteran Avenue and Gayley Avenue	Commercial	73.7	73.7	0.0
Between Gayley Avenue and Westwood Boulevard	Commercial	73.0	73.0	0.0
Between Westwood Boulevard and Glendon Avenue	Commercial	72.7	72.7	0.0
East of Glendon Avenue	Residential	71.6	71.6	0.0

Source: PCR Services Corporation, 2009.

F.1 Fire Services

Refined Option 1 would increase the number of hotel rooms from 134 hotel rooms under Option 1 to 250 hotel rooms but would remove the 10 proposed condominiums. The total building floor area would remain the same; however, with the elimination of the proposed residential units under Refined Option 1, the entire building would be committed to commercial uses. Table IV-6 on page IV-16, provides a comparison of the number of guests, residents, and employees generated by Refined Option 1 compared to Option 1. As shown in Table IV-6, Refined Option 1 is estimated to generate a net of 155 more hotel guests (an increase of 174 hotel guests less 19 residents) and 46 more employees than under Option 1.

**Table IV-6
Comparison of Hotel Guests, Residents, and Employees
Option 1 and Refined Option 1**

	Option 1	Refined Option 1	Difference
Hotel Rooms	134 hotel rooms	250 hotel rooms	+116 hotel rooms
Hotel Guests	134 x 1.5/room ^a = 201	250 x 1.5/room=375 hotel guests	+174 hotel guests
Residential Units	10 units	0 units	-10 units
Residents	10 x 1.93/unit ^b = 19.3 residents	0	-19 residents
Total guest/residents	220.3 (220) guests/residents	375 hotel guests	+ 155 hotel guests
Commercial Floor Area	209,857 sq. ft. ^d	261,883 sq. ft. ^d	+ 52,878 sq. ft.
Employees	209,857 sq. ft. x 0.87/1,000 sf. ft. ^c = 182.5	261,883 sq. ft. x 0.87/1,000 sq. ft. = 227.8	+46 employees
Total guest/residents/employees	403	604	+201

^a Hotel occupancy is assumed to be 1.5 persons/room/day in accordance with the 2006 L.A. CEQA Thresholds Guide, p.K.1-3.

^b The current household ratio is assumed to be 1.93 residents/unit in accordance with the Westwood Community Plan multi-family occupancy rate.

^c Based on the Natelson Company, Inc. Employment Density Report, which was derived from SCAG database and Assessor’s Parcel records (“Hotel/Motel”) for the West Los Angeles SCAG region, an employment generation factor of 0.87 employees/1,000 square feet of commercial floor area is assumed.

^d Note: The floor area represents commercial floor area only. Total building floor area for all uses under Option 1 and Refined Option 1 is the same (261,883 sq. ft.).

Source: PCR Services Corporation, 2009

Refined Option 1 would generate incrementally higher demand for fire services than under Option 1. Table IV-7 provides a comparison of the estimated demand for fire services for Refined Option 1 and Option 1. The factors used in the calculations are also provided in the table. For Refined Option 1, applying a per capita generation factor of 0.1205 incidents (fire calls) per year/per guest or employee, the projected 375 hotel guests under Refined Option 1 are estimated to generate 45 incidents per year (375 guests x 0.1205 = 45.18 incidents) and the 228 projected employees are estimated to generate 28 incidents per year (228 employees x 0.1205 = 27.47), for a total of approximately 73 incidents per year (45.18 + 27.47 = 72.65 incidents). Daily average incidents under Refined Option 1 would be approximately 0.1992 (73 ÷ 365). By comparison, Option 1 is estimated to generate a total of 49 incidents per year.

As indicated in Section IV.F.1, Table IV.F-2, of the Draft EIR, four LAFD stations (Stations No. 37, 71, 92, and 59) are located in the vicinity of the project site. LAFD Station No. 37, which is the nearest to the project site and the most likely to be first call, reports approximately 15.1 daily incidents on average, while the combined four fire stations report 37.5 daily incidents on average.

**Table IV-7
Comparison of Estimated LAFD Demand
Option 1 and Refined Option 1**

	Option 1	Refined Option 1
Hotel Guests/Residents	220	375
Employees	182.5	228.5
Total Guest/Residents/Employees	402.5	
Fire Incidents Generation Factor	0.1205/person/year	0.1205/person/year
Estimated Total Annual Incidents	48.5/year	72.71/year
Estimated Daily Incidents	0.132/day	0.199/day
LAFD Station No. 37 Average Daily Incidents	15.1	15.1
Estimated Increase/LAFD Station No. 37	0.87 percent	1.32 percent

Source: PCR Services Corporation, 2009

Table IV-7 below, provides a comparison of the estimated percentage increase on the first call station. As shown in Table IV-7, Refined Option 1 would generate an increase in incidents for Fire Station No. 37 by approximately 1.32 percent ($0.1992 \div 15 = 0.01328$) and an increase of approximately 0.52 percent for the combined four stations ($0.1992 \div 37.5 = 0.00531$). The projected increase in current fire services demand of 1.32 percent under Refined Option 1 is minimal and is not expected to increase demand on fire services to the extent that existing services to the project site would need to be significantly expanded or that relocation or construction of new LAFD facilities, or enlargement of existing facilities, would be required. Therefore, Refined Option 1, as with Option 1, would have a less than significant impact with respect to fire services.

F.2 Police Services

As indicated above, Refined Option 1 is estimated to generate approximately 375 hotel guests and approximately 228 employees (total of 603 persons).

Refined Option 1 would generate incrementally higher demand for police services than Option 1. As shown in Table IV-8 on page IV-18, applying a per capita generation factor of 0.0222 crimes per year, the projected hotel guests under Refined Option 1 could potentially generate 8.3 crimes per year and projected employees could potentially generate 5.1 crimes per year, for a total of approximately 13.4 crimes/calls per year.

As indicated in Section IV.F.2 of the Draft EIR, the site is served by the West Los Angeles Community Police Station, which currently provides service to a residential population

Table IV-8**Comparison of Estimated LAPD Demand
Option 1 and Refined Option 1**

	Option 1	Refined Option 1
Hotel Guests/Residents	220.3	375
Employees	182.5 ^a	228.5
Total Guests/Residents/Employees	402.8 (403)	603.5 (604)
Crimes Generation Factor	0.0222/year	0.0222/year
Total Estimated Annual Incidents	8.94/year	13.41
West Los Angeles Community Police Station Annual Crimes	5,696	5,696
Estimated Annual Crimes with Project	5,705	5,709
Estimated Increase with Project	0.16 percent	0.22 percent

^a Employee generation factors are based on Natelson Company, Inc., *Employment Density Report* (See Table A-1, above, Footnote "c"), as used in the Draft EIR, Section IV.F.1. These vary slightly from employee factors used in Section IV.F.2 of the Draft EIR.

Source: PCR Services Corporation, 2009

of approximately 256,464 residents.² According to the LAPD, the service population increases to approximately one-half million people when taking into account those that work in the West Los Angeles area, those that visit neighborhoods within West Los Angeles, and those that attend surrounding educational institutions including the University of California at Los Angeles (UCLA).³ As shown in Table IV.F-5 of the Draft EIR, the West Los Angeles Community Police Station reported 5,696 crimes in 2007. Based on the service area population of approximately 256,464 residents, the number of crimes per 1,000 residents is estimated to be approximately 22.21 (although this would be lower if the daily influx of employee, visitor, and student population, as estimated by the LAPD, were taken into account). During the same period, the number of crimes citywide per 1,000 residents is estimated to be approximately 30.0. As such the West Los Angeles Police Station has a lower rate of crime than other areas of the City.

The estimated 13.4 crimes/calls per year under Refined Option 1 would increase reported crimes at the West Los Angeles Community Police Station to approximately 5,709, which represents an estimated 0.22 percent increase in reported crimes annually. The estimated number of crimes per 1,000 residents would increase from approximately 22.21 to 22.26, which would still be well below the City-wide average of 30 crimes per 1,000 residents. Due to the minimal increase in crimes/calls per year under Refined Option 1, this option would not require an

² Lieutenant Douglas G. Miller, LAPD, Community Relations Section, Crime Prevention Unit, letter correspondence dated September 10, 2008. Statistical information provided is based on year 2007 data.

³ LAPD, http://www.lapdonline.org/west_la_community_police_station/content_basic_view/1630, accessed September 17, 2008.

increase in staffing to the extent that expansion or relocation of the existing West Los Angeles Community Police Station or the addition of a new station would be required. Therefore, Refined Option 1, as with Option 1, would have a less than significant impact on LAPD services.

F.3 Schools

Refined Option 1 would not include any residential units and all floor area would be for commercial uses. As can be seen in Table IV-9 below, LAUSD student generation rates are higher for residential uses than for commercial uses. Although the amount of total floor area committed to hotel uses would increase under Refined Option 1, compared to Option 1, total student generation would decrease due to lower factors associated with commercial uses.

Table IV-9

LAUSD Student Generation Rates

	Multifamily Units (per unit)	Hotel (per 1,000 sq. ft.)	Retail (per 1,000 sq.ft.)	Parking (per 1,000 sq. ft)
Elementary School (K-5)	0.1266	0.0118	0.0234	0.009
Middle School (6-8)	0.0692	0.0063	0.0123	0.005
High School (9-12)	0.0659	0.0062	0.0123	0.005

Source: LAUSD Commercial Industrial Development School Fee Justification Study, February 2008.

As shown in Table IV-10 on page IV-20, Refined Option 1 would generate 8 students compared to the 10 students that would be generated under Option 1. As discussed in Section IV.F.3 of the Draft EIR, excess seating capacity exists in the elementary, middle, and high schools serving the project site. As Refined Option 1 would generate less students compared with Option 1, Refined Option 1 would result in a less than significant impact with regard to school services.

F.4 Library Services

Refined Option 1 would be entirely commercial and would not include the 10 residential units provided under Option 1. Therefore, Refined Option 1 would generate minimal demand for library services. Although hotel guests may utilize the nearby library facilities and services, it is not anticipated that local libraries would be a destination among hotel guests, or that hotel guests would generate the same demand for library services as residents in the community. As indicated in Section IV.F.4 of the Draft EIR, the evaluation of library impacts under Option 1 is based on the estimated 19 residents associated with the proposed 10 residential units. As

Table IV-10

Comparison of Student Generation under Option 1 and Refined Option 1

Land Use	Residential Units or Square Footage	No. of Students ^a			Total
		Elementary School (K-5)	Middle School (6-8)	High School (9-12)	
Option 1:					
Hotel	125,916 sq ft ^b	2	1	1	4
Multi-family	10 units	1	1	1	3
Retail and Services ^c	64,741 sq ft	1	1	1	3
Parking	100,000 sq ft	0	0	0	0
Total Option 1		4	3	3	10
Refined Option 1					
Hotel	197,162 sq. ft. ^c	3	1	1	5
Retail and Services	64,741 sq. ft.	1	1	1	3
Parking	100,000 sq. ft.	0	0	0	0
Total Refined Option 1		4	2	2	8

^a Rounded to nearest whole number

^b Hotel square footage is based on the usable square footage for each of the 134 hotel rooms.

^c Hotel square footage is based on the remainder of the total 261,883 square feet less retail and services uses.

Source: PCR Services Corporation, 2009

indicated in Section IV.F.4, the 19 residents that would be generated under Option 1 would result in a minor increase in library and would not require the construction of new library facilities or the expansion of existing library facilities. As Refined Option 1 would have incrementally less impact than under Option 1, as with Option 1, Refined Option 1 would have a less than significant impact on library services.

F.5 Parks and Recreational Services

Refined Option 1 would not include the 10 residential units provided under Option 1 and, as such, would generate a minimal demand for parks and recreational services. As Refined Option 1 is not residential in nature, Code-required on-site recreational amenities and open space, payment of in-lieu fees, or dedication of parkland, under the requirements of the Quimby Act would not be applicable. Nevertheless, Refined Option 1 would provide 3,248 square feet of private open space and 11,534 square feet of common open space, for a total of 14,782 square feet of open space, as defined by the LAMC. Since Refined Option 1 would not introduce new residential development to the community, and would provide on-site open space amenities for hotel guests, it would have minimal impact on the area's public parks and recreational facilities. Therefore, Refined Option 1 would not cause the overuse or accelerated deterioration of existing

parks and recreational facilities. Therefore, as with Option 1, Refined Option 1 would have a less than significant impact on parks and recreational services.

G. Transportation and Circulation

Trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions for Refined Option 1 are similar to those outlined in Chapter III of the Traffic Study for the Wilshire Gayley Project (Fehr & Peers, March 2009). The traffic impact analysis was conducted in the same manner as the proposed project, as outlined in Chapter IV of the Traffic Study for the Wilshire Gayley Project.

Trip Generation. As shown in Table IV-11 on page IV-22, Refined Option 1 would generate a net total of 1,598 daily trips on a typical weekday, including 127 and 110 trips during the A.M. and P.M. peak hours, respectively.

Intersection Impacts. An analysis similar to the impact analysis for Option 1 was conducted for Refined Option 1, which analysis is detailed in Chapter IV of Traffic Study for the Wilshire Gayley Project was conducted. As shown in Table IV-12 on page IV-23, Refined Option 1 would not result in significant impacts at any of the 10 study intersections. As such, no mitigation measures would be required for Refined Option 1.

Congestion Management Analysis. The Congestion Management Program (CMP) freeway monitoring stations closest to the project site are on I-405, one north of Venice Boulevard (approximately four miles south of the project) and the other south of Mulholland Drive (approximately five miles north of the project). Based on the estimated trip generation and the trip distribution patterns, Refined Option 1 would generate fewer than 150 trips in either direction during the weekday A.M. or P.M. peak hours at the above CMP freeway monitoring stations. Thus no further traffic analysis would be required.

The nearest CMP arterial monitoring stations to the project site are along Wilshire Boulevard at Sepulveda Boulevard (two blocks west of the project site) and Beverly Glen Boulevard (about a mile east of the project site). A project impact is considered to be significant if the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (a volume-to-capacity [V/C] ratio ≥ 0.02), causing or worsening level of service (LOS) F (V/C > 1.00). Under this criterion, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic regardless of the increase in V/C ratio caused by the project. As shown in Table IV-12, none of the study intersections are projected to operate at LOS F under Refined Option 1. Therefore, Refined Option 1 would not significantly impact any of the CMP arterial monitoring stations.

Table IV-11

**Refined Option 1
Project Trip Generation Estimates**

Trip Rates									
Land Use	ITE Code	Units	Daily Trips	Weekday					
				A.M. Peak Hour			P.M. Peak Hour		
				ITE Trip Rates			West LA TIMP Trip Rates		
				In	Out	Total	In	Out	Total
Luxury Condominium	233	per Dwelling Unit	4.18	23%	77%	0.56	63%	37%	0.55
Hotel	310	per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.76
Specialty Retail	814	per ksf	44.32	61%	39%	1.03	44%	56%	5.00
Video Rental Store	896	per ksf	42.94	N/A	N/A	N/A	46%	54%	9.60
Quality Restaurant	931	per ksf	89.95	82%	18%	0.81	67%	33%	7.39
Gas/Service Station	944	per Pump	168.56	50%	50%	12.07	50%	50%	15.18

Project Trip Generation									
Land Use	ITE Code	Size	Daily Trips	Weekday					
				A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Land Use									
Condominium	233	0 Dwelling Unit	0	0	0	0	0	0	0
Hotel	310	250 Occupied Rooms	2,230	97	71	168	93	97	190
Specialty Retail	814	5.000 ksf	222	3	2	5	11	14	25
		<i>Less 10% pass-by trip credit</i>	(22)	0	0	0	(1)	(1)	(2)
Quality Restaurant	931	0.000 ksf	0	0	0	0	0	0	0
		<i>Less 15% internal capture</i>	0	0	0	0	0	0	0
		<i>Less 10% pass-by trip credit</i>	0	0	0	0	0	0	0
		Subtotal	2,430	100	73	173	103	110	213
Existing Land Use									
Video Store	896	7.265 ksf	312	N/A	N/A	N/A	32	38	70
		<i>Less 30% pass-by trip credit</i>	(94)	N/A	N/A	N/A	(10)	(11)	(21)
Gas Station	944	8 Pumps	1,348	48	49	97	60	61	121
		<i>Less 50% pass-by trip credit</i>	(674)	(24)	(25)	(49)	(30)	(31)	(61)
		Subtotal	892	24	24	48	52	57	109
		Net Incremental Trips	1,538	76	49	125	51	53	104

* P.M. peak hour trip generation rates used from West Los Angeles Transportation Improvement and Mitigation Specific Plan, Updated June, 2003. All other trip generation estimates prepared using Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

Source: Gibson Transportation Consulting, 2009

Table IV-12

Refined Option 1
2012 Future Intersection Level of Service Analysis

Intersection	Peak Hour	2012 Cumulative Base		2012 Cumulative Base plus Project		Project Increase in V/C or Delay	Significant Project Impact
		V/C or Delay	LOS	V/C or Delay	LOS		
1. Veteran Avenue & Kinross Avenue	A.M.	0.301	A	0.317	A	0.016	NO
	P.M.	0.492	A	0.488	A	-0.004	NO
2. Gayley Avenue & Kinross Avenue	A.M.	0.319	A	0.321	A	0.002	NO
	P.M.	0.531	A	0.551	A	0.020	NO
3. Gayley Avenue & Lindbrook Drive	A.M.	0.354	A	0.449	A	0.095	NO
	P.M.	0.455	A	0.603	B	0.148	NO
4. Westwood Boulevard & Lindbrook Drive	A.M.	0.347	A	0.387	A	0.040	NO
	P.M.	0.391	A	0.454	A	0.063	NO
5. Sepulveda Boulevard & Wilshire Boulevard	A.M.	0.928	E	0.928	E	0.000	NO
	P.M.	0.919	E	0.925	E	0.006	NO
6. Veteran Avenue & Wilshire Boulevard	A.M.	0.857	D	0.867	D	0.010	NO
	P.M.	0.960	E	0.969	E	0.009	NO
7. Gayley Avenue & Wilshire Boulevard	A.M.	0.775	C	0.791	C	0.016	NO
	P.M. ^a	0.885	D	0.897	D	0.012	NO
8. Westwood Boulevard & Wilshire Boulevard	A.M.	0.720	C	0.728	C	0.008	NO
	P.M. ^b	0.951	E	0.958	E	0.007	NO
9. Glendon Avenue & Wilshire Boulevard	A.M.	0.715	C	0.718	C	0.003	NO
	P.M.	0.676	B	0.678	B	0.002	NO
10. Glendon Avenue & Lindbrook Drive	A.M.	0.522	A	0.573	A	0.051	NO
	P.M.	0.630	B	0.683	B	0.053	NO

^a Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15%.

^b Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25%. All intersections include 0.10 V/C credit allowed under ATSA/ATCS control, assumed in all future scenarios per LADOT policy.

Significant Project Impact Criteria

If LOS C, must be \geq If LOS D, must be \geq If LOS E or F, must be \geq 0.04 0.02 0.01

Source: Gibson Transportation Consulting, 2009

In terms of site access and loading, no changes are proposed to the site plan under Refined Option 1. As indicated in Section IV.G of the Draft EIR, Option 1 would not result in a less than significant impact with regard to access and loading. Refined Option 1 would also have a less than significant impact with regard to access and loading.

With regard to parking, as indicated in Section IV.G of the Draft EIR, Section 12.21(A)4 of the Los Angeles Municipal Code (LAMC) sets forth parking requirements for land uses.

Parking for hotel uses are established on a tiered basis where one space per room for the first 30 rooms, one space per every two rooms for additional rooms between 31 through 60 rooms and one space per every 3 rooms greater than 60 rooms. For commercial uses, Section 12.21(A)4 of the LAMC requires four spaces per 1,000 square feet of retail uses and 10 spaces for 1,000 square feet of restaurant uses.

Based on the LAMC requirement, Refined Option 1 would require 134 parking spaces (108 spaces for the 250 hotel rooms and 26 spaces for the 6,510 square feet of retail floor area). Refined Option 1 would provide 200 parking spaces in four subterranean levels of parking. Therefore, as with Option 1, the project's parking impacts under Refined Option 1 would be less than significant.

With regard to pedestrian/bicycle safety, Refined Option 1 would not result in any changes with regard to sidewalk improvements or crossings. As with Option 1, Refined Option 1 would increase the width of the existing sidewalk along the site frontage on Gayley Avenue to create a more pedestrian friendly environment. Pedestrian crossings at the project's driveway at Gayley Avenue and Lindbrook Drive would be properly designed and clearly marked to minimize the potential for pedestrian/vehicle conflicts. Thus, as with Option 1, Refined Option 1 would result in less than significant impacts relative to pedestrian/bicycle safety.

As with Option 1, Refined Option 1 would not conflict with the implementation of adopted transportation program, plans, and policies. Thus, impacts with regard to Plan consistency under Refined Option 1 would be less than significant.

H.1 Water Supply

Refined Option 1 would increase the number of hotel rooms described under Option 1 from 134 to 250 rooms and no residential units would be provided. The total building floor area would be the same as under Option 1; however, restaurant uses would be incrementally less. Table IV-13 on page IV-25, provides the estimated water demand under Refined Option 1. As shown in Table IV-13, Refined Option 1 is estimated to demand 48,370 gallons of water per day (gpd).

The General Plan provides the basis for the LADWP's estimated future water demand for the City, as presented in the 2005 Urban Water Management Plan (UWMP)⁴ As discussed in the

⁴ *Los Angeles Department of Water and Power, 2005 Urban Water Management Plan (UWMP), Water Demand Forecast through 2030.*

Table IV-13

**Estimated Water Demand
Refined Option 1**

	Generation Factor (in gpd) ^a	Amount of Development	Average Water Demand (in gpd)	Acre Feet/Year ^b
Proposed Uses				
Hotel	130 gpd/rm	250 rooms	32,500	
Restaurant/Bar	500 gpd/1,000sf	7,895 sf	3,948	
Coffee Shop	280 gpd/1,000 sf	3,800 sf	1,064	
Fitness Center	250 gpd/1,000sf	4,500 sf	1,125	
Spa	800 gpd/1,000 sf	3,000 sf	2,400	
Retail	80 gpd/1,000sf	6,510 sf	521	
Lobby	80 gpd/1,000sf	2,750 sf	220	
Administration	150 gpd/1,000sf	30,687 sf	4,603	
Auto Parking	0.02 gpd/sf	95,832 sf	1,917	
Outdoor Landscape^c	3,580 gpd/acre	0.027 acre	72	
Total Demand Refined Option 1:			48,37048,370	54.2

^a The estimated water demand for interior uses is based on wastewater generation factors from the occupancy method provided in the City Master Plan of Sewers and factors provided in the Bureau of Sanitation comment letter on Draft EIR for The Wilshire Gayley project (see Comment BOS-2 in Section III of this Final EIR).

^b Estimated to be the average daily demand x 365 days ÷ a factor of 365,850 gallons.

^c According to LADWP practice, outdoor water use is calculated as 28 percent of the total interior demand. However, due to the urban nature of the project and the proposed landscaped area, outdoor waster use is calculated as 3,580 gpd/acre according to the City of Los Angeles Bureau of Engineering usage rate cited in the City of Los Angeles Redevelopment Agency's Grand Avenue EIR (2006).

Source: PCR Services Corporation, 2009.

Draft EIR, the current General Plan designation at the project site could support a land use with a water demand of approximately 20,165 gpd, or 22.58 acre feet (AF) per year (Draft EIR, page IV.H-26). Under the proposed General Plan Amendment, Refined Option 1 is estimated to result in a net increase in demand of 28.62 AF per year (54.2 AF - 22.58 Af = 31.62 AF), compared to the land use allowed under the current land use designation. Water demand under Refined Option 1 would represent an approximately 0.027 percent increase in the UWMP's projected increase in demand of 115,000 AF between 2005 and 2030, and approximately 0.004 percent of the UWMP's projected water demand of 776,000 AF by 2030.

As shown in Draft EIR Table IV.H.1-2, *Water Demand Forecast Through 2005*, the 2005 UWMP estimates a total of 1,505,615 households and 2,177,623 jobs by 2020. By comparison; the 2008 RTP estimates a total of 1,485,519 households and 1,892,139 total jobs by 2020. The

2008 RTP represents a reduction in projected growth of 20,096 total households and 285,484 total jobs compared to the current UWMP. Based on SCAG's 2008 RTP, by 2030, the difference between the 2005 UWMP and the 2008 RTP growth projections would be a reduction of 58,625 households and 262,945 jobs. The gap between the UWMP's growth forecast and the RTP's growth forecast indicates that the 2005 UWMP would have available capacity with respect to actual future growth. Refined Option 1, with 228 jobs, would not exceed the 2005 UWMP's growth and water demand forecast as it would represent a very small portion of the difference between the 2005 UWMP's and the 2008 RTP's growth forecasts that is expected to occur within the growth parameters of the adopted General Plan and, therefore, within the growth parameters of the UWMP.

As with Option 1, Refined Option 1 would incorporate water saving fixtures to further reduce demand and, as a highly urbanized use with urban landscaping, would represent an efficient end use in terms of delivery systems. Refined Option 1 would also be consistent with the LEED silver certificate rating with respect to efficient water use. The silver rating would be determined through a review of final building plans. Refined Option 1's water reduction strategies would include, in part, the reclamation of groundwater from dewatering for irrigation and cooling uses, a weather-sensitive irrigation system with automatic shutoff, high-efficiency toilets, reduced-flow faucets, self-closing faucets, prohibition of single-passing cooling systems, tankless and on-demand water heating, single showerhead per shower/bath, high efficiency clothes washers, and high-efficiency dishwashers. Refined Option 1 would also support and comply with all applicable conservation practices and regulations enacted at the state and local level to reduce overall water demand. As with Option 1, since Refined Option 1 would incorporate water conservation features, would represent a minute fraction of the forecasted water demand under the UWMP (approximately 0.004 percent of estimated 2030 demand), and would not exceed the growth forecast for the DWP service area, Refined Option 1 would have a less than significant impact with respect to the City's water supplies and water distribution capacity.

H.2 Wastewater

As with Option 1, Refined Option 1 would contribute to a fair share for necessary expansions of the sewer system and additional improvements to conveyance, treatment, and disposal facilities. Table IV-14 on page IV-27, provides the wastewater generated under Refined Option 1. As shown in Table IV-14, Refined Option 1 is estimated to generate a daily average wastewater flow of 46,381 gpd.

The projected available treatment capacity of the Hyperion Treatment Plant (HTP) for 2015 is 58 million gallons per day (mpd), and for 2020 is 39 mpd. This does not take into consideration a 20 mpd increase in capacity to 570 mpd expected with implementation of the

Table IV-14

**Estimated Wastewater Generation
Refined Option 1**

	Generation Factor (in gpd) ^a	Amount of Development	Average Wastewater Generation (in gpd)	Peak Wastewater Generation (in gpd) ^b
Proposed Uses				
Hotel	130 gpd/rm	250 rooms	32,500	55,250
Restaurant/Bar	500 gpd/1,000sf	7,895 sf	3,948	6,712
Coffee Shop	280 gpd/1,000 sf	3,800 sf	1,064	1,809
Fitness Center	250 gpd/1,000sf	4,500 sf	1,125	1,913
Spa	800 gpd/1,000 sf	3,000 sf	2,400	4,080
Retail	80 gpd/1,000sf	6,510 sf	521	886
Lobby	80 gpd/1,000sf	2,750 sf	220	374
Administration	150 gpd/1,000sf	30,687 sf	4,603	7,825
Total Generation Refined Option 1:			46,381	78,849

^a Generation factors provided by the City of Los Angeles Department of Public Works. See the Bureau of Sanitation comment letter on Draft EIR for The Wilshire Gayley project (see Comment BOS-2 in Section III of this Final EIR).

^b Estimated to be 1.7 times the average daily wastewater generation.

Source: PCR Services Corporation, 2009.

2006 City of Los Angeles Integrated Resources Plan (IRP) improvements. Estimated wastewater generated by Refined Option 1 would represent 0.074 percent of HTP's projected treatment capacity in 2015 (46,381 gpd ÷ 58 mpd) and 0.12 percent of HTP's projected treatment capacity in 2020 (46,381 gpd ÷ 39 mpd). As the projected increase under Refined Option 1, as with Option 1, represents a minimal percentage (less than one percent) of the estimated available capacity in the HTP system, Refined Option 1 would have a less than significant impact on the City's wastewater treatment system.

Alternatives

Introduction

Refined Option 1 would alter the comparative impacts of the former Option 1 in relation to project alternatives, due to the greater number of hotel rooms, the elimination of all residential uses, and the change from a public to a private on-site restaurant under Refined Option 1. Retail uses would remain unchanged. Environmental impacts under Refined Option 1 are compared,

below, to project alternatives to determine any changes in the relative impacts between Refined Option 1 and the project alternatives.

The alternatives considered in the Draft EIR are as follows:

- A. No Project/No Build Alternative;
- B. Development in Accordance with Existing Regulations Alternative;
- C. Modified Project Alternative;
- D. Hotel Alternative;
- E. Office Alternative.

Table IV-15 on page IV-29 provides a summary matrix that compares the impacts associated with Refined Option 1 with the impacts of each of the proposed alternatives. Redline/strikeout has been used to show the comparison of the analyses of Refined Option 1 relative to Option 1.

Analyses of Refined Option 1 Relative to Alternatives A through E

Aesthetics

No change would result in the aesthetics alternatives discussion in the Draft EIR since the building would be the same under Refined Option 1 and Option 1. The building in Alternatives C, D, and E would be the same as under Refined Option 1. The comparative analysis under Alternative A and Alternative B would remain the same.

Air Quality

No change would result in the construction air quality alternatives discussion in the Draft EIR since the construction would remain the same under Refined Option 1 and Option 1.

However, Refined Option 1 would generate more daily vehicle trips compared to Alternatives B and C, and, as such, incrementally greater vehicle-related, air emission impacts compared to Alternatives B and C during project operation.⁵ Refined Option 1 would have fewer daily trips than under Alternatives D and E, and, as such, would have incrementally fewer

⁵ *Refined Option 1 would generate a total of 2,430 daily trips, Alternative B would generate a total of 2,320 daily trips, and Alternative C would generate a total of 1,548 daily trips. These numbers represent gross totals and do not reflect the subtraction of vehicle trips associated with recent uses on the project site.*

Table IV-15

Comparison of Impacts Associated with the Alternatives
and Impacts of Refined Option 1 ~~the Proposed Project~~

	<u>Refined Option 1 Project Impact</u>	Alternative A - No Project/No Build	Alternative B - Development in Accordance with Existing Regulations Alternative	Alternative C - Modified Project Alternative	Alternative D - Hotel Alternative	Alternative E - Office Alternative
A. Aesthetics						
<i>Visual Quality</i>						
Construction	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Visual Character	Less Than Significant	(No Impact)	Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
View Obstruction	Less Than Significant	No Impact	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<i>Light and Glare</i>	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<i>Shadow</i>	Less Than Significant	No Impact	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
B. Air Quality						
Construction	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Operation	Less Than Significant	No Impact	Greater Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
C. Hazards						
	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
D. Land Use						
Consistency with Plans	Less Than Significant	(No Impact)	Greater Less (Less than Significant)	Similar (Less than Significant)	Greater Similar (Less than Significant)	Greater Similar (Less than Significant)
Land Use Compatibility	Less Than Significant	(No Impact)	Greater Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
E. Noise						
Construction	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Operation	Less Than Significant	No Impact	Greater Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
F. Public Services						
<i>Fire</i>	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<i>Police</i>	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<i>Schools</i>	Less Than Significant	No Impact	Less Similar (Less than Significant)	Similar Greater (Less than Significant)	Less Similar (Less than Significant)	Greater Similar (Less than Significant)
<i>Libraries</i>	Less Than Significant	No Impact	Less Similar (Project Impact Avoided) Less than Significant	Similar Greater (Less than Significant)	Less Similar (Project Impact Avoided)	Similar (Project Impact Avoided)
<i>Parks and Recreation</i>	Less Than Significant	No Impact	Less Similar (Project Impact Avoided) Less than Significant	Similar Greater (Less than Significant)	Less Similar (Project Impact Avoided)	Less Similar (Project Impact Avoided)

	Refined Option 1 Project Impact	Alternative A - No Project/No Build	Alternative B - Development in Accordance with Existing Regulations Alternative	Alternative C - Modified Project Alternative	Alternative D - Hotel Alternative	Alternative E - Office Alternative
G. Transportation and Circulation						
Construction	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Operation						
Intersections	Less Than Significant	No Impact	Greater	Less (Less than Significant)	Greater	Greater
Parking	Less Than Significant	No Impact	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Less than Significant)
H.1 Water	Less Than Significant	No Impact	Less (Less than Significant)	Same Less (Less than Significant)	Greater Similar (Less than Significant)	Greater (Less than Significant)
H.2 Wastewater	Less Than Significant	No Impact	Less (Less than Significant)	Same Less (Less than Significant)	Greater Similar (Less than Significant)	Greater (Less than Significant)

Source: PCR Services Corporation, 2009.

vehicle-related, air emission impacts compared to Alternatives D and E during project operation.⁶ No development would occur under Alternative A, which would have no air quality impacts compared to Refined Option 1.

Hazards

No change would result in the hazards alternatives discussion in the Draft EIR since the hazards result from on-site conditions relative to discussion. Refined Option 1 would not result in any changes with regard to on-site conditions or construction.

Land Use

No change would result in the land use alternatives discussion in the Draft EIR since Refined Option 1 would require a General Plan Amendment and changes in existing zoning designations as under Option 1. Also, as Refined Option 1 would have the same building scale, height, and setbacks as under Option 1, land use compatibility would be the same as in the alternatives discussion in the Draft EIR.

Noise

No change would result in the construction noise alternatives discussion in the Draft EIR since the construction would remain the same under Refined Option 1 and Option 1.

However, Refined Option 1 would generate more daily vehicle trips compared to Alternatives B and C, and, as such, slightly greater mobile noise impacts compared to Alternatives B and C during project operation. Refined Option 1 would have fewer daily trips than under Alternatives D and E, and, as such, would have slightly less mobile noise impacts compared to Alternatives D and E during project operation. No development would occur under Alternative A, which would have no noise impacts compared to Refined Option 1.

Public Services

Impacts on public services, including fire, police, schools, libraries, and parks and recreation facilities, would be less than significant under Refined Option 1 and Alternatives B, C, D, and E. Refined Option 1 would generate similar demand on fire and police services as under Alternatives B, C, D, and E. Impacts on schools, libraries, and parks and recreational facilities

⁶ *Alternative D would generate a total of 3,176 daily trips and Alternative E would generate a total of 2,964 trips. These numbers represent gross totals and do not reflect the subtraction of vehicle trips associated with recent uses on the project site.*

under Refined Option 1 would be similar to impacts on these facilities under Alternatives B, D, and E, which also do not contain residential units. However, since Refined Option 1 would not include any residential units, it would generate less impact on schools, libraries, and parks and recreational facilities than under Alternative C. No development would occur under Alternative A, which would have no public service impacts compared to Refined Option 1.

Transportation and Circulation

No change would result in the construction traffic alternatives discussion in the Draft EIR since the construction would remain the same under Refined Option 1 and Option 1.

Table IV-16 on page IV-33 shows the total daily trip generation and number of intersection impacts that would result from Refined Option 1 compared with Option 2, and the five alternatives.

Refined Option 1 would not result in any significant impacts with respect to operation-related traffic and parking. Refined Option 1 would result in a greater daily trip generation compared with Alternative A and C. Refined Option 1 would have a greater relative impact on intersection capacity than under Alternative C.

Refined Option 1 would have a trip generation similar to Alternative B. However, impacts on intersections would be less than significant under Refined Option 1. Due to peak hour distribution related to medical office use, Alternative B would significantly impact two study intersections.

In summary, Alternatives B, D, and E would result in significant impacts at study intersections. As no significant intersection impacts would occur under Refined Option 1, Alternatives B, D, and E would have greater traffic impacts than under Refined Option 1.

Refined Option 1 and Alternatives B, C, D, and E would have less than significant parking impacts during operation, since all alternatives would meet their Code-required parking obligations. No development would occur under Alternative A, which would have no traffic or parking impacts compared to Refined Option 1.

Public Utilities

Impacts on water and wastewater services would be less than significant under Refined Option 1 and Alternatives B, C, D, and E. Refined Option 1 would generate similar demand on water and wastewater services as under Alternatives D since it is similar in scale. However,

Table IV-16**Comparison of Total Daily Trip Generation and Number of Impacted Intersections**

Option/Alternative	Total Daily Vehicle Trips	Intersection Impacts
Refined Option 1	2,430 daily trips ^a	No
Option 2	1,548 daily trips ^a	No
Alternative A	1,660 daily trips ^b	No
Alternative B	2,320 daily trips ^a	2 intersections
Alternative C	1,497 daily trips ^a	No
Alternative D	3,176 daily trips ^a	4 intersections
Alternative E	2,964 daily trips ^a	3 intersections

^a These numbers represent total daily trips and do not reflect the subtraction of vehicle trips associated with recent uses on the project site.

^b This represents the total daily trips from the video store and the gas station that were previously located on the site.

Source: Gibson Transportation Consulting, Inc.; Fehr & Peers; PCR Services Corporation, 2009

Refined Option 1 would generate an incrementally greater demand for water and wastewater services than under B, C, and E. No development would occur under Alternative A, which would have no water and wastewater impacts compared to Refined Option 1.

Conclusion

The changes primarily reflect the larger number of hotel rooms associated with Refined Option 1, compared to former Option 1, and the elimination of residential uses. Compared to the former Option 1, the impacts on operational air quality, operational noise, water demand, and wastewater generation increase in relation to some alternatives relative to Refined Option 1; and impacts on schools, libraries, and parks and recreation decrease in relation to some alternatives relative to Refined Option 1.

With Refined Option 1, the environmentally superior alternative identified in Chapter V of the Draft EIR would not change. Alternative C, the Modified Project Alternative, is still identified as the environmentally superior alternative. Although Refined Option 1 would have no significant, unmitigable impacts, Alternative C would reduce more of the project's less than significant impacts than any of the alternatives other than the No Project/No Build Alternative.

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IV. CORRECTIONS AND ADDITIONS

2. OTHER CORRECTIONS AND ADDITIONS

INTRODUCTION

This section of the Final EIR provides corrections and/or additions to the Draft EIR as a result of comments received on the document. The corrections and/or additions to the Draft EIR do not include the changes with regard to replacing Option 1 with Refined Option 1. The description and analyses for Refined Option 1 are contained in Subsection 1, above. This analysis revises the description and analyses of Option 1 contained throughout the Draft EIR.

SECTION I, EXECUTIVE SUMMARY

Page I-8, revise the first sentence of the second paragraph under b. Project Characteristics as follows:

The building under Refined Option 1 or Option 2 would include a total of approximately ~~303,709~~ 314,325 gross square feet, with approximately 6,510 ground floor square feet of quality retail uses along Gayley Avenue and at the southernmost portion of the site fronting Wilshire Boulevard.

Page I-9, revise the last two sentences in the description of Option 2 as follows:

The condominiums would comprise approximately ~~197,994~~ 169,191 square feet of floor area. The condominiums would range in size from approximately ~~300~~ 750 to 6,734 square feet of usable floor area.

Page I-10, Subsection “Access and Parking”, first paragraph, is revised to add the following at the end of the paragraph:

As part of the construction of the subterranean parking structure, a conduit pipe or sleeve would be installed in the alley to provide a location for future utilities. The location of the pipe or sleeve would be approved by the Bureau of Engineering prior to its installation.

Page I-16, revise the 1st bullet, 4th bullet, 10th bullet, and 15th bullet as follows:

- Zoning Administrator Adjustment to eliminate any required setback on the west side of the site and increase the permitted density for Option 2;
- ~~Project Permit~~ Compliance with the ~~Westwood~~ West Los Angeles TIMP Specific Plan;
- Subsurface vacation of the public right-of-way under the alley and ~~the sidewalk vacation~~ along Gayley Avenue to permit underground parking; and
- Other permits and approvals as deemed necessary, including possible legislative approvals, such as a Development Agreement, as required by the City.⁷

Pages I-19 and I-20, revise the square footage described in Alternative C and Alternative D from 303,709 to 314,325.

Page I-93, revise Mitigation Measure G-3 as follows:

Mitigation Measure G-3: The Applicant shall submit a detailed accounting of the parking provided, required, and used in the off-site location for Option 2. Upon approval and prior to issuance of ~~the certificate of occupancy~~ building permits for the project, a copy of a covenant that shall reserve the required number of spaces at the off-site facility in perpetuity for use by the project shall be submitted to LADOT.

Page I-100, revise Mitigation Measure H-3 as follows:

Mitigation Measure H-3: In addition to the requirements of Ordinance No. 170,978 (Landscape Ordinance), any landscaping for the proposed project shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;

⁷ *If the City requests a Development Agreement, the project covered by the Development Agreement would be the same as that proposed and analyzed in this EIR.*

- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
- Use of automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation;
- Use of landscape contouring to minimize precipitation runoff; and
- Any irrigated landscaping over of 5,000 square feet shall require submetering.

SECTION II, PROJECT DESCRIPTION

Page II-1, Section B, Project Location and Surrounding Uses, revise the first two sentences as follows:

The project site consists of two parcels⁸ at the northwest corner of Wilshire Boulevard and Gayley Avenue. The approximately 23,951 square foot (0.55 acre)⁹ irregular-shaped project site is generally triangular in shape with the point of the triangle located on Wilshire Boulevard.

Page II-10, third full paragraph, revise the first sentence of the paragraph as follows:

The building under Refined Option 1 or Option 2 would include a total of approximately ~~303,709~~ 314,325 gross square feet, with approximately 6,510 ground floor square feet of quality retail uses along Gayley Avenue and at the southernmost portion of the site fronting Wilshire Boulevard.

Page II-12, first full paragraph, add the following sentence before the last sentence in the paragraph and revise the last sentence of the paragraph as follows:

⁸ While the site consists of three parcels, for clarity the two northern parcels are referred to collectively as the “north parcel” and the southern parcel is referred to as the “south parcel”.

⁹ *Based on the ALTA survey of the property that was done in January 2007 by the Mollenhauer Group, prior to the alley relocation, the lot area of the project site was 20,855 square feet. After the relocation of the alley from the middle of the site to the north side of the property, the site lot area was 21,442 square feet. (When the alley ran through the middle of the site, the north parcel was 10,792 square feet and the south parcel was 10,063 square feet for a total of 20,855 square feet. The alley vacation added 3,037 square feet to the site for a total of 23,892. The new alley dedication was 2,450 square feet reducing the lot area to 21,442 square feet.) The project would include a vacation of 10 feet in width along the Gayley Avenue frontage. The area that would be vacated along the Gayley Avenue frontage would be 2,509 square feet. Thus, the site area would be 23,951 square feet (21,442 + 2,509 = 23,951).*

The condominiums would range in size from approximately 750 to 6,734 square feet of usable floor area. The condominiums would comprise approximately ~~197,994~~ 169,191 square feet of floor area.

Page II-12, Subsection “Access and Parking”, third paragraph, is revised to add the following sentence at the beginning of the paragraph:

Access to the project site from the alley connecting to Kinross Avenue to the north would be restricted to service and emergency vehicles. All loading and unloading would occur from the alley, fully contained within the project site.

Page II-12, Subsection “Access and Parking”, first paragraph, is revised to add the following at the end of the paragraph:

As part of the construction of the subterranean parking structure, a conduit pipe or sleeve would be installed in the alley to provide a location for future utilities. The location of the pipe or sleeve would be approved by the Bureau of Engineering prior to its installation.

Page II-19, revise the 3rd bullet, 6th bullet, and 12th bullet on the page as follows:

- Zoning Administrator Adjustment to eliminate any required setback on the west side of the site and increase the permitted density for Option 2;
- ~~Project Permit~~ Compliance with the ~~Westwood~~ West Los Angeles TIMP Specific Plan;
- Subsurface vacation of the public right-of-way under the alley and ~~the sidewalk~~ vacation along Gayley Avenue to permit underground parking; and

Page II-19, revise the last bullet on the page as follows:

- Other permits and approvals as deemed necessary, including possible legislative approvals, such as a Development Agreement, as required by the City.¹⁰

¹⁰ If the City requests a Development Agreement, the project covered by the Development Agreement would be the same as that proposed and analyzed in this EIR.

SECTION III, GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

Page III-15, Table III-1 is revised to include footnote and remove footnote references as follows:

Table III-1
Related Projects

Index	Address	Land Use	Size	Unit
1	1130 Gayley Avenue ^e	Retail	10.62	ksf
2 *	1120 Glendon Avenue	Condominiums Commercial	350	du
			50	ksf
3	10844-10852 Lindbrook Drive ^e	Hotel Retail	42	du
			8.701	ksf
4	900 Gayley Avenue ^a	Retail	2.75	ksf
5	1401 Kelton Avenue	Condominiums	24	du
6	10777 Wilshire Boulevard	Condominiums	56	du
7	10776 Wilshire Boulevard	High-Rise Condominiums	87	du
8	1465 Westwood Boulevard ^b	Convenience Store	3.75	ksf
9	10765 Wilkins Avenue	Townhomes	8	du
10	1424 Bentley Avenue	Condominiums	8	du
11	10700 Wilshire Boulevard	Condominiums	64	du
12	10647 Ashton Avenue	Condominiums	10	du
13	1654 Greenfield Avenue	Condominiums	8	du
14	10497 Wilshire Boulevard	Senior Housing	172	du
15	10605 Eastborne Avenue	Condominiums	12	du
16	10901 Santa Monica Boulevard ^b	Apartments Retail	36	du
			8.485	ksf
17	11677 Wilshire Boulevard ^a	Mixed Use	64	ksf
18	10381 Eastborne Avenue	Condominiums	16	du
19	10250 Wilshire Boulevard	High-Rise Condominiums	35	du
20	130 Sepulveda Boulevard	Condominiums	59	du
21	1614 Hilts Avenue	Condominiums	12	du
22	964 Hilgard Avenue	Apartments	12	du
23	610 Levering	Condominiums	18	du

* Project construction completed after traffic counts were conducted.

Source: Fehr & Peers Transportation Consultants, 2009.

SECTION IV.D, LAND USE

Page IV.D-6, revise the 5th sentence of the first full paragraph as follows:

The Community Center designation allows activity centers for surrounding groups of residential neighborhoods, in which buildings are expected to range in height from ~~three~~ two to ~~eight~~ six stories.

Page IV.D-20 and page IV.D-22, subsection c., Project Design Features, revise the gross square footage of the building under Option 1 (2nd paragraph on page IV.D-20) and Option 2 (1st paragraph on page IV.D-22) from approximately ~~303,709~~ gross square feet to approximately 314,325 gross square feet.

Page IV.D-22, the 5th bullet is revised as follows:

- Zoning Administrator (ZA) Adjustment to enable the building to be constructed to the west property line in lieu of a 16-foot side yard setback and to increase the permitted density for Option 2;

Page IV.D-23, paragraph 1, the last two sentences are revised as follows:

Although the current allowable FAR on the project site, which ranges from 1.0:1 up to 6.0:1 FAR within the various portions of the project site, would increase up to 11.0:1 FAR under the proposed zone and height district change, the increase in residential units over the number of units allowed in a C2 zone in a designated Regional Center would only be ~~20~~ 15 percent.⁸⁰ ~~In addition, Option 2 would require a variance for open space requirements relative to the design of the residential balconies.~~

Page IV.D-23, footnote 80 is revised as follows:

⁸⁰ ~~The R5 residential density permitted in the C2 zone in a Regional Center would allow 120 125 residential units (23,951 25,125 square feet of land area (23,951 plus one-half of the alley (1,534 square feet)) ÷ 200 square feet per unit = 119.7 125 units). Option 2 would request an additional 19 units (15 percent increase in density), which could be approved by the Zoning Administrator. The proposed ZA Adjustment would allow a 20 percent increase of 24 units, for a total of 144 units.~~

SECTION IV.G, TRANSPORTATION AND CIRCULATION

Page IV.G-2, paragraphs 3 through 7 are revised as follows:

“Gayley Avenue is a ~~secondary street~~ Secondary Highway with two travel lanes in each direction through the Study Area. It extends from the University of California, Los Angeles (UCLA) campus (along a portion of the west campus boundary) to Wilshire Boulevard. ~~Two-hour metered parking is permitted along northbound and southbound~~ Limited curbside parking is available on Gayley Avenue in the Study Area. Stopping on southbound Gayley Avenue between Lindbrook Drive and Wilshire Boulevard, however, is prohibited. Left-turn channelization is provided at most intersections.

Sepulveda Boulevard is a ~~major arterial~~ Class II Major Highway with two lanes in each direction through the Study Area. It runs parallel to the San Diego Freeway (I-405), extending northerly from Los Angeles International Airport (LAX) to the San Fernando Valley. Two hour metered parking is permitted along northbound Sepulveda Boulevard in the Study Area. Parking is prohibited along southbound Sepulveda Boulevard in the Study Area. Left-turn channelization is provided at most intersections.

Westwood Boulevard is a ~~major arterial~~ Class II Major Highway providing two lanes in each direction in the Study Area. From the Santa Monica Freeway (I-10), Westwood Boulevard provides the southern main access into the center of Westwood Village and principal gateway access into the UCLA campus. Left-turn channelization is present at most intersections. Two-hour metered parking is available on both sides of the street in the Study Area.

Veteran Avenue is a ~~secondary street~~ Secondary Highway with two lanes in each direction through the Study Area. Parking is prohibited along both sides of Veteran Avenue in the Study Area. Left-turn channelization is provided at most intersections.

Glendon Avenue is a ~~local street~~ Secondary Highway with one lane in each direction through the Study Area. Located east of Westwood Boulevard, it serves as one of the local north/south streets in Westwood Village. Two-hour metered parking is permitted on both sides of the street in the project vicinity.”

Page IV.G-3, paragraphs 1 through 3 are revised as follows:

“Wilshire Boulevard is a Class I Major Highway ~~major arterial~~ traveling from Santa Monica to Downtown Los Angeles. In the Study Area, Wilshire Boulevard provides four through lanes in each direction. On-street parking is prohibited on both sides of Wilshire Boulevard in the Study Area. Left-turn channelization is provided at most intersections.

Lindbrook Drive is a ~~secondary street~~ Secondary Highway with two lanes in each direction and serves as the eastern approach at the intersection of Gayley Avenue. Two-hour metered parking is permitted on both sides of the street. Left-turn channelization is provided at most intersections.

Kinross Avenue is a ~~local street~~ Collector with one lane in each direction within the vicinity of the Study Area. Located north of the project site, it provides access to the alley extending north from the project site as well as access to adjacent UCLA facilities and parking. Two-hour metered parking is permitted on both sides of the street.”

Page IV.G-43, Mitigation Measure G-3 is revised as follows:

- G-3:** The Applicant shall submit a detailed accounting of the parking provided, required, and used in the off-site location for Option 2. Upon approval and prior to issuance of ~~the certificate of occupancy~~ building permits for the project, a copy of a covenant that shall reserve the required number of spaces at the off-site facility in perpetuity for use by the project shall be submitted to LADOT.

SECTION IV.H.1. WATER

Page IV.H-26, paragraph 2, lines 2 through 7, are revised as follows:

“As shown in Table IV.H.1-4, Option 1 would result in an estimated water demand of approximately ~~33,689~~ 48,370 gpd, or ~~38-54.2~~ AF per year. The analysis of Refined Option 1’s increase in water demand does not take into account prior uses on the site, which previously contributed to the City’s water demand. Refined Option 1’s estimated water demand would be approximately ~~0.0330~~ 0.047 percent of the UWMP’s total estimated 115,000 AF increase in water demand through 2030, or ~~less than approximately 0.007~~ 0.005 percent of the UWMP’s estimated total water demand of 776,000 AF in 2030”.

Page IV.H-27, Table IV.H.1-4, below, is revised as shown on below.

Table IV.H.1-4

**Estimated Water Demand
Refined Option 1 (Hotel/Condominium Project)**

Proposed Uses	Generation Factor (in gpd)^a	Amount of Development	Average Water Demand (in gpd)	Peak Water Demand (in gpd)^b
Hotel	130 gpd/rm	134,250 rooms	17,420	29,614
Condominium—4 bdrm	240 gpd/units	10 units	2,400	4,080
Restaurant/Bar ^c Coffee Shop	300-500 gpd/1,000 sf	13,775-7,895 sf	4,133-3,948	7,026-6,712
Coffee Shop	280 gpd/1,000 sf	3,800 sf	1,064	1,809
Fitness Center/Spa ^d	250 gpd/1,000 sf	4,500 sf	1,125	1,913
Spa	800 gpd/1,000 sf	3,000 sf	2,400	4,080
Retail	80 gpd/1,000 sf	6,510 sf	521	886
Lobby	80 gpd/1,000 sf	2,750 sf	220	374
Administration	150 gpd/1,000 sf	34,206-30,687 sf	5,131-4,603	8,723-7,825
Auto Parking	0.02 gpd/sf	95,832 sf	1,917	3,259
Outdoor Landscape ^{ee}	3,580 gpd/acre	0.027 acre (1,160 sf)	72	122
Total Demand			33,689-48,370	57,320-82,230

^a The estimated water demand for interior uses is based on wastewater generation factors from the occupancy method provided in the City Master Plan of Sewers.

^b Estimated to be 1.7 times the average daily wastewater generation.

^c The 13,775 square feet of 'Restaurant/Coffee Shop' includes 9,975 square feet for 'Restaurant' and 3,800 square feet for 'Coffee Shop' as stated in Section II, Project Description.

^d The 7,500 square feet of 'Fitness Center/Spa' includes 4,500 square feet for 'Fitness Center' and 3,000 square feet for 'Spa' as stated in Section II, Project Description.

^{ee} According to LADWP practice, outdoor water use is calculated as 28 percent of the total interior demand. However, due to the urban nature of the project and the proposed landscaped area, outdoor waster use is calculated as 3,580 gpd/acre according to the City of Los Angeles Bureau of Engineering usage rate cited in the City of Los Angeles Redevelopment Agency's Grand Avenue EIR (2006).

Source: PCR Services Corporation, 2009 (based on Bureau of Sanitation Letter, July 17, 2009).

Page IV.H-27, paragraph 1, lines 1 through 5 are revised as follows:

“Comparing the 23 AF per year water demand for development that could occur under the existing General Plan designation, the density increase under Refined Option 1 would result in a net increase of 4531.2 AF per year. The net increase under Refined Option 1 would represent an approximately 0.0130-0.027 percent increase in the UWMP's projected increase in demand of 115,000 AF and an approximately 0.002-0.004 percent of increase in the UWMP's projected water demand of 776,000 AF for 2030.”

Page IV.H-28, paragraph 4, lines 2 through 5 and page IV.H-29, lines 1 and 2, are revised as follows:

“As shown in Table IV.H.1-5, Option 2 is estimated to require approximately ~~32,349~~ 35,918 gpd of water or ~~3640.2~~ AF per year. The analysis of Option 2’s increase in water demand does not take into account prior uses on the site, which previously contributed to the City’s water demand. The ~~3640.2~~ AF per year increase in water demand under Option 2 would make up approximately ~~0.0340.035~~ percent of the UWMP’s total estimated increase in water demand through 2030 and approximately 0.005 percent of the UWMP’s total estimated water demand for 2030.”

Page IV.H-29, Table IV.H.1-5, below, is revised as follows.

Table IV.H.1-5
Estimated Water Demand
Option 2 (Condominium Project)

	Generation Factor (in gpd) ^a	Amount of Development	Average Water Demand (in gpd)	Peak Water Demand (in gpd) ^b
Proposed Uses				
Condominium – 4 bdrm	240 gpd/units	10 units	2,400	4,080
Condominium -1 bdrm	120 gpd/units	134 units	16,080	27,336
Restaurant/ Bar Coffee Shop ^e	300-500 gpd/1,000sf	13,775-9,975 sf	4,133-4,988	7,026-8,480
Coffee Shop	<u>280</u> gpd/1,000sf	<u>3,800</u> sf	<u>1,064</u>	1,809
Fitness Center/ Spa ^d	250 gpd/1,000sf	7,500-4,500 sf	1,875-1,125	3,188-1,913
Spa	<u>800</u> gpd/1,000sf	<u>3,000</u> sf	<u>2,400</u>	4,080
Retail	80 gpd/1,000sf	6,510 sf	521	886
Lobby	80 gpd/1,000sf	2,750 sf	220	374
Administration	150 gpd/1,000sf	34,206 sf	5,131	8,723
Auto Parking	0.02 gpd/sf	95,832 sf	1,917	3,305
Outdoor Landscape ^{cb}	3,580 gpd/acre	0.027 acre (1,160 sf)	72	124
Total Demand			32,349 <u>35,918</u>	57,803 <u>61,110</u>

^a The estimated water demand for interior uses is based on wastewater generation factors from the occupancy method provided in the City Master Plan or Sewers.

^b Estimated to be 1.7 times the average daily wastewater generation.

^e ~~The 13,775 square feet of ‘Restaurant/Coffee Shop’ includes 9,975 square feet for ‘Restaurant’ and 3,800 square feet for ‘Coffee Shop’ as stated in Section II, Project Description.~~

^d ~~the 7,500 square feet of ‘Fitness Center/Spa’ includes 4,500 square feet for ‘Fitness Center’ and 3,000 square feet for ‘Spa’ as stated in Section II, Project Description.~~

^{cb} According to LADWP practice, outdoor water use is calculated as 28 percent of the total interior demand. However, due to the urban nature and proposed landscaped area, waster use is calculated as 3,580gpd/acre).

Source: PCR Services Corporation, 2009 (based on Bureau of Sanitation Letter, July 17, 2009).

Page IV.H-29, paragraph 3, lines 1 and 2 and page IV.H-30, paragraph 1, lines 1 through 3, are revised as follows:

“Comparing the 23 AF per year water demand for a development that could occur under the existing General Plan designation, the density increase under Option 2 would result in a net increase of ~~43~~17.2 AF per year. The net increase under Option 2 would represent an approximately ~~0.012~~0.015 percent increase in the UWMP’s projected increase in demand of 115,000 AF and an approximately 0.002 percent ~~of increase in~~ the City’s projected water demand of 776,000 AF for 2030.”

Page IV.H-33. Paragraph 2, lines 5 through 12 are revised as follows:

“The project in conjunction with related projects would yield a total average water demand of approximately ~~201,524~~216,205 gpd or ~~225~~242 AF per year under Refined Option 1 and ~~200,184~~203,753 gpd or ~~224~~228 AF under Option 2. As stated above, LADWP’s 2005 UWMP projects yearly water demand to reach 776,000 AF by 2030, an increase of 17 percent from 2005 water demand. With the anticipated water demand increase of ~~225~~242 AF or ~~224~~228 AF (Refined Option 1 and Option 2, respectively) per year from the development of the proposed project and related projects, the demand for water would fall within the available and projected water demand of LADWP’s 2005 UWMP.

Page IV.H-24, Table IV.H.1-6, is revised as shown below.

Table IV.H.1-6

Estimated Cumulative Water Demand

Related Project	Land Use	Size	Units	Average Wastewater Demand (in gpd)	Peak Water Demand (in gpd)
1	Retail	10.62	ksf	850	1,446
2	Condominiums	350	du	56,000	95,238
	Commercial ^b	50	ksf	4,000	6,803
3	Hotel	42	du	5,460	10,469
	Retail	8.701	ksf	696	1,184
4	Retail	2.75	ksf	220	340
5	Condominiums	24	du	3,840	2,258
6	Condominiums	56	du	8,960	15,238
7	Condominiums	87	du	13,920	23,673
8	Convenience Store	3.75	ksf	300	510
9	Townhomes	8	du	1,440	2,449
10	Condominiums	8	du	1,280	2,177
11	Condominiums	64	du	10,240	17,415
12	Condominiums	10	du	1,600	2,721

Table IV.H.1-6

Estimated Cumulative Water Demand

Related Project	Land Use	Size	Units	Average Wastewater Demand (in gpd)	Peak Water Demand (in gpd)
13	Condominiums	8	du	1,280	2,177
14	Senior Housing	172	du	20,640	35,102
15	Condominiums	12	du	1,920	3,256
16	Apartments	36	du	5,670	9,643
	Retail	8.485	ksf	679	1,155
17	Mixed Use	64	ksf	5,120	8,707
18	Condominiums	16	du	2,560	4,354
19	Condominiums	35	du	5,600	9,524
20	Condominiums	59	du	9,440	16,054
21	Condominiums	12	du	1,920	3,265
22	Apartments	12	du	1,920	3,265
23	Apartments	18	du	2,280	3,878
Total:				167,835^a	282,301^a
Total Related Projects Water Demand				167,835	282,301
Refined Option 1 Water Demand				33,689 48,370	57,320 82,278
Option 2 Water Demand				32,349 35,918	57,803 61,110
Total Cumulative Water Demand With Refined Option 1				201,524 216,205	339,621 364,529
Total Cumulative Water Demand With Option 2				200,184 203,753	340,104 343,411

^a Water totals are generalized since the total water demand does not include water for outdoor uses, nor take into consideration water demand for uses and landscaping associated with prior uses.

^b Related Project No.2(the Palazzo Westwood) was the subject of a prior EIR(ENV-2000-3212-EIR) and would have been taken into consideration in LADWP's 2005 UWMP. The deletion of this project from the estimated demand would reduce the new cumulative demand by approximately 30 percent compared to the total shown on the table.

Source: PCR Services Corporation, 2009

SECTION IV.H.2. WASTEWATER

Page IV.H.40, paragraphs 2, 3, and 4 and page IV.H-41, paragraph 1 are revised as follows:

Based on information provided by LADPW, the sewer infrastructure in the vicinity of the site includes two existing lines in ~~Gayley Avenue~~—an 18-inch line and a 30-inch line in Gayley Avenue and a 12-inch line in Wilshire Boulevard. The sewage from the both the existing 18-inch Gayley Avenue line and 12-inch Wilshire Boulevard line ~~travels-feed into an existing 15-inch line in Kelton Avenue before splitting into a 21-inch line in Ohio Avenue and a 15-inch line in Santa Monica Boulevard~~. The flow in the 21-inch line on Ohio Avenue feeds into a 24-inch line in Ayres Avenue before finally discharging into a 30-inch line in National Boulevard. The

~~flow in the 15-inch line in Santa Monica Boulevard continues into an 18-inch line on Malcolm Avenue and then into a 21-inch line in Overland Avenue before finally discharging into a 24-inch line in National Boulevard.¹¹ onto Midvale Avenue, down Kelton Avenue, and continues into a 21-inch line on Ohio Avenue. The sewage then flows into a 24-inch pipe on Federal Avenue, La Grange Avenue, South Barrington Avenue and Ayres Avenue before finally discharging into a 30-inch pipe on Granville Avenue.~~

~~Based on the City's existing gauging information, the current flow level (d/D) in the 48-inch line in Gayley Avenue and the 12-inch line in Wilshire Boulevard have is at approximately 13 percent capacity (13 percent full). not been gauged. The current flow level is 25 percent in the 15-inch Kelton Avenue line, 30 percent in the 21-inch Ohio Avenue line, 18 percent in the 15-inch Santa Monica line, 52 percent in the 24-inch Ayres Avenue line, 61 percent in the 30-inch National Boulevard line, 22 percent in the 18-inch Malcolm Avenue line, 21 percent in the 21-inch Overland line, and 24 percent in the 24-inch National Boulevard line. Sewer lines exceeding 50 percent capacity are considered deficient.¹² Based on the City's existing gauging information, the current flow levels (d/D) in the 21-inch, 24-inch, and 30-inch line are at approximately 32 percent, 27 percent, and 52 percent capacity, respectively. The design capacities at d/D of 50 percent for the 18-inch line are 2.18 mgd, for the 21-inch line is 4.36 mgd, for the 24-inch line is 6.22 mgd, and for the 30-inch line is 9.61 mgd.~~

~~The sewage from the existing 30-inch line in Gayley Avenue flows into a 27-inch line on Wilshire Boulevard, then into a 39-inch line on in Westwood Boulevard before discharging into a 33-inch pipe on in Rochester Avenue. Based on the City's existing gauging information, the current flow level (d/D) is 31 percent in the 30-inch Gayley Avenue line, and 29 percent in the 39-inch Rochester Avenue line. The current flow level is not gauged in the 39-inch Westwood Boulevard line.¹³ and 33-inch lines is approximately 13 percent and 34 percent full, respectively. The design capacities at d/D of 50 percent for the 30-inch line are 10.3 mgd, for the 27-inch line is 13.63 mgd, for the 39-inch line is 15.27 mgd, and for the 33-inch line is 17.74 mgd.~~

Page IV.H-47, paragraphs 2 and 3, and page IV.H-47, first two lines at the top of the page, are revised as follows:

As shown in Table IV.H.2-3, on page IV-50, Refined Option 1 would generate an estimated average wastewater generation of approximately ~~31,700-46,381~~ 31,700-46,381 gpd (~~0.032-0.046~~ 0.032-0.046 mgd)

¹¹ Los Angeles Department of Public Works – Bureau of Sanitation, The Wilshire Gayley Project – Notice of Completion Draft EIR Letter prepared by Brent Lorscheider, Division Manager Wastewater Engineering Services Division, July 17, 2009.

¹² Ibid.

¹³ Ibid.

and an estimated peak wastewater generation of 53,891–78,849 gpd (0.054–0.079 mgd). According to the Bureau of Sanitation, it appears the sewer system might be able to accommodate the total flow from the project. However, further detailed gauging and evaluation would be needed as part of the permitting process to identify a sewer connection point. If the public sewer has insufficient capacity, the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection would be made at the time that the permit is issued.¹⁴ As adequate sewer lines would be available through either sufficient capacity in existing lines or construction of lines to a point in the sewer system that has sufficient capacity, impacts with respect to sewer lines would be less than significant.

~~The design capacity (50 percent capacity) of the existing 18-inch sewer line in Gayley Avenue is 2.18 mgd. Based on the City's existing gauging information, the current flow level (d/D) in the 18-inch line is approximately 13 percent of capacity or approximately 0.57 mgd.¹⁵ Option 1 would generate approximately 0.032 mgd on an average day and 0.054 mgd during peak flow. These flows would increase the current flow in the 18-inch line to approximately 0.602 mgd on an average day and 0.624 mgd on a peak flow day. As the project, combined with existing flow in the Gayley Avenue line, would not cause total wastewater flow to exceed the line's design capacity (2.18 mgd), Option 1 would have a less than significant impact with respect to existing sewer line infrastructure. In addition, the Bureau of Sanitation has noted that the 18-inch line is terminal and, therefore, is not expected to draw additional upstream uses.~~

Page IV.H-48, paragraphs 2 and 3 are revised as follows:

As shown in Table IV.H.2-3, Option 2 would result in incrementally less wastewater flow than Option 1, with an estimated average wastewater generation of approximately ~~30,360~~33,929 gpd (~~0.030~~0.034 mgd) and a peak wastewater generation of ~~51,613~~57,679 gpd (~~0.052~~0.0568 mgd). According to the Bureau of Sanitation, it appears the sewer system might be able to accommodate the total flow from the project. However, further detailed gauging and evaluation would be needed as part of the permitting process to identify a sewer connection point. If the public sewer has insufficient capacity, the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection would be made at the time that the permit is issued. As adequate sewer lines would be available through either sufficient capacity in existing lines or construction of lines to a point in the sewer system that has sufficient capacity, impacts with respect to sewer lines would be less than significant.

¹⁴ *Ibid.*

¹⁵ ~~City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater Engineering Services Division, Project Evaluation letter, November 6, 2008.~~

~~The design capacity (50 percent capacity) of the existing 18 inch sewer line in Gayley Avenue is 2.18 mgd. Based on the City's existing gauging information, the current flow level (d/D) in the 18 inch line is at approximately 13 percent capacity or approximately 0.57 mgd. Option 2 would generate approximately 0.030 mgd on an average day and 0.052 mgd during peak flow. These flows would increase the current flow in the 18 inch line to approximately 0.60 mgd on an average day, and 0.620 mgd on a peak flow day. As the project, combined with existing flow in the Gayley Avenue line, would not cause total wastewater flow to exceed the line's design capacity (2.18 mgd), Option 2 would have a less than significant impact with respect to existing sewer line infrastructure. In addition, the Bureau of Sanitation has noted that the 18 inch line is terminal and, therefore, is not expected to draw additional upstream uses.~~

Page IV.H-49, Table IV.H.2-3 is revised as shown on page IV-50.

Page IV.H-50, paragraph 1 is revised as follows:

Wastewater generation from Refined Option 1 would contribute an average wastewater flow of ~~31,700~~ 46,381 gpd (~~0.032~~ 0.046 mgd) and a peak flow of ~~53,891~~ 78,849 gpd (~~0.054~~ 0.079 mgd). Wastewater from the project would be conveyed to the Hyperion Treatment Plant (HTP), which the Bureau of Sanitation has indicated has sufficient capacity for the project.¹⁶ The projected available treatment capacity of the Hyperion Treatment Conveyance System for 2015 is 58 million gpd (mgd), and for 2020 is 39 mgd, without taking into consideration a 20 mgd increase in capacity to 570 mgd expected with implementation of the IRP improvements. Wastewater generated by Refined Option 1 would represent approximately ~~0.053~~ 0.08 percent of HTP's projected treatment capacity in 2015 and ~~0.081~~ 0.2 percent of HTP's projected treatment capacity in 2020.

Page IV.H-50, paragraph 4 is revised as follows:

Under Option 2, the project would contribute an average wastewater flow of ~~30,360~~ 33,929 gpd (~~0.030~~ 0.034 mgd) and a peak flow of ~~51,613~~ 57,679 gpd (~~0.052~~ 0.058 mgd) and similar to Option 1, such a service demand could be accommodated within the projected available treatment capacity of the Hyperion Treatment Plant. Wastewater generated by Option 2 would represent approximately ~~0.052~~ 0.058 percent of HTP's projected treatment capacity in 2015 and ~~0.077~~ 0.087 percent of HTP's projected treatment capacity in 2020.

¹⁶ *Bureau of Sanitation, Wastewater Engineering Services Division, ~~Op. Cit.~~ Comment Letter on Draft EIR (July 17, 2009).*

Table IV.H.2-3

Estimated Wastewater Generation - Refined Option 1 and Option 2

Land Use	Generation Factor (in gpd) ^a	Amount of Development <u>Refined</u> Option 1	Average Wastewater Generation (in gpd) <u>Refined</u> Option 1	Peak Wastewater Generation (in gpd) ^b <u>Refined</u> Option 1	Amount of Development Option 2	Average Wastewater Generation (in gpd) Option 2	Peak Wastewater Generation (in gpd) ^b Option 2
Proposed Uses							
Hotel	130 gpd/rm	134,250 -rooms	17,420 <u>32,500</u>	29,614 <u>55,250</u>	-	-	-
Condominium – 4 bdrm	240 gpd/units	10 units	2,400	4,080	10 units	2,400	4,080
Condominium -1 bdrm	120 gpd/units	-	-	-	134 units	16,080	27,336
Restaurant/ <u>Coffee Shop</u> ^e -Bar	300-500 gpd/1,000 sf	13,775-7,895 sf	4,133-3,948	7,026-6,712	<u>9,975</u> sf	<u>4,133-4,988</u>	<u>7,026-8,480</u>
<u>Coffee Shop</u> ^c	<u>280</u> gpd/1,000 sf	<u>3,800</u> sf	<u>1,064</u>	<u>1,809</u>	<u>3,800</u> sf	<u>1,064</u>	<u>1,809</u>
Fitness Center/ <u>Spa</u> ^d	250 gpd/1,000 sf	4,500 sf	1,125	1,913	4,500 sf	1,125	1,913
<u>Spa</u>	<u>800</u> gpd/1,000 sf	<u>3,000</u> sf	<u>2,400</u>	<u>4,080</u>	<u>3,000</u> sf	<u>2,400</u>	<u>4,080</u>
Retail	80 gpd/1,000 sf	6,510 sf	521	886	6,510 sf	521	886
Lobby	80 gpd/1,000 sf	2,750 sf	220	374	2,750 sf	220	374
Administration	150 gpd/1,000 sf	34,206-30,687 sf	5,131-4,603	8,723-7,825	34,206 sf	5,131	8,723
Total Wastewater			<u>31,700-46,381</u>	<u>53,891-78,849</u>		<u>30,360-33,929</u>	<u>51,613-57,679</u>

^a Provided by the City of Los Angeles Department of Public Works, July 17, 2009.

^b Estimated to be 1.7 times the average daily wastewater generation.

^e The 13,775 square feet of 'Restaurant/Coffee Shop' includes 9,975 square feet for 'Restaurant' and 3,800 square feet for 'Coffee Shop' as stated in Section II, Project Description.

^d the 7,500 square feet of 'Fitness Center/Spa' includes 4,500 square feet for 'Fitness Center' and 3,000 square feet for 'Spa' as stated in Section II, Project Description.

Source: PCR Services Corporation, 2009 (based on Bureau of Sanitation Letter, July 17, 2009).

Page IV.H-52, paragraph 3 is revised as follows:

As shown in Table IV.H.2-4, below, the estimated wastewater generation associated with related projects on average is approximately 168,305 gpd (0.17 mgd) with a peak flow of 290,181 gpd (0.29 mgd). Refined Option 1 would contribute 31,700-46,381 gpd (0.032-0.046 mgd) with a peak flow of 53,891-78,849 gpd (0.054-0.079 mgd) to this estimated generation for a total average cumulative flow of 200,005-203,574 gpd (0.20 mgd) and a peak flow of 344,072-350,138 gpd (0.34-0.35 mgd) as shown in Table H.2-4. Option 2 would contribute 30,360-33,929 gpd (0.030-0.034 mgd) with a peak flow of 51,613-57,679 gpd (0.052-0.058 mgd) to this estimated generation for a total average cumulative flow of 198,665-202,234 gpd (0.199-0.20 mgd) and a peak flow of 341,794-347,860 gpd (0.34-0.35 mgd) as shown in Table IV.H.2-4.

Page IV.H-53: Table IV.H.2-4 is revised as shown below.

Table IV.H.2-4
Cumulative Wastewater Generation

Related Project No.	Project	Residential Generation	Retail Generation	Hotel Generation
1	Retail	-	850	-
2	Condominiums & Retail	56,000	4,000	-
3	Hotel & Retail	-	696	5,460
4	Retail	-	-	-
5	Condominiums	3,840	-	-
6	Condominiums	8,960	-	-
7	Condominiums	13,920	-	-
8	Retail	-	300	-
9	Townhomes	1,440	-	-
10	Condominiums	1,280	-	-
11	Condominiums	10,240	-	-
12	Condominiums	1,600	-	-
13	Condominiums	1,280	-	-
14	Senior Housing	20,640	-	-
15	Condominiums	1,920	-	-
16	Apartments & Retail	5,760	679	-
17	Retail	-	5,120	-
18	Condominiums	2,560	-	-
19	Condominiums	5,600	-	-
20	Condominiums	9,440	-	-
21	Condominiums	1,920	-	-
22	Apartments	1,920	-	-
23	Condominiums	2,880	-	-
Total Related Project		151,200	11,645	5,460

Table IV.H.2-4

Cumulative Wastewater Generation

Related Project No.	Project	Residential Generation	Retail Generation	Hotel Generation
			Average	Peak
Total Related Project – Wastewater Generation			168,305	290,181
Project Wastewater Generation – <u>Refined</u> Option 1			31,700 <u>46,381</u>	53,891 <u>78,849</u>
Project Wastewater Generation – Option 2			30,360 <u>33,929</u>	51,613 <u>57,679</u>
TOTAL CUMULATIVE WASTEWATER GENERATION – <u>Refined</u> Option 1			200,005 <u>214,686</u>	344,072 <u>369,030</u>
TOTAL CUMULATIVE WASTEWATER GENERATION – Option 2			198,665 <u>202,234</u>	341,794 <u>347,860</u>
		2015	2020	
Hyperion Treatment Conveyance System ADWF		492,300,000	511,300,000	
Cumulative Wastewater Generation – <u>Refined</u> Option 1		200,005 <u>214,686</u>	200,005 <u>214,686</u>	
		492,500,005	511,500,005	
		492,514,686	511,514,686	
Cumulative Wastewater Generation – Option 2		198,665 <u>202,234</u>	198,665 <u>202,234</u>	
		492,495,785	511,498,665	
		492,502,234	511,502,234	

Source: PCR Services Corporation, 2009

SECTION V, ALTERNATIVES

Page V-17, Table V-2, revise total square footage for Alternative C and Alternative D from ~~303,709~~ square feet to 314,325 square feet.

Page V-30, third paragraph and Page V-41, second paragraph, revise the building square footage from approximately ~~303,709~~ gross square feet to approximately 314,325 gross square feet.

APPENDIX E - TRAFFIC IMPACT STUDY

Pages 7 and 8: Section II are revised as follows:

EXISTING STREET SYSTEM

- I-405 – I-405 provides primary access from the north and the south in the vicinity of the study area, and is located west of the project site. This north/south freeway serves as a major corridor for vehicular traffic, beginning in the San Fernando Valley to the

- north and ending in Orange County to the south. Access is available via on- and off-ramps at Sunset, Wilshire, and Santa Monica Boulevards west of the project site.
- Sepulveda Boulevard – Sepulveda Boulevard is a major ~~arterial~~-highway (Class II) running north/south to the west of the project site, and runs parallel I-405 from Los Angeles International Airport (LAX) to the San Fernando Valley.
 - Veteran Avenue – Veteran Avenue is a secondary ~~street~~-highway running north/south to the west of the project site.
 - Gayley Avenue – Gayley Avenue is a secondary ~~street~~-highway running north/south along the east border of the project site. It passes by the University of California, Los Angeles (UCLA) campus before curving west to Veteran Avenue.
 - Westwood Boulevard - Westwood Boulevard is a major ~~north/south arterial street~~ highway (Class II) running east of the project site from UCLA to I-10.
 - Glendon Avenue – Glendon Avenue is a ~~local street~~-secondary highway that runs north/south east of the project site.
 - Kinross Avenue – Kinross Avenue is an east/west ~~short local~~ collector street north of the project site between Veteran Avenue and Glendon Avenue.
 - Lindbrook Drive – Lindbrook Drive is a secondary ~~street~~ highway running east/west from Gayley Avenue to Beverly Glen Boulevard. It forms the east leg of the intersection at Gayley Avenue where the project driveway will form the west leg.
 - Wilshire Boulevard – Wilshire Boulevard is a major east-west ~~arterial~~ highway (Class II) roving from Santa Monica to downtown Los Angeles. It passes the southern tip of the project site and provides four travel lanes in each direction.

SECTION V OF THE FINAL EIR, MITIGATION MONITORING PROGRAM

The following mitigation measure is added at the end of the Mitigation Monitoring Program as follows:

- J-1:** The Applicant shall provide new homeowners with educational materials on the proper management and disposal of household hazardous waste.

V. MITIGATION MONITORING PLAN

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The City of Los Angeles is the Lead Agency for the proposed project. The MMP is designed to monitor implementation of all mitigation measures as identified in the Draft and Final EIRs for the proposed project. In some instances, although impacts were found to be less than significant, mitigation measures have been included to ensure that potential impacts remain less than significant.

Mitigation measures are indicated below and are numbered consistent with the relevant section numbering provided in the Draft EIR. Each mitigation measure is listed and categorized by topic with an accompanying discussion of the following:

Monitoring Phase: The phase of the project during which the mitigation measure should be monitored (i.e., preconstruction, construction, or operation);

Enforcement Agency: The agency with the authority to enforce the mitigation measure; and

Monitoring Agency: The agency which monitors compliance and implementation of the required mitigation measure.

The project applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the project applicant unless otherwise noted.

The following mitigation measures apply to Refined Option 1 and Option 2:

AESTHETICS/VISUAL RESOURCES

A-1: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such

temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

A-2: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety; Department of City Planning

Monitoring Agency: Department of Building and Safety; Department of City Planning

A-3: All new street and pedestrian lighting within the public right of way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

Monitoring Phase: Pre-Construction, Construction

Enforcement Agency: Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Monitoring Agency: Department of Public Works Bureau of Street Services and Bureau of Street Lighting

A-4: All new street and pedestrian lighting shall be shielded and directed away from any off-site uses, so that the light source cannot be seen from adjacent residential properties.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety; Department of Public Works Bureau of Street Services and Bureau of Street Lighting

Monitoring Agency: Department of Building and Safety; Department of Public Works Bureau of Street Services and Bureau of Street Lighting

- A-5:** Prior to the issuance of a building permit, architectural plans for all exterior lighting shall be submitted to the Department of Building and Safety for review to ensure that lighting has low reflectivity in accordance with Illuminating Engineers Society (IES) standards to minimize glare and limit light onto adjacent properties.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

- A-6:** Prior to the issuance of a building permit, a final lighting and finish plan shall be submitted to the Director of Planning to ensure consistency with the approved design specifications and conditions.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

- A-7:** The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces. Prior to the issuance of a building permit, the type or categories of all exterior glass and architectural features on the building facade and rooftop shall be submitted for review to the Department of Building and Safety to ensure highly reflective materials are not utilized.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

- A-8:** All signage plans shall be reviewed to ensure that signs are designed to be integrated with the architectural character of the building and convey a visually attractive character.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

AIR QUALITY

- B-1:** All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be

used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting and/or use of soil binders could reduce fugitive dust by as much as 55 percent.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

- B-2:** The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

Monitoring Phase: Construction

Enforcement Agency: Department of Building; and Safety and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

- B-3:** All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

- B-4:** All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

- B-5:** All earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

B-6: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

B-7: The Project Applicant shall apply non-toxic chemical stabilizers according to manufacturers specifications to inactive construction areas as necessary.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

B-8: Following daily construction activities, adjacent paved streets found to contain visible soil material that carried over from the project site shall be swept to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site.

Monitoring Phase: Construction

Enforcement Agency: Department of Public Works; Bureau of Sanitation and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

B-9: All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site. Signs shall be posted limiting idling to five minutes or less.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

B-10: The project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 11 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturers recommendations by a qualified technician employed or contracted by the project proponent or

successor. Operation and maintenance of the system shall ensure that it performs at or above the minimum reporting value.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

HAZARDS

- C-1:** During subsurface excavation activities, including borings, trenching, and grading, Cal/OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil contaminants.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

- C-2:** Any contaminated soil, groundwater and/or toxic materials encountered during excavation and grading shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed in accordance with applicable regulatory requirements. If contamination is discovered during grading activities, grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented so as to render the area suitable for grading activities to resume.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; County of Los Angeles Fire Department - Site Mitigation Unit (SMU); Los Angeles Regional Water Quality Control Board

Monitoring Agency: Department of Building and Safety; County of Los Angeles Fire Department - Site Mitigation Unit (SMU)

C-3: Prior to the issuance of building permits, the Applicant shall conduct site testing of subsurface geological formations in accordance with the Methane Mitigation Standards as indicated in LAMC Section 91.7104.1 to evaluate the existence of natural gas. Upon completion of the soil gas survey, the Applicant shall submit a report with the results of the survey to the City of Los Angeles.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

C-4: If required by the site testing required by LAMC Section 91.7104.1, the Applicant shall develop and implement precautionary measures to address natural gas and to ensure construction worker safety. If necessary, these precautionary measures shall include having trained personnel on-site to monitor for odorous gases and discolored soils, and having instrumentation on-site to monitor for non-odorous gases.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

C-5: Construction contracts shall include provisions requiring continuous compliance with all applicable federal, state, and local government regulations and conditions related to hazardous materials and wastes management.

Monitoring Phase: Pre-Construction, Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

C-6: Should any unrecorded oil well be found during excavation, it shall be abandoned in accordance with the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) under Title 124, Chapter 4 of the California Administrative Code or recorded per DOGGR regulations. Prior to issuance of any building permit, the Applicant shall submit a final clearance letter issued by DOGGR regarding the proper abandonment of the well(s).

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety; California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR)

Monitoring Agency: Department of Building and Safety

C-7: Should any unrecorded oil well be found, prior to issuance of any building permit an engineering plan that includes proper safety measures and timing of the implementation of those measures shall be submitted to and approved by LADBS.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

C-8: If required by the site testing conducted in accordance with LAMC Section 91.7104.1, the Applicant shall develop and implement a methane gas mitigation system for the project in accordance with the applicable requirements of the City Methane Seepage Regulations. The specific design elements of the methane gas mitigation system, should it be required, shall be subject to review and approval of the LADBS in consultation with the LAFD.

Monitoring Phase: Operation

Enforcement Agency: Department of Building and Safety; Fire Department

Monitoring Agency: Department of Building and Safety; Fire Department

LAND USE

With the approval of the requested entitlements, Option 1 and Option 2 would result in less than significant land use impacts. Therefore, no mitigation measures are required.

NOISE

E-1: Construction activity shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

E-2: To the extent feasible, construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

E-3: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, (i.e., mufflers, lagging, and/or motor enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

E-4: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety; and Southern California Air Quality Management District

Monitoring Agency: Department of Building and Safety

E-5: The construction staging area shall be located as far as possible from sensitive receptors.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

E-6: The Applicant shall retain the services of an acoustical engineer with expertise in design of building sound isolations, who shall submit a signed report prior to the issuance of building permits indicating the proposed building design shall meet the interior noise level of 45 dBA CNEL, as required by City's Building Code. Building design to address sound insulation shall include to the extent necessary to achieve the interior noise level of 45 dBA CNEL features such as (1) air-conditioning/mechanical ventilation such that the units shall not have to rely on open windows for ventilation; (2) dual insulating glazed systems; (3) doors and windows opening to the exterior with acoustical seals; (4) fitting vents with dampers and/or acoustic louvers.

Monitoring Phase: Prior to Issuance of Building Permit

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

PUBLIC SERVICES

Fire Protection

- F-1:** Prior to the occupancy of the hotel and/or residential component of the proposed project, the Applicant shall coordinate with LADWP to construct, or otherwise suitably guarantee to LADWP, the installation of a new fire hydrant along the Galey Avenue project frontage. The location and installation of the new fire hydrant shall be subject to the approval of the Fire Department and LADWP.

Monitoring Phase: Pre-Construction, Post-Construction

Enforcement Agency: Department of Water and Power; and Fire Department

Monitoring Agency: Department of Water and Power; and Fire Department

- F-2:** Project building plans including a plot plan shall be submitted for approval by the Los Angeles Fire Department prior to the issuance of a building permit. The plot plan shall include the following minimum design features location and grade of access roads and fire lanes, roadway widths, distance of buildings from an edge of a roadway of an improved street, access road, or designated fire lane, turning areas, and fire hydrants.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety; and Fire Department

Monitoring Agency: Fire Department

- F-3:** Prior to the issuance of a building permit, the Applicant shall consult with the Los Angeles Fire Department and incorporate fire prevention and suppression features and other life-saving equipment (e.g. defibrillators) appropriate to the design of the project.

Monitoring Phase: Pre-Construction, Post-Construction

Enforcement Agency: Fire Department

Monitoring Agency: Fire Department

- F-4:** Where fire apparatus (e.g., trucks, equipment, etc.) will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,60 pounds per square foot, unless otherwise approved.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety; and Fire Department

Monitoring Agency: Department of Building and Safety; and Fire Department

F-5: The project shall comply with all applicable State and local Codes and Ordinances found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles, unless otherwise approved.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety; and Fire Department

Monitoring Agency: Department of Building and Safety; and Fire Department

Police Protection

F-6: The Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on crime prevention features appropriate for the design of the project. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. These measures shall be approved by the Police Department prior to the issuance of building permits.

Monitoring Phase: Pre-Construction

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

F-7: Upon project completion, the Applicant shall provide the West Los Angeles Community Police Station Commanding Officer with a diagram of each portion of the property, including access routes and provide additional information that might facilitate police response.

Monitoring Phase: Post-Construction, Operation

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

Schools

The project would result in less than significant impacts on schools. Therefore, no mitigation measures are required.

Libraries

The project would result in less than significant impacts on libraries. Therefore, no mitigation measures are required.

Parks and Recreation

- F-8:** The Applicant shall do one or more of the following (1) dedicate additional parkland to meet the requirements of Los Angeles Municipal Code Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in-lieu fees, or record a covenant restricting use of private and common open space facilities for park and recreational purposes.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Recreation and Parks; and Department of Building and Safety

Monitoring Agency: Department of Recreation and Parks; and Department of Building and Safety

TRANSPORTATION AND CIRCULATION

- G-1:** Prior to the start of construction, the Applicant shall develop a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify all traffic control measures (including the use of flag persons and appropriate detour signage) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Monitoring Phase: Pre-Construction, Construction

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

- G-2:** Prior to issuance of a certificate of occupancy, the Applicant shall prepare and submit a valet parking operation plan, which provides information such as staffing during operation at peak and non-peak hours, security, and procedures, for review and approval by LADOT.

Monitoring Phase: Post-Construction

Enforcement Agency: Los Angeles Department of Transportation; and
Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation

- G-3:** The Applicant shall submit a detailed accounting of the parking provided, required, and used in the off-site location for Option 2. Upon approval and prior to issuance of building permits for the project, a copy of a covenant that shall reserve the required number of spaces at the off-site facility in perpetuity for use by the project shall be submitted to LADOT.

Monitoring Phase: Post-Construction

Enforcement Agency: Los Angeles Department of Transportation; and
Department of Building and Safety

Monitoring Agency: Los Angeles Department of Transportation; and
Department of Building and Safety

UTILITIES AND SERVICE SYSTEMS

Water Supply

- H-1:** For the commercial uses on the project site, the Applicant shall (unless otherwise required and to the satisfaction of the City of Los Angeles Department of Building and Safety):

- Install high-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallon per flush), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the City of Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).

- Prohibit the use of single-passing cooling equipment. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

H-2: For the residential uses on the project site, the Applicant shall (unless otherwise required and to the satisfaction of the City of Los Angeles Department of Building and Safety):

- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- Install high-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets in all restrooms as appropriate. Rebates may be offered through the City of Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

H-3: In addition to the requirements of Ordinance No. 170,978 (Landscape Ordinance), any landscaping for the proposed project shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials;
- Use of automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation;
- Use of landscape contouring to minimize precipitation runoff; and
- Any irrigated landscaping over of 5,000 square feet shall require submetering.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

H-4: The project developer shall ensure that the landscape irrigation system be designed, installed, and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.

Monitoring Phase: Pre-Construction, Operation

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Wastewater

The project would result in less than significant wastewater impacts. Therefore, no mitigation measures are required.

CULTURAL RESOURCES

The following mitigation measures are contained in the Initial Study prepared for the project. (These mitigation measures were numbered C-1 and C-2 in the Initial Study, but have been renumbered to avoid confusion with the mitigation measures relating to Hazards.)

- I-1:** If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology shall be secured by contacting the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at Cal State University Fullerton, or a member of the Register of Professional Archaeologists (RPA) to assess the resources and evaluate the impact. A report on the archaeological findings shall be prepared by the qualified archaeologist. A copy of the report shall be submitted to the CHRIS-SCCIC. Recovered archaeological materials shall be curated at an appropriate accredited curation facility. If the materials are prehistoric in nature, affiliated Native American groups (identified by the Native American Heritage Commission) may be consulted regarding selection of the curation facility.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

- I-2:** A qualified paleontologist shall be retained by the applicant and approved by the City of Los Angeles to assess grading plans and geotechnical reports for the project to determine whether the older Quaternary Alluvium would be impacted by excavation. If so, the paleontologist shall prepare and execute a monitoring program for excavation in the older Quaternary Alluvium for identification and recovery of paleontological resources. If fossils are encountered at depths less than the anticipated depth of the older Quaternary Alluvium, the paleontologist shall be notified immediately and shall assess the significance of those fossils and shall make recommendations for recovery of those and other potential fossils in the shallower horizons. If fossils are found during monitoring, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report shall be deposited in an accredited curation facility.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

HOUSEHOLD HAZARDOUS MATERIALS

The following mitigation measure was added as a result of a comment from the County of Los Angeles Department of Public Works:

- J-1:** The Applicant shall provide new homeowners with educational materials on the proper management and disposal of household hazardous waste.

Monitoring Phase: Operation

Enforcement Agency: County of Los Angeles, Department of Public Works

Monitoring Agency: County of Los Angeles, Department of Public Works

APPENDIX A: COMMENT LETTERS



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

July 21, 2009

RECEIVED
CITY OF LOS ANGELES

JUL 31 2009

ENVIRONMENTAL
UNIT

Diana Kitching
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Subject: The Wilshire Gayley Development Project
SCH#: 2008081010

Dear Diana Kitching:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 17, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008081010
Project Title The Wilshire Gayley Development Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description The project site consists of 2 parcels and ~23,950 sf of lot area. The project would require the demolition of an existing one-story commercial building on the south parcel. The gas station that occupied the north parcel has been removed and remediation has been completed. The Applicant is requesting review of 2 development options. The building envelope and exterior treatment would be the same for either option. The building, which would contain ~303,709 gsf of floor area, would be 29 stories and ~427 ft in height. Parking would be provided in a 4 level, ~200 space subterranean garage.

Lead Agency Contact

Name Diana Kitching
Agency City of Los Angeles
Phone 213-978-1351 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region - -
Lat / Long 34° 03' 36.85" N / 118° 26' 56.47" W
Cross Streets Gayley Avenue and Wilshire Boulevard
Parcel No. Lots 1 & 2, Block 8, Tract No. 10600; and Lot 2, Block 3, Tract No. 9788
Township **Range** **Section** **Base**

Proximity to:

Highways I-405, I-10, Hwy 2
Airports
Railways UPRR
Waterways
Schools University HS, Marymount HS, Emerson MS, Warner ES, Fairburn ES
Land Use Community Commercial/C4-2D-o/Community Commercial-Development Limitation (northern parcel), Regional Center Commercial/[Q]C4-2-o/Community Commercial-Qualified Classification (southern parcel)

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Landuse; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Toxic/Hazardous; Growth Inducing; Traffic/Circulation; Water Supply

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

Date Received 06/03/2009 **Start of Review** 06/03/2009 **End of Review** 07/17/2009



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July 20, 2009

VIA EMAIL & FIRST CLASS MAIL

Diana Kitching, Environmental Review Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles CA 90012
Diana.Kitching@LAcity.org

RE: Wilshire Gayley Project ("Project") - ENV-2008-2368-EIR (State Clearinghouse NO. 2008081010)
Project address: 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue (the "Property")
Applicant: Wilshire Gayley, LLC ("Applicant")

Dear Ms. Kitching:

The Regents of the University of California, on behalf of its Los Angeles Campus ("UCLA" or "Campus") is hereby providing its comments on the above-referenced Project. UCLA submitted a response to the City's Notice of Preparation on September 2, 2008 requesting that the Environmental Impact Report (EIR) consider the potential for the Project to conflict with and possibly impair development of the adjacent UCLA property. While UCLA supports the development of the Property, it remains concerned that the impacts of the Project under either proposed development option will adversely impact the Campus' adjacent property rights and result in impacts that could otherwise be reduced or eliminated through Project revisions or mitigations. Accordingly, for the reasons set out below, the Draft EIR should be revised and recirculated.

The Project

The Project proposes demolition of an existing vacant retail store and construction of a 29-story (427 foot-high) building (approximately 303,709 gross square feet, 261,883 net square feet) with approximately 6,510 square feet of ground floor retail, a swimming pool, restaurant, and fitness center. The Project is proposed to include parking for 260 vehicles in 200 striped parking spaces and 60 valet-assisted spaces in four subterranean levels, which would partially extend under the alley abutting the north side of the subject property and under Gayley Avenue, and either:

- 1) 134 hotel rooms and amenities, including a business center with meeting rooms, and 10 residential condominiums (option 1); or
- 2) 144 residential condominiums (option 2). Additional off-site parking to serve the site would be provided by Covenant and Agreement under this development option.

1

2

The Project site is located on the northwest corner of Wilshire Boulevard and Gayley Avenue and crosses an alley that was recently vacated. The relocated portion of this alley has recently been constructed along the entire length of the northern property line. To the west of the Project site is property owned by the Regents of the University of California and developed with buildings and a surface parking lot serving the campus of UCLA (the "UCLA Property"). The UCLA Property is considered by the Campus to be under-developed and has been identified for redevelopment in furtherance of UCLA's mission. It is critical that the potential development of the UCLA Property not be impaired as a result of activities on neighboring properties following City waivers of or modifications to otherwise applicable land use controls.

2
Cont'd

The Project site is included in the West Los Angeles Transportation Improvement and Mitigation Program Specific Plan and the City of Los Angeles' Westwood Community Plan, and the northerly portion of the site is located within the Westwood Village Specific Plan.

Due to the Project's size, intended use, and location, the EIR states that a variety of permits, City plan amendments, and variances/adjustments will be necessary in order to implement the Project as presently proposed. (See EIR, II-19.) UCLA has determined that as of January 15, 2009, the Project proponent's representative requested the following entitlements (see case No. CPC-2009-143-GPA-SP-ZC-HD-CUB-CU-ZV-ZAA-SPR-GB):

1. General Plan amendments to change the land use designation from Community Commercial to Regional Center on the northerly portion of the Project site and eliminate the applicability of Plan Footnote No. 3 from the Westwood Community Plan, which limits the southerly portion of the Project site to a Floor Area Ratio (FAR) of 6:1, so that the entire Project site can be developed at a 11:1 FAR.¹
2. Specific Plan amendments to remove the northerly portion of the Project site from the Westwood Village Specific Plan, which would also eliminate applicability of the Westwood Community Design Review Board Ordinance.²
3. A zone change request to remove applicability of Ordinance No. 170,504, which applies to the northerly portion of the southerly half of the Project site and limits height to 31 feet, gross floor area to 7,000 square feet, and prohibits access from Gayley Avenue, so that the property can be developed at a floor area ratio of 11:1.
4. A modification to the applicable Height Districts to establish a Height District 4D over the entire Project site with an approximately 11:1 FAR in lieu of the Height District 2 that applies to the southerly portion of the Project site and limits FAR to 6:1, and Height District 2D on the northerly portion of the Project site, which limits development to 3:1 FAR.

¹ UCLA is concerned that the Project will exceed the development parameters applicable to the Project site even if the Project sponsor's General Plan amendment requests are granted. The Draft EIR – Project Description (EIR, page II-1) -- and the tentative tract map describe the Project lot area as 23,951 square feet. However, elsewhere in the Draft EIR the lot area of the north parcel is described to be 10,328 square feet, and the south parcel to be 11,172, for a total of 21,500 square feet (see EIR, page V-15-16). Per LAMC, the square footage of the lot area affects the FAR and dwelling unit calculation, therefore clarification is required as to whether the entire alley area can be included as part of the lot area.

3

² Removing the Project site from the Westwood Village Specific Plan would allow the Project sponsor to increase the otherwise allowable 2:1 FAR to 11:1. It would also allow the Project sponsor to avoid design review by the Westwood Community Design Review Board, thereby eliminating an opportunity for public input in the design process.

4

5. A zone variance to permit off-site parking at a distance of more than 750 feet for residences if development option 2 is pursued.³

4
Cont'd

6. A Zoning Administrator Adjustment to eliminate the required side yard setback along the western side of the Project site.⁴

7. A Site Plan Review to determine Project compliance with Section 16.05 of the Los Angeles Municipal Code.

8. Conditional Use Permits authorizing the on-site sale and consumption of alcoholic beverages in conjunction with proposed hotel and restaurant uses and authorizing a hotel in the C4 Zone within 500 feet of a residential zone.

Thereafter on January 20, 2009 the Project proponent's agent filed a request (Case No. VTT-70935-CN-GB) for one ground lot (in lieu of two), three air space lots, and a haul route.

Based on these applications alone (and the Draft EIR states other entitlements may also be needed) the record demonstrates that Project implementation will require the City to relax or eliminate many land use regulations applicable to the site, which are intended to ensure continuity with the surrounding community and minimize impacts associated with conflicting uses. Although the Project is impressive in concept and design and would upgrade the current use of the site, as proposed (under either development option) it will significantly exacerbate traffic and circulation conditions in and around Westwood and Westwood Village, and impair or inhibit future development of abutting properties and mass transit uses under consideration for the area.

For these reasons, as discussed in more detail below, UCLA believes the Draft EIR lacks an adequate evaluation of impacts associated with Project implementation and is an insufficient document to support City decisions to grant the above-requested entitlements. Further, the Draft EIR generally fails to discuss impacts to the UCLA Property or identify feasible mitigation measures that could reduce such impacts. UCLA therefore recommends that the Draft EIR be revised and recirculated.

5

Specific Comments on the Draft EIR

6

1. Analysis of the proposed off-site parking associated with development option 2 is inadequate.

As set forth in the Draft EIR Project Description Section (page II-13), Option 2 requires the provision of 226 parking spaces at one or more adjacent sites. Specifically the Draft EIR identifies the Center West building at 10877 Wilshire Boulevard and the Plaza la Reina, which is under construction immediately to the east of Center West, at 10844-10852 Lindbrook Drive. Both locations are more

³ As discussed in Section 1 of this letter, UCLA believes the Project sponsor's application for the zone variance is not supported by evidence that the proposed off-site parking locations (1) have capacity to serve the Project, and (2) will not result in traffic circulation and vehicle/pedestrian conflicts.

7

⁴ UCLA is extremely concerned that the Project sponsor's requested Zoning Administrator Adjustment will, if granted, significantly impair the development potential of the UCLA Property. See discussion in Section 3 of this letter.

8

than 750 feet from the Project site, thereby requiring a variance from Section 12.21-A, 4(g) of the Los Angeles Municipal Code. However, the Draft EIR fails to discuss whether either of the proposed off-site parking locations have sufficient capacity to serve the Project.

8
Cont'd

The Draft EIR also fails to discuss the potential for the Project to compound traffic circulation associated with ingress/egress to the Project site due to an increase in temporary loading/unloading parking activity necessitated by the distance of the proposed off-site parking. Further, the Draft EIR lacks any analysis of the pedestrian path of travel along Lindbrook Avenue from the proposed off-site parking locations to the Project site. The locations of the proposed off-site parking would require pedestrians to cross a secondary highway with six travel lanes in an approximately 70-foot-wide roadway (Gayley Avenue), a divided major highway with seven travel lanes in an approximately 90-foot-wide roadway (Westwood Boulevard), and a divided local street with six travel lanes in an approximately 70-foot-wide roadway (Glendon Avenue). All intersections are signalized and require extended wait times for east- and west-bound pedestrians because of the preference given to expediting north-south vehicular traffic movement. The failure of the Draft EIR to provide any discussion of pedestrian pathway routes from the off-site parking to the Project site is a serious inadequacy that should be analyzed in a recirculated Draft EIR.

2. The Draft EIR misrepresents the aesthetic impacts and improvements of the Project.

9

Throughout the Draft EIR are statements that the Project will create impressive pedestrian improvements. For example, the last paragraph on page IV.D-38 discusses the creation of a uniform, 10-foot-wide sidewalk, with display windows, pedestrian entrances, landscaping, and lighting. The proposed improvements would involve widening of the existing sidewalk condition, presumably to eliminate a parkway area within the existing 10' zone between the Project site and the curb. It would also eliminate a pinch point where the existing walkway was much less near the prior gas station development. The table on page IV.D-42 also addresses removal of existing driveways and signalization of the Project's single point of access. However at 10 feet wide, the sidewalk for the Project's proposed "gateway" access point to and from pedestrian-friendly Westwood Village would be as narrow as the narrowest sidewalk observed for several blocks in the vicinity in Westwood Village.

Pedestrian traffic generated by occupants/visitors to the proposed Project would also exacerbate the sensation of claustrophobia to pedestrians in the narrow channel between a very tall building and the nearly constant stream of southbound vehicles. Pedestrian flow on the west side of Gayley Avenue would also be interrupted by the proposed four-way signalization.

There is also a significant potential for conflict between pedestrians and vehicles at the sole vehicular access point for visitors and customers at the north end of the Project site opposite the western terminus of Lindbrook Drive. Vehicular ingress would entail right turns from southbound traffic on Gayley Avenue, direct westbound traffic from Lindbrook Drive, or left turns from northbound traffic on Gayley Avenue. Because the point of vehicular egress is south of Lindbrook Drive, exiting traffic would be forced exclusively into the southbound Gayley Avenue curbside lane.

The above-described potential impacts have not been adequately analyzed nor have any mitigation measures been considered. These potential impacts and the feasibility of mitigation measures should be addressed in a recirculated Draft EIR.

3. The Land Use Section of the Draft EIR fails to adequately analyze or disclose the impacts of the Project on the adjacent UCLA Property.

10

The Draft EIR concludes, without any supporting analysis, that the Project "...does not impact the development or redevelopment of an adjacent property." (EIR, page IV.D-69). Such a conclusion without supporting analysis and in view of the numerous waivers and modifications to otherwise applicable land use controls sought – especially given UCLA’s September 2, 2008 letter in response to the Notice of Preparation in which the potential for the Project to impact the UCLA Property was raised – alone triggers the need to recirculate the Draft EIR.

10
Cont'd

In particular, the Draft EIR repeatedly cites the existence of a 20-foot-wide easement along the east side of the UCLA Property as justification for waiving the otherwise required side yard setback for the westerly residential portion of the Project (see, e.g., Draft EIR, page IV.D-69, para.1). The assumption of no impact is particularly problematic given that neither the City nor the Project proponent is a party to the easement agreement and neither has the right to impinge upon the air space above the property that is covered by the easement. Also, as mentioned in UCLA’s September 2, 2008 letter, the storm drain might be relocated at some future date to facilitate development of the UCLA Property. Thus, whether or not a variance from the side yard setback is required at the ground level, there is no evidence in the record to support the Draft EIR’s conclusion that the Project will not impact the University’s property rights.

Moreover, the Draft EIR fails to give any consideration to the relationship between property line location and window configuration in the Project. The Draft EIR provides insufficient information to determine the proposed window size (percentage of wall area) and distance to the property line on the west side of the proposed Project. The City of Los Angeles Building Code requires certain limitations on windows based upon the distance from the property line. For example, if the building is 10 feet to 15 feet from the property line, then 45% of the building wall surface would be allowed to have openings (unprotected). If an assumed property line is created that extends onto UCLA’s property (i.e. in the existing easement area) in order for the Project to comply with the fire and life safety requirements of the City of Los Angeles Building Code, then UCLA’s ability to construct a building on its property might be substantially impaired. For example, if UCLA in the future proposed a residential high rise development similar to the Project and was forced to use an assumed property line (for purposes of compliance with California Building Code requirements) that differed from the western property line of the Project, it could limit the windows in any such UCLA development. Thus, the Project applicant is attempting to shift the impact of City of Los Angeles Building Code requirements to UCLA by requesting that the City waive otherwise applicable setback requirements. This potentially significant land use impact and impairment of UCLA property rights has not been analyzed in the Draft EIR.

11

Further, the Draft EIR fails to address UCLA’s concern, expressed in its September 2 letter, that the alley north of the Project, which provides access to existing and any potential future development on the adjacent UCLA Property, would be significantly negatively impacted by the proposed use of the alley in support of the Project (e.g., by providing access to the Project’s below-grade patron parking and above grade vehicular entrance, turnaround, and loading dock for deliveries to the hotel and restaurant). Not only is this potential impact not analyzed, but the Draft EIR fails to consider mitigation proposed by UCLA in its September 2 letter. Specifically, UCLA recommended that the Project’s use of the alley for access to Gayley Avenue be conditioned on the development of physical site modifications and operational controls that will ensure UCLA’s ability to use the alley on an unobstructed and equal basis with the Project and other users of the public alley. Without such mitigation, the Project may impair two existing pedestrian access points to the UCLA Property, one of which is for emergency egress.

12

The Draft EIR also fails to provide any analysis of the impacts of the potential for the Project to require a subsurface vacation of the public right-of-way under the alley located immediately north of the Project site and under the sidewalk along Gayley Avenue to the east of the Project site to permit

13

underground parking. Subsurface vacation of the property underneath the alley would impact the ability of the City to accommodate utility lines serving the adjacent UCLA Property, potentially making access and upgrades more difficult. For example, the alley currently accommodates a City owned sub-surface sewer line serving UCLA, which may require future expansion; other utilities serving UCLA may also need to be located under the alley in the future. In its September 2 letter, UCLA requested that the City consider imposing Project conditions requiring the sponsor to guarantee adequate access to UCLA in the event a subsurface vacation is required. Not only was the potential impact not discussed, no mitigation measures or Project revisions to avoid the potential impact are discussed in the Draft EIR.

13
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UCLA also requested that the Project sponsor be required to notify any future third party purchasers or long-term tenants of the Project or any portion thereof, including without limitation any purchaser of condominium units (and require as a condition of resale that any subsequent purchasers be similarly put on notice) of the fact that their views to the west may be partially or totally blocked by future UCLA development. The potential light and shadow impacts to occupants of the proposed Project have also not been analyzed.

14

All of the foregoing potential impacts and the feasibility of mitigation measures should be addressed in a recirculated Draft EIR.

4. The Draft EIR Transportation and Circulation Section fails to adequately analyze the cumulative impacts of the Metro Westside Subway Extension project.

15

Although the Draft EIR acknowledges the Metro project and identifies potential rail alignment and station location under consideration, there is no substantive analysis of the cumulative impacts of the Project when considered in combination with the Metro project. (See CEQA Guidelines Section 15130.) The analysis states (Page IV.G-5) only that: "The developer of the proposed project has had an initial meeting with Metro to discuss opportunities for building the project without adversely impacting potential tunnel and station locations that are under study by Metro."

A "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." See CEQA Guidelines Sections 15355 and 15130.

On January 22, 2009, the Metro Board of Directors authorized preparation of a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension. They also approved the results of the Alternatives Analysis (AA) Study for the Metro Westside Subway Extension. The AA recommended two build alternatives for further evaluation in the Draft EIS/EIR:

- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica; and
- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

See http://www.metro.net/projects_studies/westside/default.htm

The route alignments and station locations being reviewed for the Westside Subway Extension could result in potentially significant cumulative impacts on transportation and circulation in the Project area that have not been analyzed in the Draft EIR. Current MTA analysis is based on a phased continuation of the Metro line west of the I-405 to avoid worsening the chronic transportation and circulation issues to the east in Westwood, and especially at the intersection of I-405 ramps and Wilshire Boulevard.

A Wilshire Boulevard alignment is one of only two east-west lines projected to extend westward from Westwood Boulevard to Santa Monica. Two options for Westwood stations are being considered by Metro in this immediate area, one near the southern edge of the main UCLA campus and another either under or immediately adjacent to Wilshire Boulevard between Gayley Avenue and Veteran Avenue. If the latter site is chosen, any portal located on the north side of Wilshire Boulevard would seriously impact the limited sidewalk capacity on both Wilshire Boulevard and Gayley Avenue. In particular, additional pedestrian traffic and vehicle-pedestrian conflicts are reasonably foreseeable at the principal point of ingress/egress for the proposed Project at Lindbrook Drive, in the alley north of the subject property, and on Kinross Avenue, which is proposed to serve as the point of access for all service vehicles accessing the Project. If a single portal were to be provided on the south side of Wilshire Boulevard, it could have a more limited impact, particularly on the alley and the Kinross Avenue access thereto. None of these potential impacts are analyzed in the Draft EIR.

15
Cont'd

Further, to the extent that the Project sponsor has discussed with Metro any joint development opportunities to minimize Project impacts, such alternatives should be addressed in the Draft EIR.

5. The Draft EIR fails to adequately address construction staging issues.

16

The Draft EIR fails to provide any discussion of the proposed construction staging area for the Project. The Project footprint occupies almost the entirety of the Project sponsor's site. Thus, it would seem that portions of public roadways or property would need to be used for construction staging, the impacts of which have not been analyzed in the Draft EIR. For example, does the Project sponsor intend to request a temporary closure of southbound lane(s) on Gayley Avenue for construction and material off-loading? Are temporary closures needed on Wilshire Boulevard? The impacts of street closures necessary during Project construction have not been analyzed in the Draft EIR and revision and recirculation is therefore required.

6. Additional Draft EIR inaccuracies and errors.

17

a. The Draft EIR inaccurately characterizes the typical building heights of the Community Center from the Framework Element of the General Plan. For example, Draft EIR, page IV.D-6, para. 1 states heights in this area typically range between 3 to 8 stories; the General Plan, however, describes the building heights as between 2 to 6 stories. Similarly, in the Draft EIR's Analysis of Objective 3.9 (page IV.D-27), mid-rise buildings are described as being characteristic of Community Centers; however, the General Plan assumes that low- to mid-rise buildings are typical. These mischaracterizations minimize the potential impacts of the proposed Projects height and scale in relation to the surrounding community.

b. The designation of streets in Draft EIR Chapter IV.G is inaccurate. Gayley Avenue is not a "secondary street" nor is Westwood Boulevard a "major arterial" (see, e.g., Page IV.G-2.) Similarly, Wilshire Boulevard is not a "major arterial" nor is Lindbrook Drive a "secondary street" (see, e.g., Page IV.G-3). Wilshire Boulevard and Westwood Boulevard are designated Major Highways in the General Plan; Gayley Avenue and Lindbrook Drive are designated Secondary Highways.

18

c. The Draft EIR states that two-hour curbside parking is available adjacent to the Project site on Gayley Avenue, (see, e.g., Page IV.G-2, para. 3). However, while limited curbside parking is available on Gayley Avenue within the "study area," stopping on southbound Gayley Avenue south of Lindbrook Drive is prohibited. This error inappropriately diminishes the potential vehicle circulation impacts.

19

d. Table III-1, Related Projects (Page III-15) contains an asterisk and several superscript notes that do not seem to refer to anything; there are no accompanying footnotes. 20

e. There is an inconsistency in the description of the proposed restaurant and bar. In some places (e.g. page IV.D-21) the Draft EIR infers that these amenities are for use only by hotel guests. However, under Option 2 for condominium development, the amenities in question are described as a public restaurant/bar (e.g. Page IV.D-22). The vehicle circulation and traffic impacts associated with the potential greater restaurant patronage associated with Project development option 2 have not been analyzed. 21

f. There is an inconsistency in the description of access to the site for delivery and service vehicles. In some places the Draft EIR identifies the access point as the alley extending north between the subject property and Kinross Avenue (page IV.D-22), whereas in other sections "...the public alley that runs along the north boundary..." is identified (page II-12, Access and Parking). 22

g. Project development option 2 proposes up to 144 condominium units. However, even if an amendment to the Community Plan is granted as proposed by the Project sponsor to allow R5 density, only a maximum of 119 units would be permitted.⁵ 23

h. The above grade encroachment over the alley to the north has not been sufficiently analyzed in the DEIR with respect to fire and life safety issues. There may be issues relative to fire department access to the Project and to UCLA property if this encroachment and overhead construction above the public way is permitted. 24

7. The Project appears to have been improperly segmented. 25

The Project design provides for site access through an alley on the north side of the Project site. At the request of the Project sponsor, UCLA participated in a request to vacate an existing mid-block alley. This request was approved by the City on March 25, 2008 under a CEQA Categorical Exemption, which now allows the Project to be constructed over the former mid-block alley. While UCLA understood at the time that the vacation was advocated by the Project sponsor to facilitate some future development, the specifics of that development, and the extent to which the Project sponsor would be seeking adjustments, variances, and other entitlements, was unknown to UCLA. CEQA requires that the "whole of the action" be analyzed in a single environmental document so that the impacts are not minimized by segmenting the larger proposal into smaller projects, as appears to be the case here. Had the vacation not been granted, the scale and mass of the Project would have been significantly reduced or alternatives to the proposed Project not involving use of the mid-block alley would have been required to be discussed.

CONCLUSION

UCLA appreciates the opportunity to provide comments on the Draft EIR. While UCLA supports the development of the Property, for the reasons expressed in this comment letter, UCLA believes that the Draft EIR fails to adequately analyze and disclose the environmental impacts of the Project (including without limitation impacts to the UCLA Property) and that feasible mitigation measures or Project revisions have not been identified as required by the California Environmental Quality Act. Accordingly, the Draft EIR should be revised and recirculated. Further, UCLA is concerned about the ability of the City to make the required findings on the basis of the Draft EIR to approve many of the

⁵ See footnote 1, above. If the total lot area is less than 23,951 square feet, then the total number of units should also correspondingly be less.

Ms. Kitching
July 20, 2009

entitlements (including without limitation related to setbacks) identified by the Project sponsor as necessary for Project implementation. For this reason, UCLA renews its September 2, 2008 request to be kept informed of any and all proposed meetings, hearings or actions in furtherance of the Project.

26
Cont'd

Sincerely,



Glen S. Fichman
Senior Campus Counsel

cc: Sam Morabito, Administrative Vice Chahcellor



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-1

July 23, 2009

Ms. Diana Kitching
Environmental Review Coordinator
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Ms. Kitching:

**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
PROJECT NO. ENV-2008-2368-EIR
STATE CLEARINGHOUSE NO. 2008081010
THE WILSHIRE GAYLEY PROJECT
10951 THROUGH 10955 WILSHIRE BOULEVARD
AND 1151 THROUGH 1157 GAYLEY AVENUE
LOS ANGELES CITY, CA 90024**

We reviewed the DEIR for the proposed project. The project site consists of two parcels and approximately 23,950-square-feet of lot area. The project would require the demolition of an existing one-story commercial building on the south parcel. The applicant proposed 134-room luxury business hotel and 10 condominiums or option 2 would develop 144 condominium units.

1

The following comments are for your consideration and relate to the environmental document only.

Traffic/Access

2

Based on our Level of Service analysis using the County's methodology, the project generated traffic alone and cumulatively with other related projects will significantly impact the intersection of Wilshire Boulevard at Veteran Avenue. No feasible physical improvements are currently available to mitigate this potential impact. Therefore, please ensure that this unmitigated impact is properly described in the DEIR.

In addition, we expect the cumulative traffic generated by the project and other related projects will significantly impact the intersection of Wilshire Boulevard at Sepulveda Boulevard. The project shall propose feasible mitigations and contribute its proportionate share of the cost for the recommended improvements. Conceptual striping/signing and traffic signal plans, which confirm the feasibility of the improvements and cost estimates, shall be submitted to the County of Los Angeles Department of Public Works for review and approval.

2
Cont'd

Based on our calculations, the cumulative impact expected at the intersection of Wilshire Boulevard at Sepulveda Boulevard could potentially be mitigated by the proposed 405 Freeway improvement project being administered by Caltrans (copy of conceptual design enclosed). The intersection will have a significant cumulative impact until the 405 Freeway improvement project or another project of equal effectiveness is constructed. Therefore, please ensure that this unmitigated impact is properly described in the DEIR.

We recommend the project's applicant consult with Caltrans to obtain their concurrence with any potential California Environmental Quality Act impacts to the freeway ramps and mainline in the area. Any written comments received from Caltrans should be included in the DEIR.

If you have any questions regarding traffic comments, please contact Mr. Virgilio Lazatin (626) 300-4766.

Other-Environmental Safety

3

1. **Hazardous Waste:** The existing Hazardous Waste Management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing Hazardous Waste Management infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include, but are not limited to, providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

2. **Storage Space for Recyclables:** The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

4

Ms. Diana Kitching
July 23, 2009
Page 3

3. **Solid Waste:** Current estimates indicate that daily solid waste generation in Los Angeles County will exceed the available daily disposal capacity in the near future. The construction and demolition of the proposed project and the operation over the life of the project will increase the generation of solid waste and negatively impact the Solid Waste Management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include the recycling of construction and demolition debris and the development of infrastructure in the project to facilitate recycling.

5

If you have any questions regarding environmental comments, please contact Mr. Corey Mayne (626) 458-3524.

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921.

Very truly yours,

GAIL FARBER
Director of Public Works



for
DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

MA:ca

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Enc.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

SUPERVISING ENGINEER

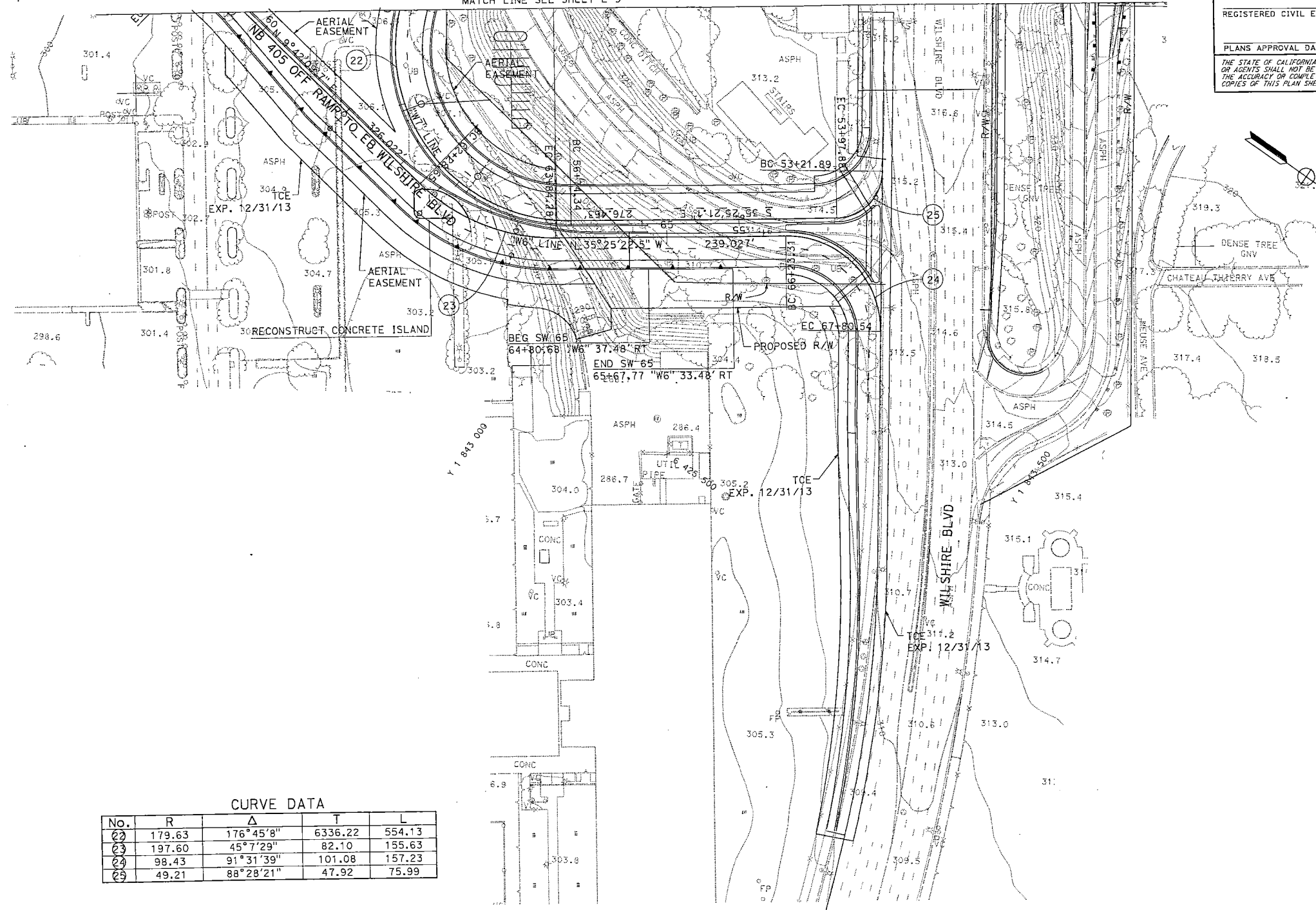
CALCULATED-DESIGNED BY

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REVISED BY DATE REVISED

11/19

MATCH LINE SEE SHEET L-9



CURVE DATA

No.	R	Δ	T	L
22	179.63	176°45'8"	6336.22	554.13
23	197.60	45°7'29"	82.10	155.63
24	98.43	91°31'39"	101.08	157.23
25	49.21	88°28'21"	47.92	75.99

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	405	28.8/39.0		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



LAYOUT
 SCALE 1" : 50'
 PHASE 1 WORK ONLY

CURVE DATA				
No.	R	Δ	T	L
(14)	3351.50	20°55'03"	618.67	1223.57
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(16)	590.55	44°58'36"	244.47	463.58
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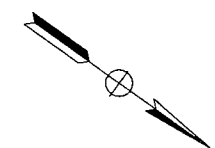
CURVE DATA				
No.	R	Δ	T	L
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(20)	2623.92'	2°55'00"	66.80'	133.58'
(21)	524.93	26°14'42"	122.37	240.45
(22)	179.63'	176°45'11"	6337.64'	554.13'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	405	28.8/39.0		

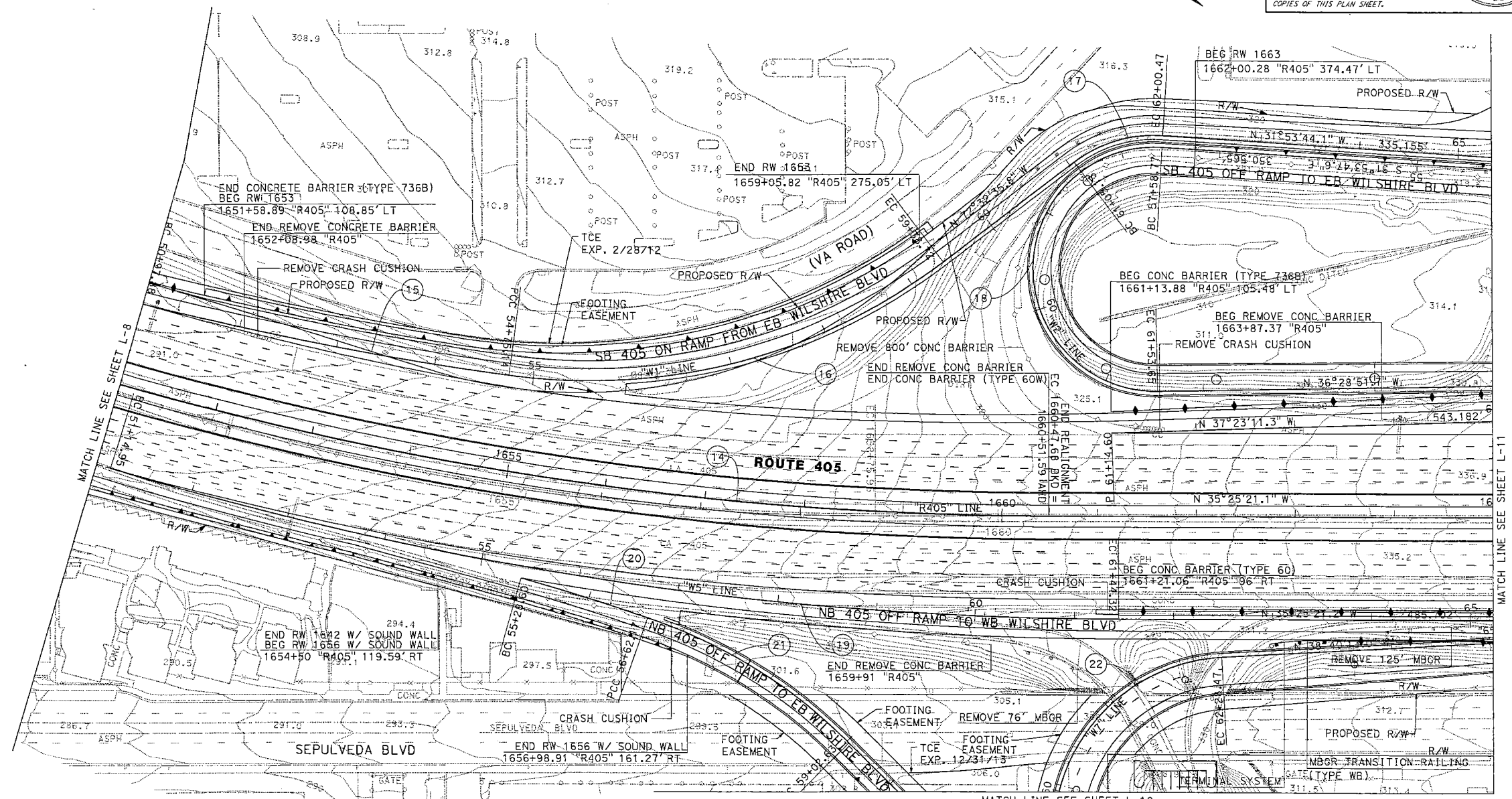
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
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LAYOUT
 SCALE 1" = 50'
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 DATE REVISED
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LAST REVISION 11/19/19 BY: [unreadable]

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11/19

CALCULATED-
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SUPERVISING ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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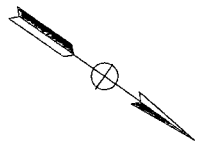


CURVE DATA

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(28)	68.24	75°43'34"	53.05	90.19
(29)	112.21'	51°12'41"	53.77'	100.29'
(30)	134.84	31°21'41"	37.85	73.81
(31)	524.93	24°32'03"	114.14	224.78
(32)	122.20	177°4'30"	4786.20	377.66

CURVE DATA

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(36)	30000.00	0°11'32"	50.29	100.58
(37)	2952.58	4°52'18"	125.60	251.05
(38)	147.64	89°0'21"	145.10	229.35
(39)	170.60	91°17'16"	174.48	271.82

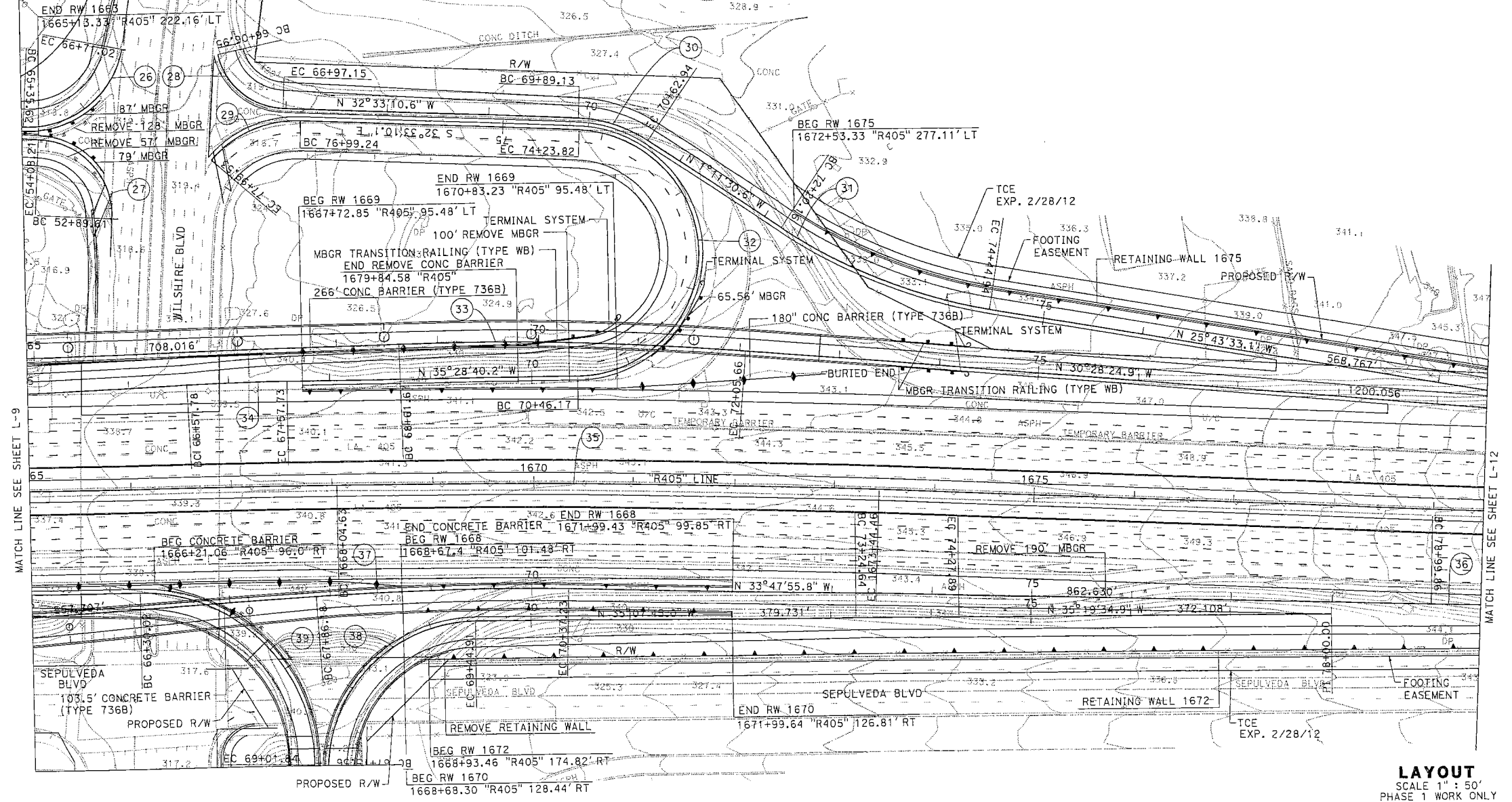


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	405	28.8/39.0	

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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MATCH LINE SEE SHEET L-12

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Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net

July 16, 2009

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JUL 22 2009

 ENVIRONMENTAL
UNIT

Dear Ms. Kitching,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Wilshire Gayley Project. This letter conveys comments and 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.

Although the traffic impact analysis in the Draft EIR satisfies the provisions of the Congestion Management Program (CMP), you should also be aware that there are a variety of important transit services in the area and future services being planned or studied that have not yet been adequately addressed in the EIR. Specifically:

1. Current bus service: Wilshire Boulevard currently has very high levels of bus transit service and ridership with various bus lines that travel by and stop at or near the proposed project site. Although the Draft EIR indicates that all project construction activities are expected to occur on-site and therefore not impact any bus operations, please be advised that Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Metro should also be contacted if any changes to existing stops and zones are anticipated either during or after construction. Other Municipal Bus Service Operators may also be impacted and therefore should be included in the FEIR and included in construction outreach efforts.
2. Wilshire Bus Lane Project: Metro, in partnership with the City of Los Angeles, is currently moving forward with an Environmental Assessment for a federally-funded, peak period exclusive bus lane along Wilshire Boulevard within the City of Los Angeles. The bus lane is anticipated to operate in the AM and PM peak periods and prohibit general purpose traffic from using the curb lane on Wilshire Boulevard between 7:00-9:00 a.m. and 4:00-7:00 p.m. The FEIR should discuss the transit and non-transit modal share of the project in the context of mobility along Wilshire Boulevard with a potential exclusive bus lane. Please contact Metro Project Manager Martha Butler if you require further information about this project. Ms. Butler can be reached at 213-922-7651 or butlerm@metro.net.
3. Westside Extension Transit Corridor Study: The proposed project site is within the study area for the Westside Extension Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) which is currently underway. This study is evaluating a potential extension of the heavy rail subway to the Westside including a station in Westwood. Some of the locations under consideration for a Westwood area station are immediately adjacent to the Wilshire Gayley property. That project should consider locating on the property a proposed future subway portal (escalator and elevator). It does not appear that a subway portal would fit on the corner of

1

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the property the way the Wilshire Gayley Project is currently designed. Metro therefore requests that the corner of the property be re-designed to more easily accommodate a future subway portal that facilitates easy access to connecting bus service. Further, Metro would request the developer to ensure that the design of the hotel, including the parking garage and ramps, coordinates with, and does not impinge on the design of the future subway tunnels and station so that each project can accommodate the other, avoid future expense, disruption and delay for both parties. Please contact Metro Project Manager David Mieger if you require further information about this project. Mr. Mieger can be reached at 213-922-3040 or miegerd@metro.net. Information about the study can be found on the Metro website at http://www.metro.net/projects_studies/westside/default.htm.

Metro looks forward to reviewing the Final EIR. If you have any general questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final 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,



Susan Chapman
Program Manager, Long Range Planning

cc: Martha Butler
Jody Feerst Litvak
David Mieger
Roger Martin

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: July 17, 2009

RECEIVED
CITY OF LOS ANGELES

TO: Diana Kitching, Planning Assistant
Environmental Review Section
Department of City Planning

JUL 22 2009

ENVIRONMENTAL
UNIT

FROM: Brent Lorscheider, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: The Wilshire Gayley Project – Notice of Completion Draft EIR

This is in response to your June 4, 2009 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for either Option #1 or Option #2 of the proposed project.

1

WASTEWATER REQUIREMENT

2

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Option #1

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Gas Station	430 GPD/STATION	1 STATION	(430)
Retail	0.08 GPD/SQ.FT	9,873 SQ.FT	(790)
<i>Proposed</i>			
Retail	0.08 GPD/SQ.FT	6,510 SQ.FT	521
Restaurant/Bar	0.5 GPD/SQ.FT	9,975 SQ.FT	4,988
4-BR Condo	240 GPD/DU	10 DU	2,400
Hotel	130 GPD/RM	134 RMS	17,420
Fitness Center	0.25 GPD/SQ.FT	4,500 SQ.FT	1,125
Spa	0.8 GPD/SQ.FT	3,000 SQ.FT	2,400
Coffee Shop	0.28 GPD/SQ.FT	3,800 SQ.FT	1,064

Lobby	0.08 GPD/SQ.FT	2,750 SQ.FT	220
Administration	0.15 GPD/SQ.FT	34,206 SQ.FT	5,131
Total			34,049

Option #2

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Gas Station	430 GPD/STATION	1 STATION	(430)
Retail	0.08 GPD/SQ.FT	9,873 SQ.FT	(790)
Proposed			
Retail	0.08 GPD/SQ.FT	6,510 SQ.FT	521
Restaurant/Bar	0.5 GPD/SQ.FT	9,975 SQ.FT	4,988
1-BR Condo	120 GPD/DU	134 DU	16,080
4-BR Condo	240 GPD/DU	10 DU	2,400
Fitness Center	0.25 GPD/SQ.FT	4,500 SQ.FT	1,125
Spa	0.8 GPD/SQ.FT	3,000 SQ.FT	2,400
Coffee Shop	0.28 GPD/SQ.FT	3,800 SQ.FT	1,064
Lobby	0.08 GPD/SQ.FT	2,750 SQ.FT	220
Administration	0.15 GPD/SQ.FT	34,206 SQ.FT	5,131
Total			32,709

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on Gayley Ave R/W, an existing 12-inch line on Wilshire Blvd, and existing 30-inch line on Gayley Ave. The sewage from both 8-inch and 12-inch existing lines feed into the 15-inch line on Kelton Ave before splitting into a 21-inch line on Ohio Ave and 15-inch line on Santa Monica Blvd. The flow in the 21-inch line on Ohio Ave feeds into a 24-inch line on Ayres Ave before finally discharging into a 30-inch line on National Blvd. The flow in the 15-inch line on Santa Monica Blvd continues into an 18-inch line on Malcolm Ave and then a 21-inch line on Overland Ave before finally discharging into a 24-inch line on National Blvd. The sewage from the existing 30-inch line on Gayley Ave flows into a 39-inch line on Westwood Blvd before discharging into a 33-inch pipe on Rochester Ave.

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Gayley Ave R/W	*	561,724 GPD
12	Wilshire Blvd	*	1.19 MGD
15	Kelton Ave	25	2.07 MGD
21	Ohio Ave	30	4.36 MGD
15	Santa Monica Blvd	18	2.26 MGD
24	Ayres Ave	52	8.03 MGD
30	National Blvd	61	7.38 MGD
18	Malcolm Ave	22	3.39 MGD
21	Overland Ave	21	4.46 MGD
24	National Blvd	24	4.55 MGD
30	Gayley Ave	31	10.3 MGD

39	Westwood Blvd	*	15.27 MGD
33	Rochester Ave	29	17.74 MGD

* No gauging available

3
Cont'd

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

STORMWATER REQUIREMENTS

4

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit.

SUSMP AND STORM WATER INFILTRATION

The proposed project is subjected to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. The proposed project is required to incorporate measures to mitigate the impact of stormwater runoff as outlined in the guidance manuals titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". In addition the "*SUSMP Infiltration Requirements and Guidelines*" prioritizes the use of infiltration and bio-filtration systems as the preferred methods to comply with SUSMP requirements. These documents can be found at: www.lastormwater.org/Siteorg/businesses/susmp/susmpintro.htm.

GREEN STREETS

5

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. If the proposed project includes public right-of-way improvements and presents an opportunity to include Green Street elements as part of the project. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways. For more information regarding implementation of Green Street elements, please call Wing Tam at (213) 485-3985.

WET WEATHER EROSION CONTROL

6

A Wet Weather Erosion Control Plan is required for construction during the rainy season (between October 1 and April 15 per Los Angeles Building Code, Sec. 7002). For more information, please see attached Wet Weather Erosion Control Guidelines.

A Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbance activities over one acre. The SWPPP must be maintained on-site during the duration of construction.

WPD staff is available at your request to provide guidance on stormwater issues. Should you have any questions, please contact Meher Irani of my staff at (213) 485-0584.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that apply to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Special Projects Division.

Special Projects staff is available at your request to provide guidance on solid resource issues. Should you have any questions, please contact Daniel Hackney at (213)485-3684.



Brent Lorscheider, Division Manager
Wastewater Engineering Services Division

cc: Meher Irani, BOS
Daniel Hackney, BOS
Rowena Lau, BOS

Attachments:
Wet Weather Erosion Control

Wet Weather Erosion Control

The official rainy season in the City of Los Angeles is from October 1st to April 15th. During the rainy season, developers are required to provide erosion control measures at their construction sites to prevent dirt and debris from the spilling out into adjacent properties and the public right-of-way.

The procedures for enforcing erosion control requirements are specified below:

1. Department of Building and Safety, Grading Division provides a list of on-going grading projects (projects with active grading permits) to the Bureau of Contract Administration.
2. Bureau of Engineering provides a list of on-going B-permit projects for work in the public right of way to the Bureau of Contract Administration.
3. Contract Administration sends a letter to all developers that have an active grading permit and/or B-permit and that are determined to have a potential for erosion or flood hazard stating that the permittee must prepare an erosion control plan.
4. The erosion control plan must be designed in accordance with standards maintained by the City Engineer and must be prepared by a licensed engineer registered in the State of California.
5. Erosion control plans shall be submitted to the Bureau of Engineering for review and approval no later than September 1st. The plans shall be submitted to the Permit Section of the Bureau of Engineering's district office in which the project is located.
6. Erosion control plans submitted to the Bureau of Engineering will be forwarded to the Grading Division of the Department of Building and Safety for review and comments.
7. Permittees shall make the required revisions to the erosion control plans as indicated by both the Bureau of Engineering and the Department of Building and Safety.
8. Approved erosion control plans will be forwarded from the Bureau of Engineering to the Bureau of Contract Administration and to the Department of Building and Safety.
9. Approved erosion control plans must be maintained on-site prior to September 15th and throughout the entire rainy season.
10. Erosion control inspection will be made primarily by Contract Administration inspectors with assistance from Building and Safety grading inspectors.
11. Violators of erosion control requirements will be cited and grading and/or construction work will be terminated.
12. Debris from construction sites not complying with erosion control measures shall be cleaned up by the developer. If the permittee is non-compliant, the Bureau of Street Services will provide street maintenance and will charge the developer for the cost of clean up.

Letter No. 6

Badrino Universal Fitness

1112 Gayley Avenue

Westwood Village - Los Angeles, CA 90024

(310) 383-3607

badrinok@yahoo.com

July 19, 2009

Via Facsimile: (213) 978-1343 (FAX) * Via email: diana.kitching@lacity.org

RECEIVED
CITY OF LOS ANGELES

JUL 21 2009

ENVIRONMENTAL
UNIT

Ms. Diana Kitching

Environmental Review Coordinator

Los Angeles Department of City Planning

200 North Spring Street, Room 750

Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

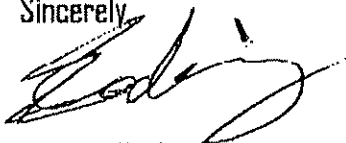
Dear Ms. Kitching:

My studio is located across the street from the proposed site for the Wilshire Gayley hotel project. I have worked in Westwood Village for more than 10 years, and have owned my business in Westwood Village for more than five years. This project is just what Westwood and the Village needs.

This new hotel/condo project will greatly improve a prominent corner of Westwood that is currently dilapidated. The empty building and abandoned gas station are very unattractive, and do not help the business community. A beautiful new hotel will be a great benefit to Westwood. The addition of new hotel visitors will be a great boost to existing Westwood businesses, by bringing new customers and new energy to the Village. We really need it!

I have seen the design for this project, and it is beautiful. Westwood deserved a hotel project of this quality. I have many clients who live and work in Westwood, as well as Brentwood, and my clients would be very happy to have a beautiful new hotel in the area, with underground parking and valet service. The design for the outdoor pool, the restaurant, and ground floor retail space will be very welcome in this area. I am in full support for the approvals requested for this project. Please build it without delay.

Sincerely,



Badrino Kochtane

Owner/3-Time Kickboxing Champion

**We specialize in helping you lose weight and get fit
Cardio Kickboxing - Private Kickboxing - Circuit Training**

Letter No. 7

campus shoe repair

10936 weyburn avenue

westwood vllage - los angeles, ca 90024

(310) 208-8749 • (310) 208-7229

csrshoes@hotmail.com • www.campusshoerepair.com

July 19, 2009

Via Facsimile: (213) 978-1343 (FAX) • Via email: dlana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JUL 21 2009

ENVIRONMENTAL
UNIT

Re: ENV-2008-2368-EIR (Wilshire Gayley project, 10951-55 Wilshire Blvd. and 1151-57 Gayley Ave., Los Angeles, 90024)

Dear Ms. Kitching:

I own Campus Shoe Repair, the second oldest business in Westwood Village, which has served the Westwood and UCLA communities since 1931. I have owned my business for 15 years, and have worked here for 20 years. I strongly support the Wilshire Gayley project, which is located just a few blocks from my business, and submit the following comments:

This new hotel/condominium project will be a significant benefit to Westwood as well as the city of Los Angeles. The project site is currently severely underutilized. It consists of an empty Hollywood Video building and a former gas station. This adds nothing to Westwood. The proposed project will greatly improve the site with a beautiful building that will be a gateway for Westwood. The Flatiron design is perfect for the site, and is compatible with the Westwood business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to respect the existing character of the Village.

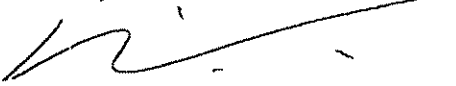
This project will bring a first class hotel to Westwood with subterranean parking and valet service without creating significant traffic impacts or other negative environmental impacts. This hotel is ideally located for visitors to UCLA and Westwood. The proximity to the Village will also encourage hotel guests and project residents to walk to local restaurants, retail shops, service businesses, theaters and museums, thus increasing patronage to existing businesses and generating new sales tax.

The project will also greatly improve the pedestrian experience at this corner of Westwood by beautifying the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard. The project will create a consistently wider sidewalk of no less than ten feet in width on Gayley Avenue and along its Wilshire frontage. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian experience at this key entry point into the Village.

Additionally, the project is well located for hotel guests to be able to take advantage of existing public transportation, including the Metro Rapid Bus, LAX Flyaway Bus, as well as the planned Metro Subway station for the Wilshire Subway line, just west of the project site. This will reduce the need for additional vehicular trips by hotel guests and project residents.

I fully support the entitlement requests for this hotel, and believe they are appropriate for this important project.

Sincerely Yours,



Vicken Bamokian
Owner

The most complete shoe service in Town

Letter No. 8

Diddy Riese Cookies, Inc
926 Broxton Avenue
Los Angeles, CA 90024
T 310.208.0448 ♦ F 310.443.9700

July 21, 2009

Via Facsimile: (213) 978-1343 (FAX)

Via email: diana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood business owner and resident, and have owned my business and lived in Westwood for 29 years. My business and residence are located near the project site in Westwood.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.

- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and

other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.

- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.

- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

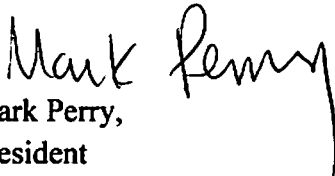
- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,



Mark Perry,
President

Westwood Village Farmers' Market

10920 Palms Boulevard, Ste 110, Los Angeles CA
310-430-2919 fax 310- 310-836-1605
destinationgreenevents.com

7-20-2009

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood stakeholder, and have worked in and for Westwood for the over 5 years. The weekly farmers market and community/ event operates near the project site/within the Westwood Village business district/in Westwood.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

Westwood Village Farmers' Market

10920 Palms Boulevard, Ste 110, Los Angeles CA
310-430-2919 fax 310- 310-836-1605
destinationgreenevents.com

1
Cont'd

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- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
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- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel

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properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.

- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.

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- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

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- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

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The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely,

Steve Whipple
Market Operator and Manager

Letter No. 10

FILM INDEPENDENT

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JUL 21 2009

ENVIRONMENTAL
UNIT

BOARD OF DIRECTORS

Vondie Curtis Hall
President

Via Facsimile: (213) 978-1343 (FAX)
Via email: diana.kitching@lacity.org

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Executive Vice
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July 20, 2009

Kasi Lemmons
Secretary

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Tom Ortenberg
Treasurer

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955
Wilshire Boulevard and 1151-1157 Gayley Avenue, Los Angeles, CA
90024)

Bill Condon

Rebecca Yeldham

Stephanie Allain
Randy Barbato
Adriene Bowles
Effie T. Brown

Dear Ms. Kitching:

Tony Bui
Don Cheadle
Laura Dern
Sid Ganis
Rodrigo García
Marcus Hu
Laura Kim
Gregory Laemmle
Allan Mayer
Gail Mutrux
Elizabeth Peña
Alan Poul
Peter Rice
Peter Schlessel
Jonathan Sehring
Mary Sweeney
Forest Whitaker

I am writing in support of the proposed luxury hotel project on
Wilshire @ Gayley Avenue. I am the Director of the Los Angeles Film
Festival, Southern California's largest film event that takes place
each June in Westwood Village drawing in excess of 85,000 people.
The Festival has been in Westwood since 2006 and we use the
theatres, restaurants, storefronts, hotels, and sometimes even the
streets for our venues, events, and screenings.

Dawn Hudson
Executive Director

While we have enjoyed excellent relationships with both the Hotel
Palomar on Wilshire Blvd. and W Los Angeles/Westwood Hotel (we
use these venues for events and filmmaker, festival guests, and
sponsor accommodations), we have begun to outgrow these location
options. The addition of a third upscale hotel property would help
the Festival expand its offerings to local movie fans as well as
expand our opportunities to accommodate visiting guests. As the
Festival continues its growth trajectory, the need for such a hotel will
become even more important. In addition, the project would replace
what is a long-abandoned building that is an eyesore on the major
thoroughfare leading into Westwood Village.

Michael Donaldson
General Counsel

As an arts event, we are also excited about the prospect of the
addition of a building designed by Robert A.M. Stern. There is some
impressive architecture in Westwood Village and on Wilshire Blvd.
This project has the potential of being another award-winning piece
of architecture for the west side.

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Via Fax: 213-978-1343

and

Via email: Diana.Kitching@lacity.org

July 20, 2009

Ms. Diana Kitching
Environmental Review Coordinator
DEPARTMENT OF CITY PLANNING
CITY OF LOS ANGELES
200 N. Spring Street, Room 750
Los Angeles CA 90012

**Re: Comment letter to DEIR
ENV-2008-2368-EIR - Wilshire Gayley proposed project
10951-10955 Wilshire Blvd. and 1151-1157 Gayley Avenue, Los Angeles CA**

Dear Ms. Kitching:

Our company owns and manages a portfolio of office buildings in Southern California, including 10921 Wilshire Boulevard, Los Angeles CA 90024, which is a 147,876 square foot building known as "Westwood Medical Plaza". The actual ownership entity is "WW Westwood LP" and the assessor parcel number is 4363-023-032.

1

Our property is located directly across the street (across Gayley) from the proposed "Wilshire Gayley" project.

In connection with this proposed project, we have reviewed the Draft EIR, and offer the following comments regarding the environmental impacts of the Wilshire Gayley project:

2

1. In the Aesthetics/Visual Resources chapter of the DEIR is Figure IV.A-6. This is a diagram showing all existing high-rise buildings along Wilshire Boulevard in the vicinity of the proposed project. The proposed project is on the north side of Wilshire Boulevard, and as proposed, will have height of **427 feet**.

The buildings to the east are 180 feet in height (Westwood Medical Plaza), 230 feet in height, and 360 feet in height.

Across Wilshire Boulevard to the south, the height of the high-rise buildings from west to east are 289 feet, 99 feet, 360 feet, 355 feet, 290 feet, 255 feet and 350 feet.

To the immediate north of the project site, the diagram shows three existing buildings whose heights are 22 feet, 45 feet and 55 feet.

COMMENTS:

The subject project's proposed building height is **significantly taller than any other building in the area**. It will be:

- 2½ times the height of the closest building to the east (Westwood Medical Plaza)
- Over 9 times the height of the closest building to the north (Westwood Village Square)
- Almost 18% taller than the next-tallest building in the area

Further, most of the existing high-rises shown on Figure IV.A-6 have much lower FARs than the proposed project, in terms of the size of the land footprint and the number of square feet of improvements.

The building height and/or FAR of the proposed project is **not** consistent with:

- The Design Review Board Specific Plan criterion, with the 40-foot height limit of the Westwood Village Specific Plan
- The Design Review Board Specific Plan criterion to consider conformity with the L.A. Municipal Code, since it would exceed the maximum 2.0:1 FAR limitation of the C4-2D zone, as well as the "receiver site" maximum 3.0:1 FAR

Allowing the proposed Height District change to 4D means a change to an allowable FAR of a whopping **13 to 1** – significantly greater density than allowed under the present zoning. In contrast, the existing and previous land uses on this site – the video store and gas station (since demolished) - are one-story structures, while the proposed project will be 29 stories tall. While the actual project will have an FAR closer to 11 to 1, this is still a profoundly significant increase over what is allowed today on the subject site.

The EIR neatly resolves many inconsistencies, including the significant height and FAR impacts, by the conclusions that there are "no impacts" with height or density because there will be:

- A proposed General Plan Amendment
- A proposed Westwood Village Specific Plan Amendment (to remove the north parcel from the jurisdiction of the Specific Plan)
- A proposed Height District change to Height District 4D

Using this logic, virtually any land use related changes, no matter how onerous, could be proposed and an EIR conclude that there are "no impacts" and "no inconsistency" --- because with enough General Plan Amendments, Specific Plan Amendments (to carve a site out of an existing Specific Plan area as is being done with this project), and Zoning Code Amendments --- the environmental impacts somehow go away.

If the City approves this project, as proposed, with all the necessary planning-related amendments and variances to allow for such extreme density, height and

lack of setbacks, what will happen to properties on the north side of Wilshire **west** of the project? There are several acres of low density development and parking lots leading up to Wilshire and Veteran, which arguably have better access and wider roads than the subject project. Won't the property owner to the west (UCLA) want the same? To approve this project as proposed, versus a lesser Alternative, is opening Pandora's Box to allow this level of density, height and lack of setbacks in other parts of Westwood.

2
Cont'd

2. Under the Municipal Code, a maximum of 120 hotel rooms would be allowed on the project side.

3

Under the Code, a maximum of 120 condominium units would be allowed on the project site.

COMMENTS:

Instead, the proposed project's Option 1 would develop 134 hotel rooms plus 10 condominium units – i.e., **24 units more than Code allows.**

Only in a ***mere footnote***, does the EIR state – without any analysis of the environmental impacts – that there will be a "*proposed ZA Adjustment*".

The proposed project's Option 2 would develop 144 condominium units – **again 24 more units than the Code allows.**

However, nowhere in the Project Description which describes the discretionary approvals needed, is there an acknowledgement that:

- The project's Option 1 and Option 2 exceeds the allowable number of units by 24 units, or a 20% increase over Code, or
- A Zoning Adjustment (or greater discretionary approval) is required for the additional 24 units

With regard to Option 2, housing density bonuses may be allowable in Los Angeles, where:

- The proposed project contains affordable housing
- The proposed project is in the Greater Downtown Housing Incentive Area
- A few other specific exceptions

This project meets none of those criteria. It is not providing even one unit of affordable housing. So, why is this project being allowed a 20% increase over Code in the number of units under both Option 1 and Option 2, and why didn't the EIR study this impact?

And, in the Project Description, under "Anticipated Approvals", the EIR did **not** mention that a Zoning Administrator Adjustment would be required. In fact, without an analysis of the Code and the required approval process, is it even accurate for the sole reference to this – in a mere footnote on Page IV.D-23 – to

state that “a proposed ZA Adjustment would allow a 20 percent increase of 24 units, for a total of 144 units”? Where in the Zoning Code does it allow for this project to have a density bonus of 20% with a mere ZA Adjustment?

3
Cont'd

Wouldn't this significant inconsistency – to allow 20% more units - require more than a mere Zoning Administrator Adjustment, and shouldn't the EIR have studied this Land Use inconsistency and impacts?

3. An inadequate amount of Open Space is being provided under Option 2. Pursuant to Page IV.D-23 of the EIR, it states:

4

“In addition, Option 2 would require a variance for open space requirements relative to the design of the residential balconies.”

COMMENTS:

Nowhere else in the EIR, including in the Project Description which describes the discretionary approvals needed – is there an acknowledgement that a Variance is required related to Option 2's open space requirements.

4. Page IV.D-9 of the EIR describes Westwood Community Plan and its community issues and opportunities, including the need for “provision of more affordable housing”.

5

COMMENTS:

None of the proposed 10 condominium units under the project's Option 1 would be affordable, and none of the proposed 144 condominium units under Option 2 would be affordable. Further, the project's developer is seeking a 20% bonus density related to the number of units.

Yet, there is no analysis in the EIR of the provision of affordable housing, or even mixed-income housing as part of the project, as a way to mitigate the impact of a 20% increase in units (versus what is allowable under the Code).

5. The EIR's Traffic and Circulation chapter uses Project Trip Generation reflected in Table IV.G-4 and Table IV.G-6. These tables allow a credit for “less existing land uses”. The “existing land uses” are shown in the tables as a Video Store generating 312 daily trips and a gas station generating 1,348 daily trips. With an allowance for pass-by trips, these two “existing land uses” generate net daily trips of 892.

6

COMMENTS:

The former Hollywood Video Store and the gas station should not be counted as “existing” land uses:

- The Hollywood Video Store closed in March 2008 (**at least 15 months before the proposed project's DEIR was released**) and the premises have remained vacant – there is no activity going on and no traffic trips being generated to/from this site
- The gas station closed in May 2006 (**over 36 months before the proposed project's DEIR was released**). The gas station itself has been demolished and there is no activity going on and no traffic trips being generated to/from this site.
- Fehr & Peers, the EIR traffic consultant, took original traffic counts in November 2007, **after** the gas station closed. Fehr & Peers took additional traffic counts on April 8, 2008, **after** the Hollywood Video Store closed. How can the non-operating former uses of a video store and gas station be attributed 312 daily trips and 1,348 daily trips respectively in the project's traffic study, when the traffic counter couldn't possibly have seen vehicles accessing these sites?

Why are these **past uses** --- one of which has not been an active land use for in excess of 3 years --- allowed to be counted in the **existing** trip calculation toward the Trip Generation analysis? It ends up skewing the proposed project's trip generation figures. The "Net Incremental Trips" subtract out 892 daily trips, 48 AM Peak Hours Trips, and 109 PM Peak Hours Trips for "**Existing Trips**" – which results in the estimated "Net Incremental Trips" of the proposed project being artificially low.

6. The Project Description contains numerous references that the project will include "a public restaurant, a coffee shop, a **business center with meeting rooms**" and other uses. The Project Description chapter contains Table II-1, called "Summary of Proposed Land Uses for Option 1 and Option 2", reflecting:

Use	Option 1 – Approx. Square Footage (Net) Rooms	Option 2 – Approx. Square Footage (Net)
Retail	6,510 SF	6,510 SF
Restaurant/Bar	9,975 SF	9,975 SF
Condominiums	10 units	144 units
Hotel Rooms	134 rooms	0 rooms
Fitness Center	4,500 SF	4,500 SF
Spa	3,000 SF	3,000 SF
Coffee Shop	3,800 SF	3,800 SF
Lobby	2,750 SF	2,750 SF
Admin/Back of House	34,206 SF	34,206 SF

COMMENTS:

Nowhere in the Project Description or in the above table, does it tell the reader how many square feet will be utilized for a business center.

Nowhere in the Project Description or above table does it tell the reader how many square feet will be utilized for meeting rooms (which meeting rooms generate a high parking requirement and generate traffic trips).

7
Cont'd

Further, it seems odd that for Option 2 (the 144 unit Condominium project), that almost 35,000 square feet would still be required for "back of house". This amount of space is understandable for hotel use, but not for a condominium project, yet it is reflected as the same number in the above table.

7. In the Transportation and Circulation chapter of the EIR, Table IV.G-4 shows "Project Trip Generation" for Option 1, reflecting:

8

<u>Land Use</u>	<u>Size</u>
Residential Units	
Luxury Condominiums	10 du
Hotel	
Hotel	134 rooms
Restaurant	
Quality Restaurant	9,975 ksf
Retail	
Specialty Retail	6,510 ksf
Less Existing Land Uses	
[video store & gas station]	

COMMENTS:

No other land uses are calculated into the Project Trip Generation than those above.

Why doesn't the Project Trip Generation table for Option 1 reflect:

- The coffee shop of 3,800 square feet? Will this be closed to the public? Unless it will be closed to the public, the coffee shop use should have been calculated as part of the Trip Generation.
- The day spa of 3,000 square feet? Is the developer willing to restrict use of the spa to hotel guests only?
- Meeting rooms? Typically, meeting rooms at hotel facilities are a revenue generator for the hotel, and have banquet amenities as a resource. Why hasn't the EIR described how many square feet of meeting rooms will be provided and why didn't the Trip Generation account for meeting rooms?

To omit the above uses described elsewhere in the EIR, from the Project Trip Generation seems like an oversight, and may make the trip generation numbers artificially low.

8. The EIR contains virtually no description of how large the hotel rooms will be, or how large the condominium units will be. The EIR does not tell the reader how

9

large the floor plates will be for Floors 5 through 29. However, when discussing the number of hotel rooms per floor (under Option 1) and the number of condominium units per floor (under Option 2), the spread of hotel rooms and condominium units on a floor-by-floor basis is almost identical.

COMMENTS:

The Project Description chapter of the EIR contains a mere footnote in Table II-1 stating:

"...the unit size would range from approximately 300 square feet to approximately 6,730 square feet of useable floor area".

The footnote does not indicate if it is talking about hotel rooms or condominium units.

This is a huge range – 300 square feet to 6,730 square feet. What is the average size of a hotel room or a condominium in this project?

Also in the footnotes under Table II-1 is this:

"The condominiums and hotel rooms would have a total of 197,994 square feet. The 10-for sale condominiums would be 4-bedroom units" (talking about Option 1).

While no hotel room size or condominium unit size is provided, other than an overly broad range of 300 square feet to 6,730 square feet, with 144 total hotel rooms or condominiums, the average size would compute as 1,375 square feet (197,994 ÷ 144).

Also in the footnotes is:

"The condominium units would have a total of 197,994 square feet. One hundred thirty four of the for-sale condominiums would be 1-bedroom units and 10 of the for-sale condominiums would be 4-bedroom units."

We raise the same issue as in our NOP comment letter: If the ultimate project is a commercial hotel, then typically hotel rooms are much smaller than residential condominium units – even one-bedroom condominiums.

The following is from USA Today's "Hotel Hotsheet" column of October 16, 2006: *"What is the average size of a U.S. hotel room these days? About 325 square feet, says veteran hotel analyst Bjorn Hanson of Pricewaterhouse-Coopers. He says luxury hotel rooms typically average over 470 square feet, but that "some of the biggest rooms are in economy hotels, particularly extended-stay hotels."*

By inference, since the EIR provides so little information, the hotel rooms in the proposed project would be **quite large** versus the industry standard, even for

luxury business hotel rooms. It raises the issue of whether the 134 hotel rooms will have inner-connecting rooms with doors that lock, which would allow the hotel operator to effectively have more than 134 hotel rooms to “rent”. Will the developer be limited through a mitigation measure or condition of approval to be permitted no more than 134 rentable rooms if Option 1 is developed? Otherwise, the traffic, air quality and other environmental impacts estimated in the EIR would be under-estimated if there are additional hotel rooms.

9
Cont'd

9. Per the Project Description chapter of the EIR, we are told repeatedly that the project, under Option 1, will be a “**luxury business hotel**” that will serve “**luxury business needs**”.

10

However, in reviewing the Transportation and Circulation chapter of the EIR, the hotel rooms under Option 1 were categorized as “**all-suites hotel**” pursuant to text found on Page IV.G-15 and IV.G-30.

COMMENTS:

There is virtually no meaningful description in the EIR of the hotel rooms, other than the seemingly inconsistent terminology of these being “**luxury business hotel**” rooms as indicated in the Project Description chapter, but termed “**all-suites hotel**” rooms in the Transportation and Circulation chapter.

The EIR makes the sweeping statement that the hotel rooms “*would range in size from approximately 300 to 6,734 square feet*” – which is a huge range - but does not describe in even approximate numbers the average size of the hotel rooms, or the amenities. For example, if these are luxury business hotel rooms, they would typically **not** include a kitchen. However, if these are to be all-suites hotel rooms, then a kitchen may be standard.

The Institute of Transportation Engineer’s ITE Manual **defines All Suites Hotel** as “*...a place of lodging which provides sleeping accommodations, a small restaurant and lounge, and a small amount of meeting space. Each suite includes a sitting room and separate bedroom; often kitchen facilities are provided within the suite. These hotels are located primarily in suburban areas.*”

The ITE Manual also has different trip generation formula for:

- Hotel (ITE Code 310), versus
- Business Hotel (ITE Code 312), versus
- All Suites Hotel (ITE Code 311)

The Transportation and Circulation chapter reflects that the ITE Code used in the Project Trip Generation Study for Option 1 related to hotel use was “310”, which seems curious since the EIR describes the type of hotel as “**luxury business hotel**” and elsewhere as “**all-suites hotel**”.

This begs the questions:

- What kind of hotel is this?
- Why does the Project Description chapter of the EIR describe this as a “**business hotel**”, while the Transportation and Circulation chapter of the EIR describes this as an “**all-suites hotel**”, but then the EIR’s trip generation formula is based on “**hotel**” (which is a different ITE category than “business hotel” or “all suites hotel”)?

10
Cont'd

10. The “General Description of Environmental Setting” mentions the presence of the 10921 Wilshire building (Westwood Medical Plaza), which is directly across Gayley from the proposed project, and the proposed project’s nearest neighbor to the east.

11

COMMENTS:

This EIR chapter fails to mention or describe the existing supergraphics advertising signage area **facing Gayley** on the 10921 Wilshire building, which signage area is legal and permitted by the City of Los Angeles.

Further, the EIR **fails to identify and analyze the impacts** that the proposed project will have on the 10921 Wilshire signage area which faces Gayley, including blocking the views of the signage area due to the proposed project’s massive height and lack of any setback from Wilshire Boulevard.

There was **no analysis in the EIR, for example, of an Alternative wherein the proposed project would have a greater setback from Wilshire Boulevard**, to mitigate blocking the views of the 10921 Wilshire Boulevard signage area.

Pursuant to Section 21002 of the Public Resources Code related to CEQA: “*The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects...*”

The Code requires a setback from Wilshire Boulevard. No amendment or variance should be permitted to allow the project to have zero lot line fronting onto Wilshire Boulevard.

The EIR should have analyzed an Alternative where the proposed project provides enough of a setback from Wilshire Boulevard to mitigate the impact of blocking the views of the 10921 Wilshire Boulevard signage area facing Gayley.

Since Code only allows 120 hotel rooms, or 120 condominium units (versus the 144 proposed), a project with a greater setback from Wilshire Boulevard which

might result in lesser rooms or units, would be more consistent with Code and help mitigate this impact.

Further, the City should be aware, since they are a party to a legal agreement, that there is a signed Settlement Agreement between the City and 10921 Wilshire building's ownership (Westwood Medical Plaza – just to the east of the proposed project) giving Westwood Medical Plaza's ownership the right to the supergraphics sign area on the side of our building facing Gayley.

Surely, the City will not voluntarily agree to waive its own Code requirements related to setbacks, density and number of allowable hotel and condominium units to accommodate a yet-to-be approved project, thus violating its own Settlement Agreement with an existing property owner?

The only way the City can approve this project as currently proposed, is through a discretionary process whereby the City would approve a General Plan Amendment, a Specific Plan Amendment, and numerous Variances from what is allowed by Code. To approve this project as currently proposed, would result in a 29-story building replacing a one-story building. To approve this project as proposed (and without setbacks from Wilshire Boulevard) would allow the project applicant to develop its building out to Wilshire Boulevard, blocking the views to Westwood Medical Plaza's legal supergraphics advertising signage area, and effectively violating the Settlement Agreement entered into in good faith between Westwood Medical Plaza's ownership and the City of Los Angeles.

The City should refuse to certify this EIR, or require a Mitigation Measure that guarantees that the neighboring owner to the east of the project – i.e., Westwood Medical Plaza – will be compensated for the impacts from the proposed project and its economic losses as a direct result of the City allowing the proposed project to block views of the supergraphics signage.

In the event the project is approved by the City as currently proposed by the applicant, then for any subsequent claims made to the City that the City's discretionary actions violated the intent of the Settlement Agreement, the project applicant should be required to defend and indemnify the City.

As outlined above in items 1 through 10, there are inconsistencies, omissions of analysis, and lack of information in the DEIR related to several significant issues which cause the DEIR to be inadequate.

11
Cont'd

12

Thank you for your review of our comments.

Very truly yours,



Jon Muller
Principal
THE MULLER COMPANY
(owners & operators of 10921 Wilshire Boulevard)

c: Christian Dubia, Esq. - Dubia Erickson et al

Letter No. 12

Oakley's Barber Shop
1061 Gayley Avenue
Los Angeles, California USA 90024
(310) 208-6559

July 19, 2009

Via Facsimile: (213) 978-1343 (FAX)
Via email: diana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JUL 21 2009

ENVIRONMENTAL
UNIT

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am the owner of Oakley's Barber Shop, the oldest business in Westwood Village, which has served Westwood for 80 years. I have been active in our Westwood business district for the past 15 years.

As a Gayley Avenue neighbor two blocks immediately north of the project site, I wish to express my enthusiastic support for the Wilshire Gayley project noted above, and offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles. The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.

The striking design of the project and its use of quality materials will enhance Westwood's character as a community of unique architectural and cultural significance. The project will create a beautiful new gateway entry portal into Westwood Village, and a major point of interest in our community.

The project will enhance the pedestrian experience at this gateway point into Westwood. The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. The ground floor retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district. The project will enhance the economic foundation of Westwood by providing a First Class hotel and ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Village.

The size and massing of the building is appropriate for the location. It fits in with its surroundings and will be a significant improvement on the site. The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building will make an elegant design statement beneficial to Westwood. The shape of the property has until now prevented the highest and best use of the site, and created a hardship that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.

The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood. The design thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard. The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate. The request for relief from the setback requirements should be granted. A setback along an alley especially makes no sense.

A hotel is the ideal use for the site and complements the nearby office and commercial uses. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.

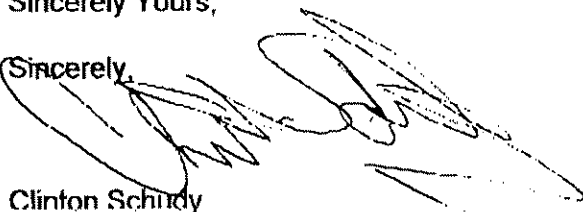
The project's subterranean parking and access to public transportation will be a benefit, and will not negatively affect parking in Westwood. The project's needs can be accommodated on site with a four-level subterranean parking garage and valet service. Additionally the project's proximity to retail, restaurant, and other services will reduce the need for vehicular trips by hotel guests and residents. Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.

Finally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most outstanding projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained. I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support as past Chairman of: the L.A. West Chamber of Commerce, our former Westwood's business improvement district), and the Los Angeles Business Council. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant business community.

As a Westwood Village business owner and Gayley Avenue neighbor, I am proud to add my strong support for this beautiful and exciting project, and join with others in the Westwood community, the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,

Sincerely,


Clinton Schindly
Owner



Our family serving the community since 1946

1055 westwood blvd
westwood village
los angeles 90024

telephone (310) 208-3131
facsimile (310) 824-5317

July 21, 2009

Dear Ms. Diana Kitching,

I am writing on behalf of the proposed Wilshire-Gayley project to offer my wholehearted support for this tremendous improvement to Westwood Village. My family has been in business here for 62 years and are extremely excited to see such a world class establishment constructed in our "little village." After years of steady decline in the area, a project like this would bring much need vitality back to Westwood, offering glamour, class, and economic improvement to the area.

There are clearly a boon of reasons why the Gayley-Wilshire project will be beneficial to the area. As a business owner, however, I am most concerned with the overall image and productivity of Westwood. The site in question has been a disaster for as long as I can remember and we are thrilled at the idea of it being utilized with such a stunning building. The architecture is world class, creating a gateway to the Village and the Wilshire corridor for all to see. But not only is it beautiful, it is truly functional. Moving the alley is a brilliant decision for both the hotel and traffic on Gayley. That has long been a dangerous "intersection", and turning it in to a functioning roadway by aligning the streets will both ease traffic and create much safer driving conditions in that vicinity.

In addition, the project will provide additional parking for the area, and an increase in foot traffic in the Village. Guests of the hotel will enjoy the retail and dining experience that Westwood offers, and these businesses will benefit from the increase in traffic. This of course also leads to increased revenues for the city

1



Our staff of 15 includes 8 Graduate Gemologists
David W. Friedman, Past President
American Gem Society, Southern California

Letter No. 14

Scrubs Unlimited

10930 Weyburn Avenue, Suite A • Westwood Village • Los Angeles, CA 90024
Phone: 310.208.7669 • Toll Free: 866.267.3079 • Fax: 310.208.7559
Email: service@scrubsunlimited.com • Web: www.scrubsunlimited.com

July 19, 2009

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JUL 21 2009

ENVIRONMENTAL
UNIT

Via FAX: (213) 978-1343 • Via email: diana.kitching@lacity.org

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a lifelong Westwood resident, have worked in Westwood Village for nearly 25 years, and my family has owned commercial property in Westwood Village for 15 years. I own two businesses in Westwood Village: Scrubs Unlimited on Weyburn Avenue (for ten years) and a Baskin Robbins ice cream franchise (which I purchased this year) on Kinross Avenue, located less than two blocks from the project site. Previously I owned and managed Butler-Gabriel Books in Westwood Village for nine years. I am a Board member of Holmby-Westwood Property Owners Association, a member of the Westwood Host Committee for the Los Angeles Film Festival, and a past Board member of the Westwood Village Community Alliance (Westwood's Business Improvement District). My wife works at the UCLA Medical Center, and we are raising our family just a few blocks from the Village. Westwood Village holds a very special place in my heart.

I am writing to express my strong support for the Wilshire Gayley project, and to offer the following comments:

Westwood's economy has experienced more than its share of ups and downs over the past several years. This project will be a significant boost to the Westwood economy as well as the city of Los Angeles. The project site currently is severely underutilized. The site consists of a vacant one-story commercial building and a cleared former gas station. The proposed project would significantly improve this unsightly property with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.

The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City. This striking and beautiful design will generate significant pedestrian interest and activity, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood. This classic Flatiron design is the perfect solution to the size and shape of this challenging site.

The project also will enhance the pedestrian experience at this gateway point into Westwood. The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian uses in Westwood Village. The project will beautify the site with mature landscaping, and improve the sidewalks to further enhance the

Labcoats • Scrubs • Uniforms • Shoes • Medical Accessories • Custom Monogramming

Ms. Diana Kitching
July 19, 2009
Page Two

pedestrian experience. The project also will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the Wilshire Boulevard frontage. This improvement, along with other sidewalk landscaping upgrades, will significantly improve the pedestrian environment at this prominent corner of Wilshire Boulevard in Westwood.

The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and a high quality full service restaurant that can be used by Westwood business executives, Westwood neighbors, as well as visitors to UCLA. All Village businesses will benefit from the increased foot traffic and commerce created by this project. The project's proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.

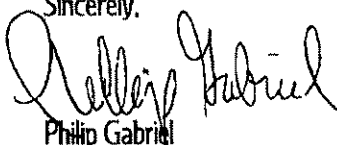
The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site. Of note, the project steps down to fit into the existing scale and height of Westwood Village. The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing. This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood. Technical zoning issues should not prevent a beautiful structure and a highly desirable project that will serve as a gateway to Westwood, with numerous community benefits.

Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses. The site is well integrated with existing public transit systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips. The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately west of the project site, which will further encourage use of public transportation.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most outstanding projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominiums, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I support the entitlements requested for this project, which will create substantial benefits for the Westwood community and the city of Los Angeles. I am proud to add my strong support for this beautiful and exciting project, and join with others in the Westwood business and residential communities in urging the city to expedite the approval process for this needed project.

Sincerely,



Philip Gabriel

Trustee, Gabriel Family Trust

Owner, Scrubs Unlimited and Baskin Robbins — Westwood Village

Letter No. 15

1008 Broxton Avenue
Los Angeles, California 90024
(310) 208-8404 Fax: 208-1067

 shanes
jewelry 

July 19, 2009

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CITY OF LOS ANGELES

Via Facsimile: (213) 978-1343 (FAX); Via email: diana.kitching@lacity.org

JUL 21 2009

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

ENVIRONMENTAL
UNIT

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

My husband and I own Shanes Jewelry at 1008 Broxton Avenue in Westwood Village (one street east of the project site). We are proud to be the oldest retailer on Broxton, having been in business on this street for nearly 40 years. We are also longtime Westwood property owners, residents and neighbors in Westwood Hills (northwest of Westwood Village), where we have raised our two children. We also own and manage apartments in Westwood's North Village, adjacent to the UCLA campus.

Our entire family is thrilled to add our support to the proposed Wilshire Gayley project noted above. As longtime Westwood residents, business owners, and property owners we look forward to the very positive impact this project will have on all of Westwood. All Westwood businesses stand to benefit tremendously from the increased foot traffic and business that this project will bring to the Village.

In addition to being a most welcome addition to our business community, this project also will be a wonderful amenity for Westwood's residents, including our Westwood Hills neighbors. The current site houses an empty commercial building and a former gas station. The proposed hotel will replace this eyesore with a stunning new gateway icon for the entire Westwood community. The graceful Flatiron building design is the perfect solution to the size and shape of this challenging triangular lot.

The proximity of this new hotel to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail shops, service businesses, theaters and museums, thus increasing patronage to existing businesses, generating new tax revenue, and reducing the need for additional vehicle trips in the area. Its adjacency to MTA's proposed Wilshire subway station is a huge benefit.

The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down at the northern end of the project site to respect the existing character of the Village. The size and massing of the building fits in with its surroundings and will be a significant improvement on the site. **We support the entitlements requested for this project, which will bring about many long lasting community benefits.**

We also have great respect for this developer, Mr. Kambiz Hekmat, a longtime Westwood property owner and developer, and past Chairman of Westwood's Business Improvement District. He has developed and owns several of Westwood's most significant projects, all of which are beautifully designed and impeccably maintained. He is totally committed to the betterment of Westwood. We are delighted to add our support for this wonderful project, and urge the city to expedite the approval process so this project can proceed without delay. Thank you for your thoughtful consideration.

Most Sincerely,



Wendy Shane
Owner

Letter No. 16
The Tanning Club Westwood Village

1132 Westwood Blvd.
Los Angeles, CA 90024
Tel: 310.208.6161

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JUL 21 2009

ENVIRONMENTAL
UNIT

July 19, 2009

Ms. Diana Kitching, Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
FAX: (213) 978-1343 • Email: diana.kitching@lacity.org

Re: ENV-2008-2368-EIR (Wilshire Gayley project, 10951-10955 Wilshire Blvd. & 1151-1157 Gayley Ave.; Los Angeles, 90024)

Dear Ms. Kitching:

I live in Westwood Village on Glendon Avenue and have owned and managed The Tanning Club - Westwood Village for nearly six years. As a neighbor who lives, works, and owns a business in the Village, I enthusiastically support the Wilshire Gayley project.

The beautifully designed hotel-condominium project will bring major benefits to Westwood as well as the city of Los Angeles. The current property houses an empty commercial building and a former gas station site, which creates a depressing point of entry into Westwood. The design for the project is truly exceptional, and this new landmark tower will replace an eyesore site with a stunning new gateway icon and a magnificent new luxury hotel for Westwood Village and the entire city of Los Angeles.

This project will enhance the economic foundation of Westwood by providing a First Class business hotel with full amenities and services, plus ten condominiums. It will attract upscale business travelers and visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing Westwood businesses. The increase in sales tax revenue, hotel bed tax, and the general increase in trade and commerce throughout Westwood will be a great benefit.

This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area, and is perfectly positioned to integrate with existing public transportation, so hotel guests and residents will have strong incentive to not create additional vehicular trips.

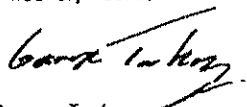
The project is compatible with both Wilshire Boulevard and the Westwood Village business district. The design has its height and mass on Wilshire, while the building steps down to the north of the project site, to respect the existing character of the Village.

The project also will promote increased pedestrian activity and interest in Westwood Village and on Wilshire Boulevard, with its ground floor retail space, expansive use of picture windows, greatly enhanced landscaping, and widened and improved sidewalks.

Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood and a new economic anchor. **I fully support the project's requested entitlements, which will create significant benefits to our Westwood Village business district, the greater Westwood community, and the city of Los Angeles.**

I am proud to add my support for this exciting project, and urge the city to expedite the approval process for this important and beneficial opportunity. As a resident of Westwood Village, and as a Village business owner, I eagerly look forward to its completion.

Sincerely Yours,



George Torbay
Owner

Letter No. 17



Westwood Village

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JUL 21 2009

ENVIRONMENTAL
UNIT

July 19, 2009

Ms. Diana Kitching, Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Via Facsimile: (213) 978-1343 (FAX) • Via email: diana.kitching@lacity.org

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am writing in reference to the proposed Wilshire Gayley project captioned above, and the Draft EIR.

By way of background, I serve as Chairman of the Westwood Village Business Association, Co-Chair of the Westwood Host Committee for the Los Angeles Film Festival, a member of the Westwood Village Farmers' Market Advisory Board, and a founding Board member of the Friends of Westwood Library.

Our restaurant has been in business in Westwood Village for nearly a decade, and is located three blocks from the project site. Additionally I have known this developer, Mr. Kambiz Hekmat, for nearly 15 years. I enthusiastically support the Wilshire Gayley project, and offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles. It will be a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The project site currently is occupied by an empty commercial building and a former gas station. It contributes nothing to our business district, our city's economy, and creates a negative impression of Westwood at its western edge. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the entire Westwood community. The Flatiron building design is the perfect solution to the size and shape of this irregularly shaped, challenging lot. Its striking design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further distinction and accolades to Westwood as a community of unique architecture and cultural distinction.

This magnificent new building also will enhance the pedestrian experience at this gateway point into Westwood. The extensive use of street level picture windows will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will also add pedestrian interest. The project also will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard with a consistently wider sidewalk of no less than ten feet in width on Gayley Avenue and the Wilshire frontage. All of these improvements will greatly enhance the pedestrian experience at this very important gateway corner into Westwood.

This project also will provide an enormous boost to the vitality and image of the Westwood Village business district. This luxury hotel will bolster the economic foundation of Westwood by providing a first class business hotel along with ten luxury condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.

Of particular note, the addition of upscale hotel rooms in Westwood is especially welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn)

have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit. This hotel is ideally located for visitors to UCLA and the greater Westwood area.

This project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.

The project is appropriate for this challenging site, and offers an elegant design solution to a most difficult site. The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site, providing a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of timeless design statement necessary for an enduring and beneficial impact on Westwood. The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing. This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village. The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate. The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense. Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

The hotel/condominium project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service. Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.

Ms. Diana Kitching
July 19, 2009
Page Three

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Cont'd

Additionally, the site is well integrated with existing public transit systems so hotel guests and residents will have strong incentives to not create additional vehicular trips. The MTA has proposed a future Westwood/UCLA Metro subway station for the Purple Line extension along Wilshire Boulevard (the "Subway to the Sea") on UCLA property immediately west of the site. This will further encourage use of public transportation. Further, the project's proximity to restaurants, retail shops, museums, theaters, and other amenities will reduce the need for vehicular trips by hotel guests and project residents.

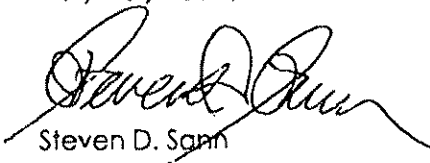
The project also will result in safer and improved vehicular ingress and egress on the site. Relocating the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal. Additionally, the preparatory site work also has enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36. Of note, the project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is commendable.

The City will benefit from sales tax, hotel bed tax, and other tax revenues from the project. As mentioned above, the proximity to Westwood Village will encourage guests and residents to walk to local restaurants, shops, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating increased revenue. The project also will provide much needed construction jobs as well as ongoing jobs in the hotel, restaurant, spa, and in the ground floor retail shop, at a time when jobs are in steep decline within the city and state.

On a personal note, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat, who is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction directly across the street from our restaurant. All of these projects are beautifully designed and impeccably maintained. I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), longtime Board member of the Park Westwood Homeowners Association, past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Very Truly Yours,



Steven D. Sann



July 20, 2009

Via Facsimile: (213) 978-1343 (FAX)

Via email: diana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood property owner, and have owned my property in Westwood for 7 years. I own a number of properties in Westwood Village including one property located on Gayley Avenue near the project site.

I am well acquainted with the reputation of Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. Mr. Hekmat is not only a leading citizen of our business community; he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in urging the city to expedite the approval process so this much needed project can proceed without delay.

Sincerely Yours,

Topa Management Company

John E. Anderson
Chairman of the Board

SANDY BROWN

July 12, 2009

Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 N. Spring Street, Room 759
LA, Ca 90012

Via e-mail: Diana.Kitching@lacity.org

**Re: The Wilshire Gayley
10951-10955 Wilshire Blvd. and 1151-1157 Gayley Ave.
LA, CA 90024**

ENV-2008-2368-EIR

Dear Ms. Kitching:

Having received the Notice of Preparation for the above named project and having attended the Public Scoping Meeting, I am requesting that my support for The Wilshire Gayley be entered into the official record.

I have been an active member of the Westwood community for nearly forty years and believe this project is absolutely appropriate for this site and will greatly enhance the area and create a magnificent gateway to Westwood. I have reviewed the Draft Environmental Impact Report, assessed the request for General and Specific Plan Amendments, Zone changes, Height District change, Adjustment, subsurface vacation, and other actions described in the Draft EIR. While these requests are numerous, they are not unusual for projects on the Wilshire corridor.

What the architect, internationally known and respected, Robert A.M. Stern, designed for this unusually shaped lot or lots is no less than spectacular. Our city should be honored to house this unique and ambitiously designed structure that is most appropriate for this location. Multiple high-rise towers already contribute to the visual significance of the commercial corridor and the Wilshire Scenic Corridor to the east and the Federal office building to the west.

I appreciate the mixed-use plan that will provide housing, neighborhood serving ground floor retail and restaurant uses, all of which are welcomed in Westwood as evidenced in testimony at the meetings I attended.

The scheduled meetings that the MTA has had in Westwood have strongly suggested a future subway station to the west of and adjacent to this project that would encourage the use of alternative transportation for employees as well as residents and guests of this proposed development, thereby encouraging car trip reduction. Furthermore, Wilshire Blvd. is a major bus transportation corridor that will undoubtedly serve to reduce vehicular trips to this site. Hotel use creates fewer trips than an office or medical building but more important is the fact that trips created by hotels are not made during peak hours.

The Wilshire Gayley addresses and is sensitive to the commercial district in Westwood Village where development to the north is just several stories in height. The project design for the new development transitions from a high-rise along Wilshire to 40 feet on its north side, thereby creating compatibility with the Village.

The project under either scenario of 134 hotel rooms and 10 condominiums or just 144 condominiums is permitted under the code. The extraordinary architectural design for this irregular lot resulted in the need for increased FAR and height. However, the sensitivity of the design to adjacent properties and its prominence as Westwood's gateway dictate the importance of and necessity for the requested approvals.

The loss of jobs throughout the region has created headlines in our daily news coverage for months, if not years. Here is an excellent opportunity to provide construction jobs, jobs within the hotel, and neighborhood serving commercial uses. Here is a developer whose project is close to being shovel-ready. The need to create jobs is now! The need to address environmental concerns is now! This development will create jobs and does address the environment. It is anticipated to achieve a LEED Silver rating from the U.S. Green Building Council.

For all of the above stated reasons and because I am familiar with the superior quality, workmanship, attention to detail, and concern for the neighborhood of both the developer and architect, I not only strongly support but also urge the city to approve The Wilshire Gayley.

Sincerely,

SANDY BROWN

Letter No. 20



July 20, 2009

Via Facsimile: (213) 978-1343 (FAX)

Ms. Diana Kitching

Environmental Review Coordinator

Los Angeles Department of City Planning

200 North Spring Street, Room 750

Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood property owner and my family has owned property in the Village for over 40 years. We own property on Weyburn Avenue, Gayley Avenue and Westwood Boulevard. My father was very active in the old Westwood BID and I have been very active in trying to establish a new Westwood BID.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the

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Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only

four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

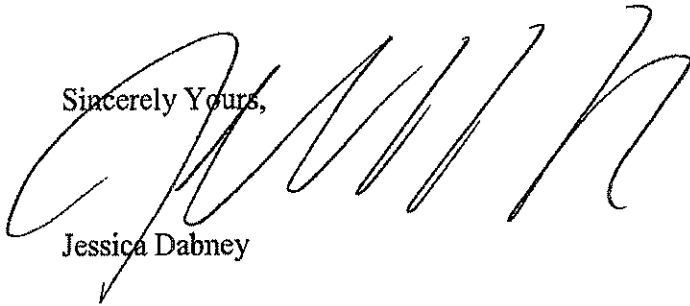
The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

Sincerely Yours,



Jessica Dabney

Letter No. 21

July 19, 2009

Re: Comments on ENV-2008-2368-EIR
Wilshire-Gayley Project

Dear Ms. Kitching:

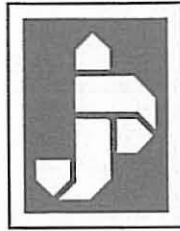
As a life long resident of Westwood I have a great deal interest and concern about the future development of Westwood. I have reviewed the Draft Environmental Impact Report and attended two community meetings to review plans for the proposed development at the corner of Wilshire Boulevard and Gayley Avenue. I strongly support the proposed Wilshire Gayley project of a 134 room first class hotel, ten condominiums and ground floor neighborhood serving commercial uses. Westwood Village and the Westwood community will benefit greatly by having such a quality development.

The location is ideal for a project of this size. Its size and massing are consistent with other buildings along Wilshire Boulevard. Its proximity to the freeway and future public transit will discourage traffic from going into the residential community. This project will encourage pedestrian activity throughout Westwood and benefit the economy of existing restaurants and retail uses in the Village. Its strikingly beautiful architecture will create a much needed elegant gateway to Westwood Village.

I am familiar with other high quality projects that Mr. Hekmat has developed in Westwood, and I feel confident that he will continue his excellent standards for quality development in the proposed Wilshire Gayley Project. I am in support of the requested approvals for this project.

Sincerely,

Joyce Foster
joycelfost@aol.com



July 22, 2009

Via Facsimile: (213) 978-1343 (FAX)

Via email: diana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood property owner, and have owned my property in Westwood for 65 years. My property is located on Gayley Avenue.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.

JAKOSKY PROPERTIES
503 32ND STREET, SUITE 200
NEWPORT BEACH
CALIFORNIA 92663
949 • 673 • 0500
FAX 949 • 673 • 2258

- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and

other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.

- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.

- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,



Jack Jakosky

LAKE & LAKE
Consulting, Inc.

Strategic Research

Laura Lake, Ph.D.

President

1557 Westwood Blvd. #235, LA, CA 90024

laura.lake@gmail.com

(310) 470-4522

July 9, 2009

Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: SUPPORT FOR WILSHIRE GAYLEY HOTEL (ENV. 2008-2368-EIR)

Dear Ms. Kitching:

It is my pleasure to submit comments in support of your environmental review for the elegant business hotel/condo project proposed by Mr. Kam Hekmat. This has been a difficult site to develop because of its triangular shape and small size. Until now it has been a challenge to find a way to use the land for its highest and best use. Mr. Hekmat and his architect, Robert Stern, are to be congratulated on their solution to this thorny problem. We know from his other projects that Mr. Hekmat will demand only world-class architects, and the very best materials and construction.

Before getting into specifics, I also want to comment on the process followed by the developer, who has engaged the community from the beginning, soliciting suggestions for architects, and providing amenities requested by community leaders. This early, informal discussion has made the project a joint effort - we all believe that it will be a success and that it will enhance our community and our city. We share a sense of pride in this project since it reflects our shared vision for Westwood.

The DEIR is clear, well-organized, and shows that the hotel project will be an environmentally superior project. This is great news.

This project is to be commended not just because it does not create any significant adverse impacts, but because:

- it has outstanding architectural merit,
- it will remove soil contaminated with hydrocarbons from the previously removed gas station,
- pedestrian amenities,
- improves circulation and safety in the Village by moving the alley to align with Lindbrook Drive at a signalized intersection,
- respects the Westwood Village Specific Plan's scale and massing,
- eliminates a blighted site;

- blocks a commercial billboard on the Westwood Medical Plaza that the community objects to;
- increases the supply of hotel rooms in a regional center that has lost hotel rooms over the past decade;
- increases the revenue for the city through the transient occupancy tax of 14%;
- provides a gateway to Westwood Village,
- includes a public restaurant sought by the community,
- is located adjacent to the Westwood subway station on UCLA's Lot 36,
- introduces a residential use rather than an office use in the Westwood Regional Center, and thereby reduces potential traffic generation for this area, and
- substitutes substandard narrow sidewalks to standard 10 foot dimensions.

Again, I commend the preparers of this EIR for such a careful and accurate presentation of the project and its environmentally-friendly attributes.

Sincerely,

Laura Lake

Laura Lake, Ph.D.
President

cc: The Hon. Paul Koretz
Lisa Trifiletti, CD5

Letter No. 24

Carole Magnuson
11147 Ophir Drive
Los Angeles, California 90024

Email: chmagnuson@mac.com Facsimile: 310-472-8914

July 14, 2009

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ENVIRONMENTAL
UNIT

Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
(213) 978-1343 (FAX)

RE: Comments

**Draft and Environmental Report No. ENV-2008-2368-EIR
The Wilshire Gayley Project
10951-10955 Wilshire Blvd. and 1351-1157 Gayley Avenue**

Dear Ms. Kitching:

My husband and I own a home in Westwood, and have lived and worked here for 45 years. During that time, I have been active in community affairs, serving as Director of Local and Neighborhood Relations for UCLA, as a member of the Westwood Community Design Review Board, and as president of the Westwood Hills Property Owners Association. This experience and my nearly lifelong commitment to the Westwood community qualify me to comment on the above referenced project.

After carefully reviewing the DEIR cited above, I am satisfied that the developer has fully addressed all of the issues raised during the scoping process and has provided adequate mitigation for all of the community and environmental impacts that have been identified. As proposed, this building will enhance the prestige and livability of the Westwood community by providing much needed high-quality hotel rooms and a first class restaurant in a beautiful building that is destined to become an architectural landmark.

The Flatiron Building design proposed by the project's internationally renowned architect, Robert A. M. Stern, brilliantly resolves the challenging issues presented by the irregularly shaped site, allowing a graceful, well-proportioned structure to rise from a triangular base. Like the Hollywood Video store that it replaces, the new building is built to the west property line, which seems entirely appropriate and necessary in context. The project height departs dramatically from the existing structure, providing a desirable balance to the high-rise structures opposite to the south, completing the western gateway to Westwood Village. The design responds as well to the lower-rise Westwood Village environment to the north with a stepped façade that links it beautifully with the neighboring buildings. The few zoning and planning changes and exceptions that are required to accomplish the design are well justified by the quality of the project and its potential value to the community and to the City of Los Angeles.

The community will benefit from the proposed use as a high-quality hotel with condominiums. UCLA alone attracts more than a quarter million visitors each year to athletic and cultural events, as well as many more who come to attend conferences and workshops, conduct

business, obtain medical care, and visit students. The hotel will also serve these visitors as well as the business community on the Wilshire corridor and nearby residents who need additional housing for guests.

The proposed hotel is a good choice for this site because, in spite of the anticipated high level of patronage, the proposed Wilshire Gayley Project will generate less traffic than would other commercial uses that might be considered for the site. Traffic generation may be reduced further by attractive public transportation options, many of which are already available in the Westwood community and on the UCLA campus. With the completion of the Red Line subway stop nearby, the Wilshire Gayley Project will be accessible by public transit from almost every point in the city. It is anticipated that many patrons of the restaurant will arrive as pedestrians who will enjoy improved landscaping and sidewalks that are part of the project.

Finally, as a Westwood resident, I am pleased that the proposed project will qualify for a level of LEED certification, thereby helping to set a standard of excellence in environmentally sound building practices for other developers to follow.

Thank you for the opportunity to review and comment on this document and I look forward to watching this excellent project rise in my community.

Very sincerely



Carole Magnuson

cc: Councilman Paul Koretz
Mr. Kambiz Hekmat

METCALFE ASSOCIATES
Urban Design
Development Planning
1421 Pandora Avenue
Los Angeles, CA 90024
Ph/Fax: (310) 474-6418
Email: m.metcalfe@verizon.net

Michael S. Metcalfe
Principal

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July 14, 2009

Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
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Email: DIANA.KITCHING@LACITY.ORG

Page 1 of 2

RE: ENV-2008-2368-EIR
The Wilshire Gayley Project

Dear Ms. Kitching:

This is to follow-up my letter of August 19, 2008 and to reaffirm our household's positive support for the Wilshire Gayley project. I have reviewed the Draft EIR ENV-2008-2368-EIR, The Wilshire Gayley Project, State Clearinghouse No. 2008081010 and the Attachments.

We fully support all aspects of the Wilshire Gayley Project, especially those that exemplify appropriate TOD (Transit Oriented Development), "Smart Growth" and "Walkability" in terms of land use, urban planning and "Sustainable Development" principles. We fully support the proposed land use intensification with appropriate high-density for future ridership to be located immediately adjacent to the future Westwood Metro Rail subway station portal and plaza, as planned by LAMTA on the west side of the site, between Gayley and Veteran. The DEIR provides a reliable assessment of impacts in its accounting of the potential future adjacent property development as planned for Lot 32 in the UCLA LRDP (Long Range Development Plan), and all other proposed projects within the quarter-mile to one-third mile TOD radius.

We were especially pleased to find the DEIR review with regard to the project's consistency with the Applicable Policies of the City of Los Angeles General Plan Transportation Element, the City Walkability Checklist, the Westwood Community Plan, the Westwood Village Specific Plan, and the regional planning policies of the SCAG Compass Blueprint criteria and the implications of AB32 and the requirements for reduced GHG emissions.

The Wilshire Gayley Project will reinforce the existing Westwood Regional Center by providing a unique mix of housing, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and enhance the existing, vibrant urban live/work environment.

We are pleased that the project is carefully designed to be compatible with the Westwood Village neighborhood. The design has its height and mass on Wilshire Boulevard and the building steps down next to other buildings in the Village. The project is thus designed to be consistent with, and sensitive to, adjacent land uses. The massing of the building will transition in intensity from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower-intensity commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.

The project would not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by the existing intervening high-rise commercial buildings and the surrounding streets.

More/

METCALFE ASSOCIATES

July 14, 2009

Diana Kitching

Environmental Review Coordinator

Page 2 of 2

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The site is well integrated with existing public transit and major circulation systems so project residents and guests would have strong incentive to not create additional vehicular trips. The LAMTA proposed future subway station on property next to the project site will further encourage the use of alternative public transportation. Additionally, the project's addition of, and proximity to, restaurant, retail/entertainment and other services and amenities would reduce the need for vehicular trips by project residents and guests.

We fully support the requested plan amendments, zone and height district changes and adjustments, the requested Conditional Use Permits, and the administrative process and procedures required to facilitate and expedite the necessary approvals for this project. The Wilshire Gayley Project will bring enormous and long needed economic benefits, hospitality, employment, local business activity, fiscal revenues, and prestige to the surrounding Westwood and UCLA community.

Please call me at (310) 474-6418 or email to m.metcalfe@verizon.net if I can assist you in any way regarding this very important Project.

Respectfully submitted,



Michael S. Metcalfe, M. Arch. Urban Design, GSAUP, UCLA '70
Principal

cc: Mr. Kambiz Hekmat, Wilshire Gayley, LLC
khekmat@indivest.com

Letter No. 26 **Richard Raddon**
1914 11th Street #2
Santa Monica, CA 90404
310-722-0871

July 21, 2009

Via Facsimile: (213) 978-1343 (FAX)

Via email: diana.kitching@lacity.org

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am former Director of the Los Angeles Film Festival and I am a die hard supporter of the Westwood community.

I am writing to express my strong support for the above captioned project. I know that the project will be a major lift to both the citizens and businesses located in around Westwood Village. Events such as the Los Angeles Film Festival depend on a vibrant, exciting, and modern atmosphere and this development will be a very welcomed addition to the community.

Also, I am well acquainted with the reputation and integrity of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community.

I am proud to add my enthusiastic support for this beautiful and exciting project. Please keep me apprised of the progress of this project.

Sincerely Yours,

Richard Raddon



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July 20, 2009

Via Facsimile: (213) 978-1343 (FAX)

Via email: diana.kitching@lacity.org

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JUL 21 2009

ENVIRONMENTAL
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**Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012**

**Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955
Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA
90024)**

Dear Ms. Kitching:

I am writing this letter to you as a private citizen, but also as a 30+ year homeowner in Westwood, as well as an active participant in Westwood activities. These include my role as the Secretary/Treasurer of the Holmby-Westwood Property Owners Association, board member of the Blair House Homeowner's Association, member of the Westwood Village Rotary Club, and newly elected President of the Friends of the Westwood Library.

I am writing this letter to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.



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- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire



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Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.

- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.



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The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested



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General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.

- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.



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The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.



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The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,

Mark K. Rogo
Coldwell Banker Int'l
Previews Specialist



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Letter No. 28

Jason H. Somers

Montana Regency
390 S. Sepulveda #311
Los Angeles, CA 90049
(310) 344-8474 / JSomers@PCCLA.com

July 20, 2009

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ENVIRONMENTAL
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Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I have been a Westwood property owner and community advocate for nearly a decade. My home is located near the project site and I travel through the vicinity on a daily basis.

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning

new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood's character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site's point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.
- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel

properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.

- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.
- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.

- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.
- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
- The MTA has proposed a future Westwood/UCLA subway station on UCLA property immediately adjacent to the site, which will further encourage use of public transportation.
- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

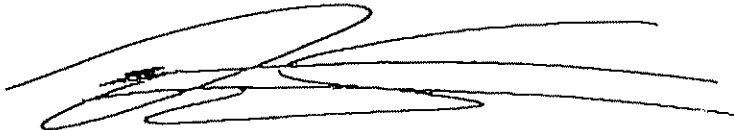
Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed

and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,



Jason H. Somers
Westwood Resident and Advocate

Letter No. 29

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a condo owner-resident of North Village, which is a section of Westwood Village. In my 10 years in the neighborhood I have seen the community having a really tough time. With few exceptions the neighborhood has lost its lure as a destination area in LA.

The project I am writing about is just the perfect one to help turn Westwood around. The building is proposed by Mr. Kambiz Hekmat. He is well known in our community with a wonderful reputation. I met him today for the first time and was impressed by his dedication to creating a better Westwood.

The present site is ugly and potentially dangerous. There is no street life at this intersection. Previous buildings, including the current unoccupied Hollywood video rental store have brought no benefit to our area. The proposed Wilshire Gayley project:

- *will create new jobs*
- *will bring the southern tip of W.V. alive and create a much more desirable street presence*
- *will turn that block into a pleasing corner with attractive landscaping*
- *will provide a luxury hotel with restaurants and boutique retail stores.*
- *will draw upscale clientele.*
- *will provide needed hotel rooms*

With a Metro stop planned for next door, it should not negatively impact on traffic. The parking seems sufficient for the space as long as it a hotel.

The design carries the feeling of the Wilshire corridor yet it does not overpower the village. The hotel clientele will increase village business-restaurants, drug stores, yogurt shops, etc.

From my non professional view, the structure works very well for the site and I urge you to expedite the approval process for the building. This is a needed and welcome addition to our community.

Sincerely,

Roxane Stern
North Village Residents Association
11053 Strathmore Dr
Los Angeles CA 90024

Letter No. 30

July 17, 2009

Ms. Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: SUPPORT FOR WILSHIRE GAYLEY HOTEL (ENV. 2008-2368-EIR)

Dear Ms. Kitching:

I own a business in Westwood and am also president of one of its homeowner associations. I am writing to support the hotel/condo project proposed for Westwood by Mr. Kam Hekmat. My support reflects the care and consideration he has paid to his proposed project and to the needs of Westwood residents.

Mr. Hekmat has consistently demonstrated his commitment to Westwood by chairing the Westwood BID, working closely with Westwood community leaders, and hiring nationally-acclaimed architects to design landmark buildings for our community. The fact that the architect for this project, Mr. Robert Stern, was recommended to Mr. Hekmat by Mike Metcalfe, past president of Westwood Homeowners Association, is just one sign of Mr. Hekmat's efforts to involve the community in his projects.

The EIR shows that this project will provide fewer trips than the office buildings that have been built in the surrounding area, and will offer a restaurant for the public as well as hotel visitors. These are important considerations and we value his thoughtful approach to this project.

I am happy to support his newest venture, and wish him great success.

Sincerely,

Terry A. Tegnazian

Letter No. 31

July 2, 2009

Diana Kitching
Environmental Review Coordinator
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: Environmental Report No. ENV-2008-2368-EIR (Wilshire-Gayley Hotel)

Dear Ms. Kitching:

As a long-time community leader with experience as homeowner president, Neighborhood Council president, and chair of a local Design Review Board, I wish to share with you my thoughts about the environmental analysis for the Wilshire-Gayley Hotel. It is an excellent EIR.

I also want to commend the developer for reaching out to the community from the very beginning, from soliciting suggestions for architects to providing a public restaurant in his project. Our requests were heard, respected and faithfully followed. In my experience, this is amazing. So it is my pleasure to support this elegant addition to Westwood.

The EIR is thorough, and shows how there are no significant adverse impacts. I agree with the analysis, and want to point out additional benefits to the city:

1. A world-famous architect;
2. The loss of hotel rooms in Westwood over the last few years and the increasing demand for such accommodations.
3. Improved traffic circulation and pedestrian safety by moving the alley north and aligning it with Lindbrook Drive.
4. Pedestrian amenities like wider sidewalks.

In short, this is a big plus for Westwood and the city.

Thank you in advance for your consideration.

Sincerely,

Terri Tippit

Letter No. 32

7/21/09

Ms. Diana Kitching

Environmental Review Coordinator

Los Angeles Department of City Planning

200 North Spring Street, Room 750

Los Angeles, CA 90012

Re: ENV-2008-2368-EIR (The Wilshire Gayley project, 10951-10955 Wilshire Boulevard and 1151-1157 Gayley Avenue; Los Angeles, CA 90024)

Dear Ms. Kitching:

I am a Westwood (business owner/property owner/merchant/resident/neighbor/stakeholder), and have (owned my business/owned my property/lived/worked) in Westwood for (#) years. My (business/property/home) is located (on Gayley Avenue/near the project site/within the Westwood Village business district/in Westwood).

I am writing to express my strong support for the above captioned project, and to offer the following comments:

This project will be a significant benefit to Westwood as well as the city of Los Angeles:

- The site is currently occupied by an empty Hollywood Video store and an abandoned gas station. The site is now unattractive, underutilized, and does not contribute in any way to a vibrant business environment in Westwood. Replacing it with a beautiful, architecturally significant building will greatly benefit Westwood Village and the city of Los Angeles.
- The project site is currently severely underutilized. Existing development on the site consists of a vacant one-story commercial building with roof top parking and a cleared former gas station. The proposed project would significantly improve the site with a graceful, slender, and iconic structure that will make much better use of the site and contribute aesthetically and functionally to the existing commercial corridor on Wilshire Boulevard.
- This project is a most welcome addition to our business community, and a huge boon for the surrounding residential neighborhoods. The current property houses an empty commercial building and a former gas station site. The proposed hotel, designed by the internationally renowned firm of Robert A.M. Stern Architects, will replace this eyesore with a stunning new gateway icon for Westwood Village and the Westwood community, and a magnificent new luxury hotel for Westwood, the entire Westside, and the city of Los Angeles.

The project is of exceptional beauty, and its striking design and use of quality materials will enhance Westwood’s character as a community of unique architectural and culture:

- The project, which is designed by the award-winning Robert A.M. Stern Architects, is reminiscent of the iconic Flatiron building in New York City.
- This striking and beautiful design will generate pedestrian interest, enhance the vibrancy of Westwood Village, and bring further architectural distinction and accolades to Westwood.
- The Flatiron building design is the perfect solution to the size and shape of the lot. The developer should be applauded for bringing a world class architectural design to Westwood.
- The project design will create a beautiful new gateway entry portal into Westwood Village, and a significant new point of interest in the Westwood community.
- The project should be commended for its imaginative, creative, high quality design by an internationally renowned architect to Westwood for the benefit of the entire community.

The project will enhance the pedestrian experience at this gateway point into Westwood:

- Expansive transparent windows at street level will engage pedestrians in the Village, and the proposed landscaping and water feature in the circular entrance will add pedestrian interest.
- The hotel will have ground floor neighborhood serving retail uses that will entice pedestrians, compatible with other ground floor pedestrian oriented uses found in Westwood Village.
- The project will promote pedestrian activity in Westwood Village and on Wilshire Boulevard. Some 6,500 square feet of commercial retail space wrapping along the majority of the building frontage on Gayley Avenue and along the site’s point on Wilshire Boulevard will encourage pedestrian traffic and foster more vibrant street life throughout the Village.

- The project will beautify the site with mature landscaping, and improve the sidewalks and streetscape on Gayley Avenue and Wilshire Boulevard to enhance the pedestrian experience.
- The project will create a consistently wider sidewalk of no less than ten feet in width along Gayley Avenue and the frontage of Wilshire Boulevard. This improvement will replace a sidewalk that currently narrows to three feet in some places. This improvement, along with other sidewalk landscaping upgrades, will significantly enhance the pedestrian environment.

The project will greatly benefit the Westwood business and residential communities, UCLA, and will be a major boost to the vitality of the Westwood Village business district:

- The project will enhance the economic foundation of Westwood by providing a First Class business hotel along with ten condominiums. It will attract upscale business travelers and other visitors to Westwood Village, which will have a significant favorable economic impact by bringing new customers to patronize existing businesses in the Westwood community.
- The addition of upscale hotel rooms in Westwood is particularly welcome, as our district is currently underserved by First Class hotel rooms. Over the last decade, three hotel and motel properties in Westwood (the former Hotel Del Capri, Century Wilshire Hotel, and Westwood Motor Inn) have been demolished to make way for three new luxury condominium or apartment projects. This has resulted in a loss of more than 250 hotel beds in Westwood. The proposed Wilshire Gayley hotel project will address this significant shortfall of First Class hotel rooms in the Westwood area. Major annual events such as the Los Angeles Film Festival held in Westwood Village, UCLA Commencement Weekend, as well as the daily business needs of the Westwood business and residential communities, will greatly benefit.
- The project will provide important amenities for Westwood with a First Class hotel, ground floor retail stores, and by community request, a high quality full service restaurant that can be used by Westwood business executives, residents of the Westwood area, as well as visitors.
- This project will bring a First Class hotel and restaurant to Westwood, with subterranean parking, without creating significant traffic impacts or other negative environmental impacts.
- This hotel is ideally located for visitors to both UCLA as well as the greater Westwood area.

The project is appropriate for this challenging site, and offers an elegant design solution:

- The size and massing of the building is appropriate for the location. Its height is consistent with the buildings across Wilshire Boulevard and the character of buildings to the east along Wilshire. It fits in with its surroundings and will be a significant improvement on the site.
- The proposed project is in an area dominated by high rise buildings ranging from 15 to 29 stories. There are nine high-rise buildings west of Glendon, including 360 foot high and 355 foot high towers across Wilshire Boulevard. The proposed project with 29 stories will fit into its surroundings and complete the line of high-rise buildings along Wilshire.
- The building will provide a much needed gateway into Westwood Village. A tall, slender, architecturally significant building is needed to make the kind of elegant and timeless design statement necessary for an enduring beneficial impact on Westwood.

- The shape of the property has until now prevented the highest and best use of the site, and created a hardship situation that led to high trip-generating uses (a gas station, video rental store, and previously a car rental outlet) that were architecturally and visually displeasing.
- This graceful project and classic design is to be commended for turning a long underutilized hardship property into what will become a new architectural treasure in Westwood.

The project represents the best land use, and the entitlement requests are appropriate:

- The project will reinforce Westwood's character as a Regional Center in Los Angeles by providing a unique mix of hotel, residential, neighborhood serving ground floor retail and restaurant uses, all of which are complementary with surrounding land uses and which will enhance the existing, vibrant urban live/work environment in Westwood.
- The project is compatible with the Westwood Village business district. The design has its height and mass on Wilshire Boulevard, while the building steps down to the existing Gayley Center, immediately north of the project site, to respect the existing character of the Village.
- The project is designed to be consistent with, and sensitive to, adjacent land uses. It thoughtfully transitions from a height of 29 stories along Wilshire Boulevard to only four stories, or 40 feet, at the northern property line, thereby fitting seamlessly into the lower scale commercial district in Westwood Village while remaining visually compatible with other high-density high-rise buildings on Wilshire Boulevard.
- Of particular merit is the respect for the scale and massing of the Village-area portion of the property. The project is well within the 45-foot height limit for that portion of the project.
- The request for the height district change should be supported because it is a result of the small size of the lot, not a result of a project that is too big for the location. The requested General and Specific Plan modifications and height district and zone change are necessary to achieve a landmark building providing a gateway to Westwood, and are site appropriate.
- The request for relief from the setback requirements should be granted. The existing Hollywood Video building is on the property line and if the project were considered a commercial building, no setback would be required. With the small size of the lot, setbacks would make the design impossible. A setback along an alley especially makes no sense.
- Technical zoning issues should not prevent a beautiful iconic structure and a highly desirable project that will serve as a gateway to Westwood, creating numerous community benefits.

A hotel is the ideal use for the site and complements the nearby office and commercial uses:

- The project with 134 hotel rooms and ten condominiums or alternatively 144 condominiums does not exceed the number of units permitted under the code. The increased FAR and height is necessary to permit a building design that will be a landmark gateway to Westwood. Traffic impacts are determined by the number of units not the size of the building.
- As a mixed use project, the project will not exceed the permitted 134 hotel rooms and ten condominiums. Since the southern portion of the site is located in the Westwood Regional Center, the height is entirely appropriate and compatible with existing adjacent buildings.

- The project will not affect any of the existing, residential or low-intensity commercial neighborhoods in the vicinity. It is approximately 300 feet from the nearest residentially-zoned property, which is currently developed as a commercial parking lot. The project is approximately 530 feet from the nearest residentially-developed property, and more than 1,350 feet from the nearest single-family zoned residential property. These dwellings are all well-buffered from the project by intervening commercial buildings and streets.

The project is thoughtfully designed to be environmentally sensitive:

- The developer has demonstrated concern for the environment. The project is anticipated to achieve the Leadership in Energy and Environmental Design (LEED) Silver rating from the U.S. Green Building Council, which is to be commended.

The project's subterranean parking and access to public transportation, will be a benefit:

- The project will not negatively affect parking in Westwood. The hotel and restaurant's needs can be accommodated on site with a four-level subterranean parking garage and valet service.
- Because the majority of the project will be a hotel use (and with most hotel guests not having their own car), the project's traffic impacts, parking demands, and operational intensity will be less than the Regional Center's existing surrounding high-rise commercial and office uses.
- The site is well integrated with existing public transit and major circulation systems so hotel guests and project residents will have strong incentive to not create additional vehicular trips.
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- Additionally, the project's addition of, and proximity to, restaurant, retail and other services and amenities will reduce the need for vehicular trips by hotel guests and project residents.

The project will result in safer and improved vehicular ingress and egress on the site:

- Moving the alley to the property's north edge, aligning with Lindbrook Drive, has eliminated a dangerous traffic situation that previously existed when vehicles attempted to turn north on Gayley Avenue from the former gas station, without the benefit of an intersection or signal.
- The project has created a superior traffic intersection at Lindbrook Drive and has also enhanced pedestrian access in and out of Westwood Village from UCLA's Lot 36.
- The project is to be commended for moving the alley at great expense, which has improved traffic circulation in Westwood Village, and made the flow of traffic on Gayley safer.

The City will benefit from sales tax and other tax revenues from the hotel and restaurant:

- The proximity to Westwood Village will encourage hotel guests and project residents to walk to local restaurants, retail stores, service businesses, and entertainment venues, thus increasing patronage to existing businesses and generating new sales and sales tax.
- The project will generate significant local spending by hotel guests and new residents in the Village's restaurants, merchants, shops, and service businesses in Westwood Village.
- The ground floor neighborhood serving commercial uses and restaurant will complement existing retail, restaurant, and services in Westwood Village and on the Wilshire Corridor.
- The site provides immediate access to housing, jobs and services to the local Westwood community. The high end residential units will allow residents living in single-family homes, condominiums or apartments to buy and/or trade up their housing preferences.

The project will result in much needed jobs both during construction and on completion:

- The project will provide much need construction jobs, as well as ongoing jobs in the hotel, restaurant, spa, and neighborhood service retail uses, at a time when jobs are in decline.
- The hotel, restaurant, and ground floor commercial uses will offer a wide range of jobs.

Additionally, I am well acquainted with the reputation of this developer, Mr. Kambiz Hekmat. He is a longtime Westwood property owner, developer, and key stakeholder. He has developed and owns several of the most beautiful projects in Westwood, including Center West office tower, Murdock Plaza, Palomino restaurant, Park Westwood condominium tower, and Plaza La Reina mixed used project now under construction. All of these projects are beautifully designed and impeccably maintained.

I am confident that Mr. Hekmat will develop, operate and maintain this new hotel to the highest standards, in keeping with the fine character of the Westwood community. For decades he has demonstrated great pride and personal interest in Westwood, and has generously offered his time, talents, leadership, and active support: as past Chairman of the L.A. West Chamber of Commerce, past chairman of the Westwood Village Community Alliance, Inc. (Westwood's former business improvement district), past chairman of the Los Angeles Business Council (headquartered in Westwood), and as a major sponsor of the Los Angeles Film Festival in Westwood Village. Mr. Hekmat is not only a leading citizen of our business community, he is a neighbor who is totally committed to the betterment of Westwood, and a more vibrant and successful business community.

I am proud to add my enthusiastic support for this beautiful and exciting project, and join with others in the Westwood business and residential communities, along with the Mayor and our past Councilman, in urging the city to expedite the approval process so this much needed project in Westwood can proceed without delay. Please keep me apprised of the progress of this project.

Sincerely Yours,

Jon D. Vogel, O.D.

Village Eyes Optometry

1069 Broxton Ave\

Los Angeles, Calif., 90024

Letter No. 33

July 20, 2009

fax 213-978-1343

Diana Kitching
Environmental Review Coordinator
Department of City Planning
200 North Spring, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JUL 21 2009

ENVIRONMENTAL
UNIT

Wilshire Gayley project ENV-2008-2368

Dear Ms. Kitching:

Will the City allow both proposals – hotel or residential – to proceed to hearings? Is the intent of the applicant to modify the planning application for either a hotel or condo, without further need for environmental review? Is the draft report a project or program EIR because it analyzes more than one option for the site? DIER p. I-8

1

Where is the closest height district 4 zoning, allowing 13:1 FAR by right?

2

Why are the westwood village specific plan, community plan and zoning inconsistent? DEIR p. I-30. Did the applicant relocate the alley, creating a site that straddles two planning areas. or was the relocation at the request of the City?

3

What is the status of the alley relocation VAC 20080946978? Why was the relocation exempt from CEQA when the resolution to vacate went before Council on March 25, 2008? If the purpose is to create a four-way intersection (DEIR p. I-52), should dedications be required to change the alley to a street per BOE standards? Did the intersection signal changes contemplate the use of the alley for the main entrance to the building?

4

Is the lot area shown on the Assessor's map correct - 9,910 sf on the south parcel and 11,240 on the north parcel for a total of 21,150 sf, rather than 23,941 sf? Is the applicant required to reduce the buildable lot area by the dedication of the replacement alley to Gayley? What are the highway dedication widths along Wilshire and Gayley? Will the buildable lot area be further reduced by the dedications required under the condo tract approval? If so, by how much? What is the buildable lot area for purposes of calculating entitlements? Will FAR be allowed to exceed 13:1?

5

Based on the correct lot area, is the total allowable density today 78 units residential. 110 units hotel, compared to the proposed 144 units? The north community commercial parcel is 11,240 sf plus the area to the centerline of the alley (approx. 10x130=1,300 sf) 12,540 sf at one unit per 400 sf lot area = 32 units, or one unit hotel per 200 sf = 64 units. The south regional commercial parcel is 9,110 sf at one unit per 200 sf for mixed use residential or hotel = 46 units. What will be the required affordable component in exchange for a density increase above the maximum R5?

6

Based on the correct lot area, is the total allowable floor area today 42,740 sf, compared to the proposed 261,883 sf? The north parcel is 11,240 sf at 2:1 base FAR (without transfers) = 22,480 sf. The south parcel is 7,000 sf at 1:1 FAR and 2,110 sf at 6:1 FAR = 20,260 sf, DEIR p. I-5-6.

7

When granting the new alley connection back to Gayley, did the Applicant reserve the airspace rights above the alley as shown in the site plan? Has LAFD reviewed the plan to determine that emergency access will not be impacted by driving under the building? DEIR p. I-61. Will the subsurface vacation of the alley to allow construction of a parking garage require that the entire alley be closed during construction? DEIR p. II-18. What is required to maintain the alley for emergency vehicles? How do you keep residents from using the alley northbound to go to Kinross?

8

Will the applicant provide residential floor plans showing the required private open space per unit that is not shown in the rendering? Will the terrace restaurant seating be counted as public open space? Will the lobby motor court turnaround be counted as public open space? Is mitigation measure F-8 (3) allowed? What are the Quimby fee credits allowed by recreation and parks department? I-87

9

Why can't the applicant provide a parking summary with this report showing that the off-site parking spaces are available within the other buildings? Will code parking evolve into variances or shared parking analysis with all of the other buildings? DEIR p. I-10/93

10

Is the elimination of residential side yard setbacks an adjustment or variance? DEIR p. I-14 How can the City impose the setback requirement on the adjacent parcel utility easement? DEIR p. I-58. Is this a change in City policy, such that developers will be able to purchase "yard easements" on adjacent properties to support the findings necessary to eliminate setbacks? If the pool deck extends 15 feet into a 20 foot alley, is the applicant required to eliminate the rear yard 20 foot setback as well?

11

With all of the hazardous materials testing that was done, can the applicant provide water quality reports for the permanent dewatering - NPDES permit or industrial waste discharge permit? DEIR p. I-46. Why did the City waive the soil gas test at the environmental review stage when the site is located in a methane buffer zone? DEIR p. I-47. How will the methane venting system work together with the permanent dewatering system?

12

Are emergency vehicles traveling north on Gayley to the new UCLA medical center affected by construction lane closures? Will the applicant's contractor be prohibited from later filing hardship exemptions at street services to allow lane closures at peak times? What is the maximum number of lanes that may be closed at any given time? DEIR p. I-72/88

13

APPENDIX B: OFF-SITE PARKING

Address of Building 10877 Wilshire Bl.



CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

Note: Any change of use of occupancy must be approved by the Department of Building and Safety.

- Checked box: This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.* (Non-Residential Uses)
Unchecked box: This certifies that, so far as ascertained by or made known to the undersigned, the building or portion of building described below and located at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law-for following occupancies:* (Residential Uses)

Permit No. and Year

85LA28084, 88LA99987

23 story, type I, 269'x208', B2/B1 office building and retail stores.

Core and Shell only. (Partial Permanent)

500030720060001160

Total Parking Required 767 [] No Change in Parking requirement.

Total Parking Provided 782 = Standard 369 + Compact 413 + Disabled

* ALSO SUBJECT TO ANY AFFIDAVITS OR BUILDING AND ZONING CODE MODIFICATIONS WHETHER LISTED ABOVE OR NOT.

Issued By / Office: LA-VN/WLA-SP-C.D. # 5

Bureau: BLDG-BCS

Division: GI-MS-MSS-EQ-BMI-COMM

Owner: Wilshire Glendon Associates
Owner's Address: 11466 San Vicente Bl.
Los Angeles, Ca 90272

Handwritten signature

Issued: 10-24-90 By: TB:SF:aa

3500900114

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	2. PURPOSE OF BUILDING	3. JOB ADDRESS	4. BETWEEN CROSS STREETS	5. OWNER'S NAME	6. OWNER'S ADDRESS	7. ENGINEER	8. ARCHITECT OR DESIGNER	9. ARCHITECT OR ENGINEER'S ADDRESS	10. CONTRACTOR	11. SIZE OF NEW BLDG.	12. MATERIAL OF CONSTRUCTION	13. JOB ADDRESS	14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING								
See Back Application	Office & retail sales & garages	10877 Wilshire Blvd.	Glendon AND Malcolm	Wilshire Glendon Associates	11466 San Vicente Blvd LA 90272		DMJM 563153-88190	3250 Wilshire Blvd J.A. (90010)	N/S	WIDTH 269 LENGTH 208 STORIES 25 HEIGHT 363	granite curtain wall, deck, metal deck	10877 Wilshire Blvd	44,050.00								
										DWELL UNITS		GUEST ROOMS		TYPE		GRADING		FLOOD			
										MAX. OCC. 6147		708		E		YES		YES			
										CONTRACTOR'S SIGNATURE		CONTRACTOR'S SIGNATURE		CONTRACTOR'S SIGNATURE		CONTRACTOR'S SIGNATURE		CONTRACTOR'S SIGNATURE			
										73,494		42,000		475,740		13694.74 B-PC		42,000 GFI		1470.73 OS	
										74		250		308		K7804 R 06/RE/057		007.47 CHIC		1 A28084	
										W.A.		W.A.		W.A.		97443.80		10000.00		96310.00	
										Z0308		108		108		K9004		3 01/02		11406-10 CHIC	

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION
 15. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
 Date _____ Lic. Class _____ Lic. No. _____ Contractor's Signature _____
 Contractor's Mailing Address _____

OWNER-BUILDER DECLARATION
 16. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code):
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code);
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code);
 I am exempt under Sec. _____ B. & P. C. for this reason: _____
 Owner's Signature: L. Helmut Mackay Helmut

WORKERS' COMPENSATION DECLARATION
 17. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).
 Certified copy is hereby furnished.
 Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.
 Date _____ Applicant's Signature _____
 Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE
 18. I certify that in the performance of the work for which this permit is issued, I will not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.
 Date _____ Applicant's Signature _____
 NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY
 19. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3067, Civ. C.).
 Lender's Name _____
 Lender's Address _____

20. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.
 I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the City of Los Angeles nor any department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202, LMC)

Signed L. Helmut Mackay President November 19, 1985
 (Owner or agent having property owner's consent) Position Date

5' on Lindbrook,
3' on Glendon +
20' R at intersections.
Dedication done by OFW
when alley was vacated.
Spec. det. traffic
WLA OFFICE SEE
Binder & Binder.

32' Lindbrook
24' Wilshire
M. Wick
Proposed 5/23/85
11/16/85
6.10.85
6.10.85
Receipt WLA 10/9/85
11/16/85
8585-0378
Call. Guy Kim

X
X
X
X

H. Wick 11/19/85

PC, EXEMPT SECTION 3C (the Kingsfield titles
100 200 on Lindbrook
100 300 on Wilshire)

Cal. Division of Occupational Safety & Health # 05-15331 (11/17)
* see for access and circulation
PARCEL 1:
LOTS 13, 14, 15 AND 16 IN BLOCK 12 OF TRACT 9768 RECORDED
IN BOOK 147. PARCEL 2: LOTS 4, 5, 6 AND 7 IN BLOCK 12 OF
TRACT NO. 10600 RECORDED IN BOOK 161 OF COUNTY RECORDS
AND PORTION OF THE ALLEY AS DESCRIBED IN THE ATTACHED
ALL OF THE ABOVE IN THE CITY OF LOS ANGELES 15 15 15

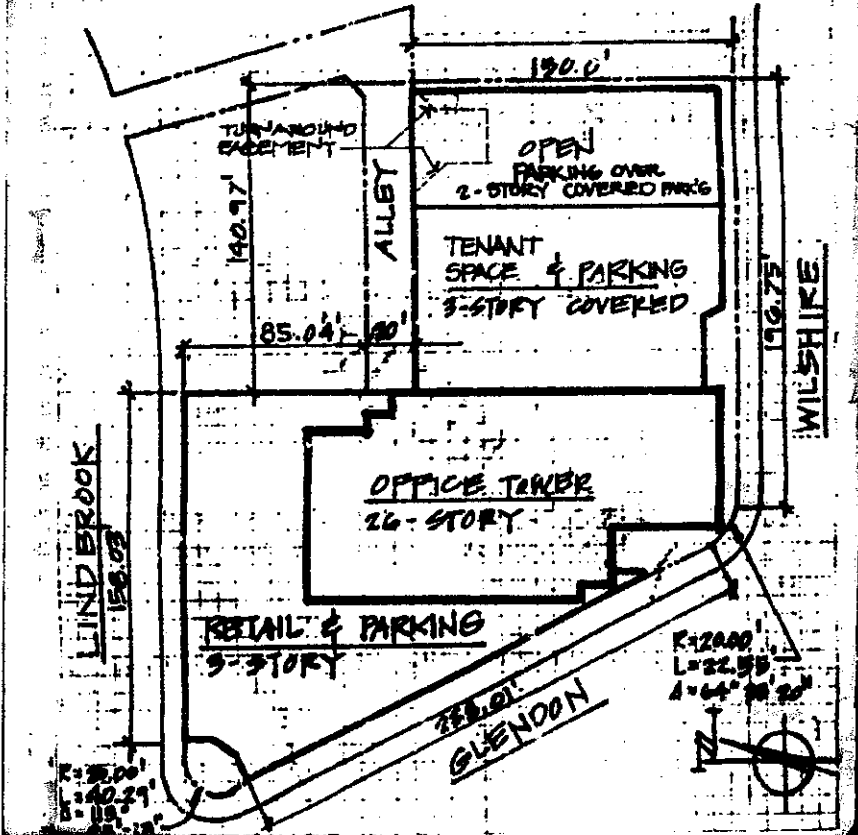
License for street-weld-welded joint
DEPT. of Transportation clearance - per
Ordinance # 159,725, ZI 1275

David P. Hawery
R.T.M. DOT (52278)

let to Affidavits # 58555, 59870 40KLAFF # 59279
201 83-197; 201 377; 201 81 033 not applicable 2/2/85

9 Handicap parking request

- Floor area under 10,970 of retail space in west end of parcel (see)
- 4 valuation. Include curtain wall & granite (but excluded for)
P.C. fee for both -
WLA office BLDG # 25/H were excluded for ceiling
& partition



MAY 6 1965

COPY of Document Recorded

507953

Has not been compared with original
Original was returned when
processing had been completed. **M**
LOS ANGELES COUNTY REGISTRAR - RECORDER

RECORDED AT THE REQUEST OF
THE CITY OF LOS ANGELES

PLEASE DELIVER TO:
CITY CLERK MAIL BOX

RESOLUTION TO VACATE NO. 83-01733
(California Streets and Highways
Code Sections 8324 and 8325) For A/W 32431

NW 44000-1131

Vacation of alley northerly of Wilshire Boulevard from Glendon Avenue to approximately 155 feet easterly of Glendon Avenue - Ordinance of Intention No. 157548.

Pursuant to Ordinance of Intention No. 157548 and after notice was posted as required by law and the said ordinance was published, the Council considered the evidence submitted regarding said vacation and determined that said public alley should be vacated subject to the conditions of vacation having been complied with.

Therefore, from all of the evidence submitted, the Council finds that the alley northerly of Wilshire Boulevard from Glendon Avenue to approximately 155 feet easterly of Glendon Avenue proposed for vacation in the said ordinance of intention is unnecessary for present or prospective public alley purposes; and

The particular portion of the public alley which is to be vacated was described by reference in said ordinance of intention and is described herein as follows:

ALLEY

That portion of the alley, 20 feet wide, northerly of Wilshire Boulevard situated in Block 12 as shown on the map of Tract No. 9768 recorded in Book 147, pages 70 to 73, inclusive, of Maps in the office of the County Recorder of Los Angeles County bounded westerly by a line parallel with and distant 5 feet northeasterly measured at right angles from the line connecting the northwesterly corner of Lot 13, Block 12, said Tract No. 9768 with the southwesterly corner of Lot 7, Block 12, Tract No. 10600 as per map recorded in Book 161, pages 1 and 2 of Maps in the office of said County Recorder; and bounded easterly by the southeasterly prolongation of the easterly line of Lot 4, Block 12, said Tract No. 10600.

The City Clerk shall certify this resolution and affix the City seal, and shall transmit a sealed copy of this resolution to the City Engineer for recordation in the office of the County Recorder of Los Angeles County upon compliance with the conditions for the vacation.

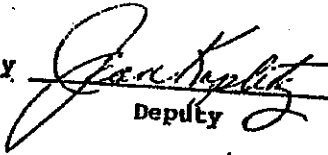

IT IS THEREFORE RESOLVED that from and after the recordation of this resolution, the area described herein is vacated.

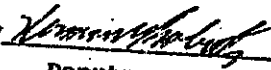
30003004

I certify that the foregoing resolution was adopted
by the Council of the City of Los Angeles at its meeting of
MAY 27 1983, by a majority vote of all its members.

ELIAS MARTINEZ, City Clerk


Approved as to Form and Legality
IRA REINER, City Attorney

BY  Deputy 

By  Deputy Date 3-8-83

Council File No. 82-0346

X Ref. RW 32431

PHIL KING, City Engineer
Description Approved
City of Los Angeles
MAR 02 1983
by 



Bldg-New Commercial Regular Plan Check Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Issued On: 09/28/2007 Last Status: Issued Status Date: 09/28/2007
--	---	---

L. TRACT	BLOCK	LOT(S)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	Z. ASSESSOR PARCEL #
TR 10600	12	1		M B 161-1/2	132B153 242	4360 - 003 - 015
TR 10600	12	2		M B 161-1/2	132B153 253	4360 - 003 - 015
TR 10600	12	3		M B 161-1/2	132B153 257	4360 - 003 - 016

3. PARCEL INFORMATION

Area Planning Commission - West Los Angeles LADBS Branch Office - WLA Council District - 5 Community Plan Area - Westwood Census Tract - 2652.00	District Map - 132B153 Energy Zone - 9 Fire District - 2 Hillside Grading Area - YES Near Source Zone Distance - .6	Thomas Brothers Map Grid - 632-B3
--	---	-----------------------------------

ZONE(S): C4-2D-O /

4. DOCUMENTS

ZI - ZI-0891 Westwood Village ZI - ZI-1447 Westwood Community Des ZI - ZI-1802 Hillside Grading Ordinance ZI - ZI-2192 WLA Transportation Impro	ZA - ZA-2001-5494-ZAA ZA - ZA-2004-4607-CU SPA - West LA Transportation Improver SPA - Westwood Community Design Re	SPA - Westwood Village ORD - ORD-164305 ORD - ORD-165171 ORD - ORD-176177	DTRM - DIR-2001-5491-DRB DTRM - DIR-2002-5730-DI-A1 DTRM - DIR-2004-1560-DRB-P DTRM - DIR-2004-4611-DRB
--	--	--	--

5. CHECKLIST ITEMS

Special Inspect - Concrete>2.5ksi Special Inspect - Field Welding Special Inspect - Shotcrete	Special Inspect - Structural Observation Fabricator Reqd - Prefabricated Joist Fabricator Reqd - Shop Welds	Fabricator Reqd - Structural Steel
---	---	------------------------------------

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Plaza La Reina Lp 10877 Wilshire Blvd # 300 LOS ANGELES CA 90024
 Plaza La Reina Lp 10877 Wilshire Blvd # 300 LOS ANGELES CA 90024

Tenant:
 Applicant: (Relationship: Agent for Owner)
 Emilio Schlabit - 4465 Wilshire LOS ANGELES, CA 90010 (323) 938-4422

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
	(11) Hotel (16) Retail	mix-use development: 8701 ground floor retail (Type I), two joint living and work units (Type V-1hr.) and 42 residential hotel guest rooms (Type III-1hr.) 300 & 530 sq. ft. mechanical rooms, trellis & pool/ recreational areas are located at the roof top level (and above the max. building height per ZA Case). (BSC #04054 approval to export 17,500 cy.)

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Sean Dang OK for Cashier: Lincoln Lee Signature: _____	DAS PC By: Sean Dang Coord. OK: _____ Date: _____	For inspection requests, call toll-free (888) LA4BUILD (524-2845). Outside LA County, call (213) 482-0000 or request inspections via www.ladbs.org . To speak to a Call Center agent, call 311 or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.
---	---	---

For Cashier's Use Only W/O #: 51005969

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$8,000,000	PC Valuation:	
-------------------------------	---------------	--

FINAL TOTAL Bldg-New	72,683.35	Arts Dev. Retail Area	
Permit Fee Subtotal Bldg-New	29,057.00	Arts Dev. Hotel Area	
Energy Surcharge		Arts Dev. Misc Fee	40.00
Handicapped Access		School District Residential Level 2	6,336.00
Plan Check Subtotal Bldg-New	0.00	School District Commercial Area	3,654.42
Plan Maintenance	300.00	Dwelling Unit Construction Tax	400.00
Fire Hydrant Refuse-To-Pay		Residential Development Tax	600.00
E.O. Instrumentation	1,680.00	Permit Issuing Fee	0.00
O.S. Surcharge	620.74		
Sys. Surcharge	1,862.22		
Planning Surcharge	1,761.42		
Planning Surcharge Misc Fee	5.00		
Arts Development	26,366.55		

Sewer Cap ID: _____ Total Bond(s) Due: _____

12. ATTACHMENTS

Plot Plan

Payment Date: 09/28/07
 Receipt No: LA05213078
 Amount: \$72,683.35
 Method: Refer to ACS

2007LA14810



13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")**05010 - 10000 - 05969**

(P) Basement: +4 Levels / 4 Levels	(P) M Occ. Group: +8701 Sqft / 8701 Sqft	(P) Foundation - Continuous Footing
(P) Floor Area (ZC): +37563 Sqft / 37563 Sqft	(P) R1 Occ. Group: +28862 Sqft / 28862 Sqft	(P) Roof Construction - Wood Frame/Sheathing
(P) Height (ZC): +55 Feet / 55 Feet	(P) Parking Req'd for Bldg (Auto+Bicycle): +71 Stalls / 71 Stalls	(P) Wall Construction - Concrete
(P) Length: +137.75 Feet / 137.75 Feet	(P) Provided Bicycle for Bldg: +22 Stalls / 22 Stalls	(P) Wall Construction - Metal Stud
(P) Mezzanine: +1 Levels / 1 Levels	(P) Provided Compact for Bldg: +52 Stalls / 52 Stalls	
(P) Stories: +6 Stories / 6 Stories	(P) Provided Disabled for Bldg: +3 Stalls / 3 Stalls	
(P) Width: +105 Feet / 105 Feet	(P) Provided Standard for Bldg: +74 Stalls / 74 Stalls	
(P) Dwelling Unit: +2 Units / 2 Units	(P) Total Provided Parking for Site: +126 Stalls / 126 Stalls	
(P) Guest Room: +42 Rooms / 42 Rooms	(P) Type III-1HR Construction	
(P) NFPA-13 Fire Sprinklers Thru-out	(P) Type V-1HR Construction	

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. ** Plan check process started in October 2004 with Case Management. The Type V townhouse bldg. is independent from the Type III apartment bldg. since it a seismic separation with a 4hr. area separation wall. Townhouse units are exempt from accessibility requirements. Ok to allow the loading space to be located within the basement area per Lincoln Lee. Mod. dated 6.8.06 to allow landscape area to reduce the occupancy load at the recreational roof deck. Mod. dated 9.8.06 to allow wood trellis in lieu of Class A roofing. ZA Case requires a min. of 30 days stay and the guest rooms shall have cooking appliances as allowed for in "lig

15. Building Relocated From:

<u>16. CONTRACTOR, ARCHITECT, & ENGINEER NAME</u>	<u>ADDRESS</u>	<u>CLASS</u>	<u>LICENSE#</u>	<u>PHONE #</u>
(A) Lee, Millard A	505 Bienveida Avenue,	Pacific Palisades, CA 90272	C9113	323-938-4422
(E) Hill, Edward Foster	Geotech 439 Western Ave,	Glendale, CA 91201	GE2126	818-240-9600
(E) Ho, Lawrence Ying Kuen	Epi 2116 Arlington Ave,	Los Angeles, CA 90018	S3259	
(O) , Owner-Builder			0	

10844 - 10852 W Lindbrook Dr

Permit Application #: 05010 - 10000 - 05969

Bldg-New
Commercial
Plan Check

City of Los Angeles - Department of Building and Safety

Plan Check #: B05LA15641

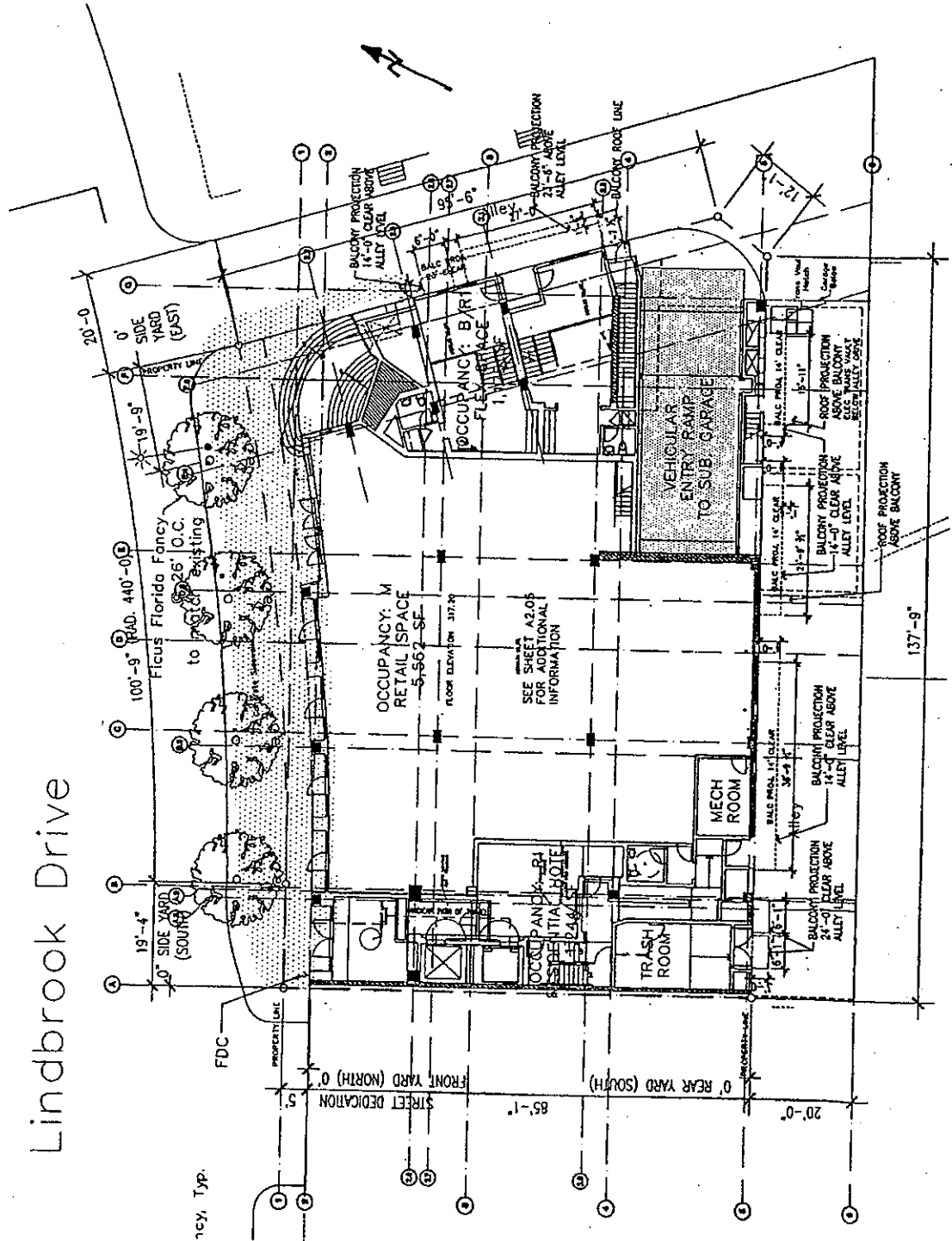
Initiating Office: METRO

Printed on: 02/23/07 14:12:28

PLOT PLAN ATTACHMENT

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

Lindbrook Drive



10844 - 10852 W Lindbrook Dr

Permit Application #: 05010 - 10000 - 05969

Bldg-New

City of Los Angeles - Department of Building and Safety

Plan Check #: B05LA15641

Commercial

Initiating Office: METRO

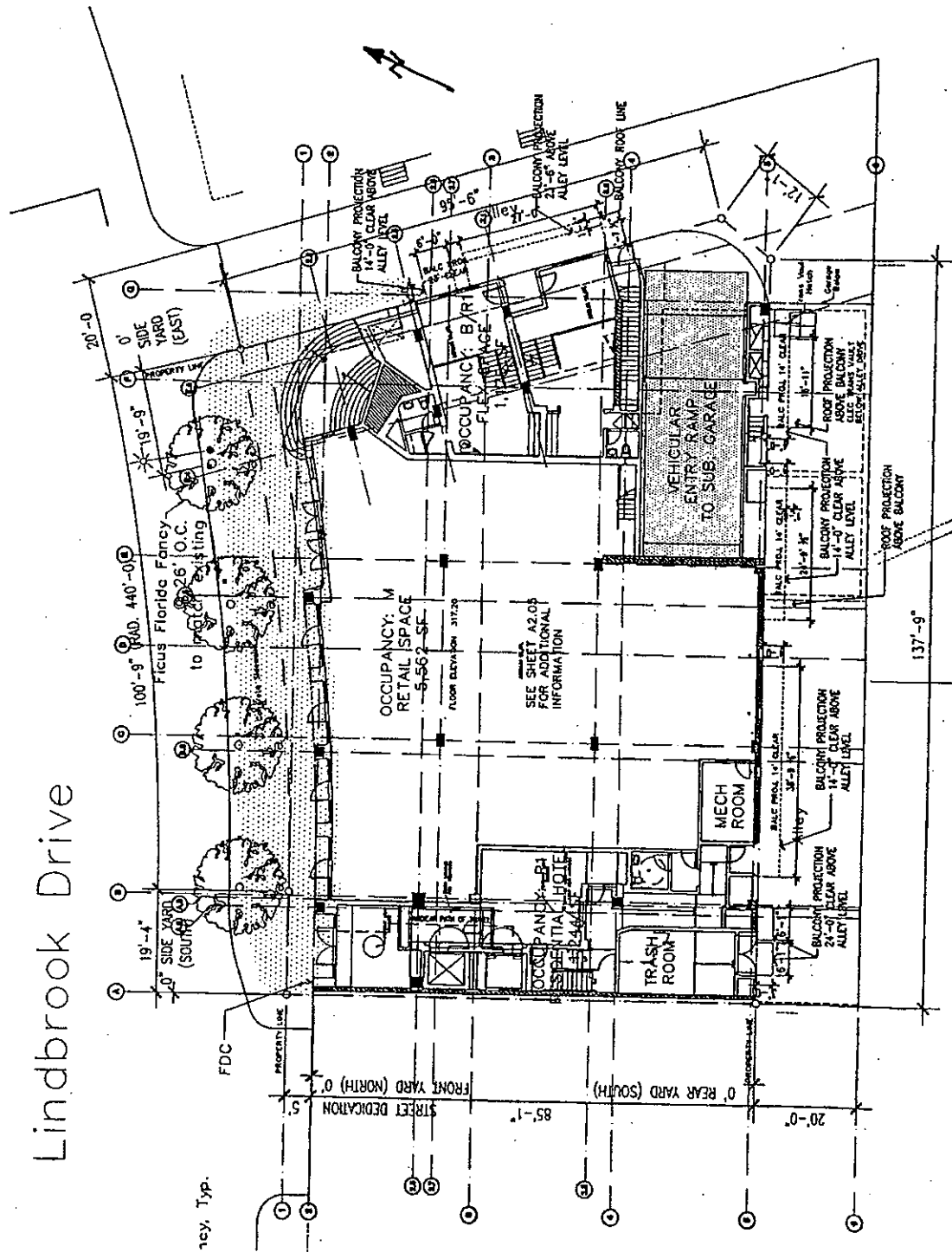
Plan Check

PLOT PLAN ATTACHMENT

Printed on: 02/23/07 14:12:28

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

Lindbrook Drive



INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

1. LEGAL DESCR 13, 14, 15, 16
 4, 5, 6, 7

2. PRESENT USE OF BUILDING 13 Office, Retail & Garage

3. NEW USE OF BUILDING 13 Same

4. ADDRESS 10677 Wilshire Blvd., Los Angeles

5. OWNER'S NAME 13 Same

6. OWNER'S ADDRESS 11466 San Vicente Blvd., Los Angeles 90049

7. ENGINEER 3255 Wilshire Blvd., Los Angeles 90049

8. ARCHITECT'S DESIGNER 3631 1/2 Wilshire Blvd., Los Angeles 90010

9. ARCHITECT'S ADDRESS 3255 Wilshire Blvd., Los Angeles 90049

10. EXISTING BUILDINGS ON LOT AND USE

11. SEE PER EXISTING BLDG. 269' x 208' x 22' 322' None

12. CONSTR. MATERIAL OF EXISTING BLDG. Granite Crtn conc slab

13. VALUATION TO INCLUDE ALL EQUIPMENT, DEVICES, APPLIANCES AND USE PROPOSED BUILDING \$75,000

14. NEW WORK 3rd Floor also parking

15. TYPE OF BUILDING N/C

16. TYPE OF UNIT N/C

17. GUEST ROOMS 599

18. TOTAL 782

19. SEISMIC STUDY ZONE W LA

20. GRADING FLOOD YES

21. SIGNED BY WAYMIRE

22. FILE WITH LA 28084/85

NO.	DESCRIPTION	AMOUNT	DATE
1	307.27		
2	361.50		
3	165.00		
4	N/A		
5	W.L.A.		
6	599		
7	782		

* 755 Based on 2.56/1000 ft²

599 Per Zoning Code

-NO PLOT PLAN-

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date _____ Lic. No. _____ Contractor (Signature) _____

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7001.1, Business and Professions Code):

I am the owner of the property and I am building or improving the structure for my own use.

I am the owner of the property and I am building or improving the structure for the use of my family or household.

I am the owner of the property and I am building or improving the structure for the use of my business.

I am the owner of the property and I am building or improving the structure for the use of my employees.

I am the owner of the property and I am building or improving the structure for the use of my tenants.

I am the owner of the property and I am building or improving the structure for the use of my neighbors.

I am the owner of the property and I am building or improving the structure for the use of my community.

I am the owner of the property and I am building or improving the structure for the use of my city.

I am the owner of the property and I am building or improving the structure for the use of my state.

I am the owner of the property and I am building or improving the structure for the use of my country.

I am the owner of the property and I am building or improving the structure for the use of my world.

I am the owner of the property and I am building or improving the structure for the use of my universe.

I am the owner of the property and I am building or improving the structure for the use of my God.

Contractor's Signature: *Waymire*

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 7001.1, Labor Code).

Certified copy is hereby furnished.

Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date _____ Applicant's Signature _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I hereby affirm that the performance of the work to which this certificate is issued shall not employ any person in any manner as to be subject to the provisions of the Workers' Compensation Law of California.

Applicant's Signature: *Waymire*

Date _____

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this certificate is issued (Sec. 7001.1, Labor Code).

Lender's Name _____ Lender's Address _____

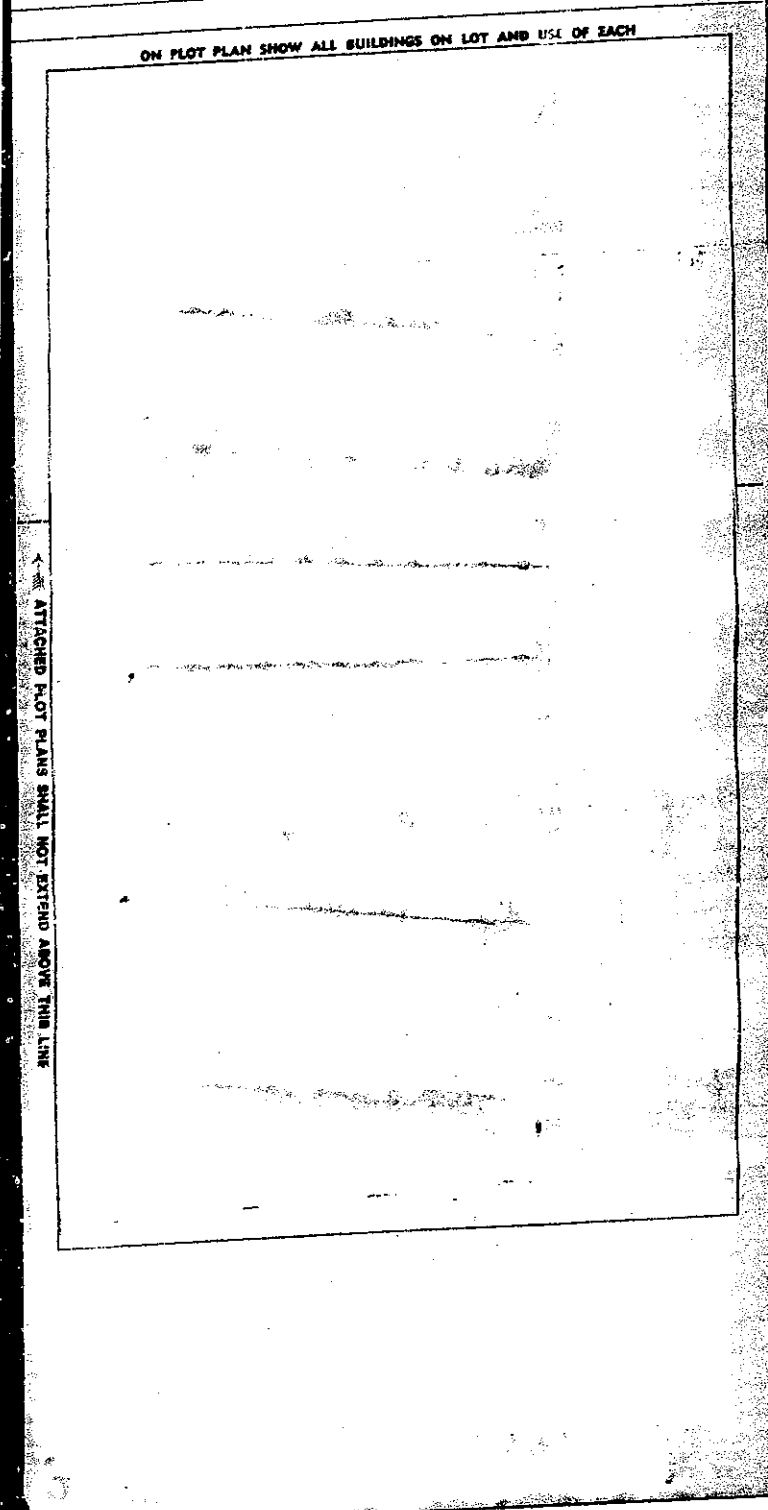
21. I hereby affirm that I have read the application and that the above information is correct. I agree to comply with all city and county rules, regulations and state laws relating to building construction and safety building representatives of this city to enter upon the aforementioned property for inspection purposes.

I further affirm that this certificate is an application for inspection to comply with any applicable law, that neither the City of Los Angeles nor any other city, county, state or federal agency, department, officer or employee thereof shall be responsible for the performance or results of any work described herein or the condition of the property or any person which such work is performed (See Sec. 7001.1, Labor Code).

Signed: *Waymire* Position: *President* Date: *6/1/84*

Bureau of Engineering	ADDRESS APPROVED	
	DRIVEWAY	
7300	RIGHTWAY <input type="checkbox"/> REQUIRED <input checked="" type="checkbox"/>	
	DEDICATION: COMPLETED	
	FLOOD CLEARANCE	
SEWERS / WEA < 122-1-17 ->	<input checked="" type="checkbox"/> SEWERS AVAILABLE	note 6/1/88
	<input type="checkbox"/> NOT AVAILABLE	
	<input checked="" type="checkbox"/> SFC PAID 6-33541161	note 6/2/88
	<input checked="" type="checkbox"/> SFC DUE \$5150.00	note 6/2/88
	<input type="checkbox"/> SFC NOT APPLICABLE	
Grading	PRIVATE SEWAGE SYSTEM APPROVED	
Conservation	APPROVED FOR ISSUES <input type="checkbox"/> NO FILE <input type="checkbox"/> FILE CLOSED <input type="checkbox"/>	
Fire	APPROVED (TITLE 19) (L.A.M.C.-5700)	
Housing	HOUSING AUTHORITY APPROVAL	
Planning	APPROVED UNDER CASE #	
Traffic	APPROVED FOR	
Construction Tax	RECEIPT NO.	DWELLING UNITS

LEGAL DESCRIPTION



ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

**APPENDIX C: LEED FOR NEW CONSTRUCTION REGISTERED PROJECT
CHECKLIST**



LEED for New Construction v 2.2 Registered Project Checklist

Project Name: WILSHIRE/GAYLEY

Project Address: 10955 Wilshire Blvd, Los Angeles, CA 90024

Yes	?	No		
38	17	9	Project Totals (Pre-Certification Estimates) 69 Points	
SILVER			Certified: 26-32 points	Silver: 33-38 points Gold: 39-51 points Platinum: 52-69 points

Yes	?	No		
8	4	2	Sustainable Sites 14 Points	

Yes	?	No		
			Prereq 1	Construction Activity Pollution Prevention Required
	1		Credit 1	Site Selection 1
1			Credit 2	Development Density & Community Connectivity 1
		1	Credit 3	Brownfield Redevelopment 1
1			Credit 4.1	Alternative Transportation , Public Transportation 1
1			Credit 4.2	Alternative Transportation , Bicycle Storage & Changing Rooms 1
1			Credit 4.3	Alternative Transportation , Low-Emitting & Fuel Efficient Vehicles 1
1			Credit 4.4	Alternative Transportation , Parking Capacity 1
		1	Credit 5.1	Site Development , Protect or Restore Habitat 1
	1		Credit 5.2	Site Development , Maximize Open Space 1
1			Credit 6.1	Stormwater Design , Quantity Control 1
1			Credit 6.2	Stormwater Design , Quality Control 1
	1		Credit 7.1	Heat Island Effect , Non-Roof 1
	1		Credit 7.2	Heat Island Effect , Roof 1
1			Credit 8	Light Pollution Reduction 1

Yes	?	No		
3	1	1	Water Efficiency 5 Points	

1			Credit 1.1	Water Efficient Landscaping , Reduce by 50% 1
		1	Credit 1.2	Water Efficient Landscaping , No Potable Use or No Irrigation 1
1			Credit 2	Innovative Wastewater Technologies 1
1			Credit 3.1	Water Use Reduction , 20% Reduction 1
	1		Credit 3.2	Water Use Reduction , 30% Reduction 1



LEED for New Construction v 2.2 Registered Project Checklist

Yes	?	No		
4	8		Energy & Atmosphere	17 Points

Yes			Prereq 1	Fundamental Commissioning of the Building Energy Systems	Required
Yes			Prereq 1	Minimum Energy Performance	Required
Yes			Prereq 1	Fundamental Refrigerant Management	Required

***Note for EAc1:** All LEED for New Construction projects registered after June 26, 2007 are required to achieve at least two (2) points.

3	4		Credit 1	Optimize Energy Performance	1 to 10	
				Credit 1.1	10.5% New Buildings / 3.5% Existing Building Renovations	1
				Credit 1.2	14% New Buildings / 7% Existing Building Renovations	2
			-->	Credit 1.3	17.5% New Buildings / 10.5% Existing Building Renovations	3
				Credit 1.4	21% New Buildings / 14% Existing Building Renovations	4
				Credit 1.5	24.5% New Buildings / 17.5% Existing Building Renovations	5
				Credit 1.6	28% New Buildings / 21% Existing Building Renovations	6
				Credit 1.7	31.5% New Buildings / 24.5% Existing Building Renovations	7
				Credit 1.8	35% New Buildings / 28% Existing Building Renovations	8
				Credit 1.9	38.5% New Buildings / 31.5% Existing Building Renovations	9
				Credit 1.10	42% New Buildings / 35% Existing Building Renovations	10
	1		Credit 2	On-Site Renewable Energy	1 to 3	
				Credit 2.1	2.5% Renewable Energy	1
				Credit 2.2	7.5% Renewable Energy	2
				Credit 2.3	12.5% Renewable Energy	3
	1		Credit 3	Enhanced Commissioning	1	
	1		Credit 4	Enhanced Refrigerant Management	1	
1			Credit 5	Measurement & Verification	1	
	1		Credit 6	Green Power	1	



LEED for New Construction v 2.2 Registered Project Checklist

Yes	?	No		
6	1	6	Materials & Resources	13 Points

Yes					
		1	Prereq 1	Storage & Collection of Recyclables	Required
		1	Credit 1.1	Building Reuse , Maintain 75% of Existing Walls, Floors & Roof	1
		1	Credit 1.2	Building Reuse , Maintain 95% of Existing Walls, Floors & Roof	1
		1	Credit 1.3	Building Reuse , Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2.1	Construction Waste Management , Divert 50% from Disposal	1
1			Credit 2.2	Construction Waste Management , Divert 75% from Disposal	1
		1	Credit 3.1	Materials Reuse , 5%	1
		1	Credit 3.2	Materials Reuse , 10%	1
1			Credit 4.1	Recycled Content , 10% (post-consumer + 1/2 pre-consumer)	1
1			Credit 4.2	Recycled Content , 20% (post-consumer + 1/2 pre-consumer)	1
1			Credit 5.1	Regional Materials , 10% Extracted, Processed & Manufactured	1
1			Credit 5.2	Regional Materials , 20% Extracted, Processed & Manufactured	1
	1		Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1

Yes	?	No		
14	1		Indoor Environmental Quality	15 Points

Yes					
			Prereq 1	Minimum IAQ Performance	Required
Yes			Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan , During Construction	1
1			Credit 3.2	Construction IAQ Management Plan , Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials , Adhesives & Sealants	1
1			Credit 4.2	Low-Emitting Materials , Paints & Coatings	1
1			Credit 4.3	Low-Emitting Materials , Carpet Systems	1
1			Credit 4.4	Low-Emitting Materials , Composite Wood & Agrifiber Products	1
1			Credit 5	Indoor Chemical & Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems , Lighting	1
1			Credit 6.2	Controllability of Systems , Thermal Comfort	1
1			Credit 7.1	Thermal Comfort , Design	1
1			Credit 7.2	Thermal Comfort , Verification	1
1			Credit 8.1	Daylight & Views , Daylight 75% of Spaces	1
	1		Credit 8.2	Daylight & Views , Views for 90% of Spaces	1



LEED for New Construction v 2.2 Registered Project Checklist

Yes	?	No		
3	2		Innovation & Design Process	5 Points
1			Credit 1.1 Innovation in Design: Sustainable education in public area	1
1			Credit 1.2 Innovation in Design: Daylight harvesting	1
	1		Credit 1.3 Innovation in Design: Innovative concrete mix	1
	1		Credit 1.4 Innovation in Design: Transportation programs	1
1			Credit 2 LEED® Accredited Professional	1

**APPENDIX D: DOCUMENTATION REGARDING PREVIOUS USES ON THE
PROJECT SITE**

**Submitted to
LA Department of Transportation
(LADOT) for
Memorandum of Understanding
(MOU) Process**

VENDOR NAME WILSHIRE GAYLEY, LLC

CHECK NUMBER 100098

VENDOR NUMBER 47819

DATE 27-JUN-07

INVOICE NO	INVOICE DATE	DESCRIPTION	DISCOUNT	NET AMOUNT
005667 2004 CAM	01-JUN-07	005667 2004 CAM TAX INS REC	0.00	(845.34)
005667 2005 CAM	01-JUN-07	005667 2005 CAM TAX INS REC	0.00	(5,049.43)
005667 2006 CAM	01-JUN-07	005667 2006 CAM TAX INS REC	0.00	(3,419.92)
005667 2007 JAN	01-JUN-07	005667 2007 JAN-MAY CAM	0.00	(1,285.51)
005667 JUL-DEC	01-JUN-07	005667 JUL-DEC 06 MAR 07 RE	0.00	13,975.15
005667 JULY 07 R	01-JUN-07	005667 JULY 07 RENT/NNN	0.00	43,340.94
005667 JUNE 07 R	01-JUN-07	005667 JUNE 07 RENT/NNN	0.00	17,445.60

RECEIVED
JUN 28 2007
HOLLYWOOD ENTERTAINMENT CO.

Hollywood Entertainment Co.

TOTAL

0.00

64,161.49



Hollywood Entertainment Co.
9275 SW Peyton Lane
Wilsonville, OR 97070
503-570-1600

Wachovia Bank, N.A.

63 017-832

100098

CHECK DATE	CHECK NUMBER	CHECK AMOUNT
27-JUN-07	100098	*****\$64,161.49

VOID AFTER 90 DAYS

PAY Sixty-Four Thousand One Hundred Sixty-One Dollars And 49 Cents****

TO THE ORDER OF

WILSHIRE GAYLEY, LLC
C/O INDIVEST, INC
10877 WILSHIRE BLVD, SUITE 300
LOS ANGELES, CA 90024

TOP

SECOND SIGNATURE REQUIRED IF OVER \$100,000

⑈0000 100098⑈ ⑆063210125⑆ 2079900546570⑈



May 16, 2007

1 ERYEN LANE
WILSHIRE, OR 97070
TEL: 503-570-1600
FAX: 503-570-1703

Via Facsimile 310-824-2424
and U.S. Mail

Wilshire Galey, LLC
c/o Indivest, Inc.
10877 Wilshire Blvd, Suite 300
Los Angeles, CA 90024

Re: *Hollywood Video Store No.: 005-667 (Los Angeles/Westwood Village)
10951 Wilshire Blvd., Los Angeles, CA 90024 ("Premises")
2004-2007 Parcel Maintenance Costs Reconciliations*

Dear Landlord:

A recent review of Tenant's records indicates that Tenant has not received annual reconciliations of the Parcel Maintenance Costs in connection with the Lease for the above-referenced Premises.

Pursuant to Section 4.2(b)(iii) of the Lease, Within ninety (90) days following the end of each calendar year, Landlord shall furnish Tenant with a statement, certified as true and correct by a Certified Public Accountant or an officer of Landlord, showing the total Parcel Maintenance Costs for the calendar year just expired and the amount of Tenant's proportionate share of such Parcel Maintenance Costs and payments made by Tenant during such calendar year under this Lease. Landlord's statement shall include supporting documentation for Parcel Maintenance Costs.

Please forward Landlord's reconciliations for the years 2004 through 2006, as well as for the period beginning January 1, 2007 and ending June 18, 2007 along with the supporting documentation at your earliest convenience. Upon receipt of the foregoing, Tenant will review and process accordingly. If you have any questions concerning this matter, please contact me at (503) 570-3190, or via email at eddingsr@hlyw.com.

Sincerely,

HOLLYWOOD ENTERTAINMENT CORPORATION

Rachel Eddings
Occupancy Cost Coordinator

cc: Michael Lackner: Lease Compliance Specialist
Deanna Adams: Regional Asset Manager

CONOCOPHILLIPS COMPANY RENTAL RECEIPT

Lease Date	Original Lessor	#Mth	Mth Begin	Lease Number
05-01-1968	Tosco Corporation	01	04-01-2007	RM008376/001

AGENCY LEASE NUMBER: 251065
IN PAYMENT OF: Ground Rent

Business Unit :Wholesale

REMARKS: GAYLEY AVE / LINDBROOK

TRACT: 1 COUNTRY: US STATE: CA COUNTY: LOS ANGELES NET ACRES .000
 Prospect: Central California and Arizona
 Asset Area:Western
 LEGAL (Part of):1157 W GAYLEY AVE, LOS ANGELES 90024

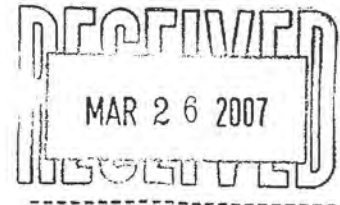
FOR THE CREDIT OF:

PAYMENT

WILSHIRE GAYLEY LLC (BA# 0203936001) \$16,851.03
 SUITE 300
 10877 WILSHIRE BLVD
 LOS ANGELES CA 90024
 TAX ID: 20-1766715 ACCT:

(DPS# 0203936001) TOTAL BANK SERVICE CHARGE \$.00
 TOTAL AMOUNT PAID \$16,851.03

53574



17-15750 N, 11-05

THIS IS WATERMARKED PAPER. DO NOT ACCEPT WITHOUT NOTING WATERMARK. HOLD TO LIGHT TO VERIFY WATERMARK.

62-38/311

CONOCOPHILLIPS COMPANY
 P.O. BOX 7500
 BARTLESVILLE, OK. 74005-7500

53574

Prop. No. RM008376/0
 Serial No. 251065
 Period covered 01 months BEGINNING 04-01-2007
 Check Date 03-22-2007

*****16,851*DOLLARS AND* 03*CENTS *****\$16,851.03

WILSHIRE GAYLEY LLC
 SUITE 300
 10877 WILSHIRE BLVD
 LOS ANGELES CA 90024

J. W. Smith
 Treasurer

Deutsche Bank Trust Company Delaware

00053574 031100380

00538214

**Additional Documentation Regarding
Previous Uses On-Site**



December 15, 2006

Wilshire Gayley LLC
10877 Wilshire Blvd, Suite 300
Los Angeles, CA 90024

RE: Lease #251065
1157 W. Gayley Avenue

Dear Landlord:

Your January 2007 rent payment for the above referenced property includes an increase in rent to \$16,851.03, effective January 1, 2007.

The calculation for the new rent amount is shown below. The index used is the Consumer Price Index for Urban Wage Earners and Clerical Workers for the Los Angeles-Riverside-Orange Count area (82-84=100).

$$\begin{array}{l} \text{October 2006 } \underline{203.5} \\ \text{October 2005 } 200.0 = 1.0175 \times \$16,561.21 = \$16,851.03 \quad \checkmark \\ \\ \$16,561.21 \times 1.02\% = \underline{\$16,892.43} \text{ (MAXIMUM)} \end{array}$$

If you should have any questions, please feel free to contact me at (918) 661-0992.

Sincerely,

Sheila Hunt
Rents Payable

'WILSHIRE GAYLEY LLC
 10951 WILSHIRE BLVD., LOS ANGELES, CA
 2007-OPERATING EXPENSES (ACTUAL)
 PERIOD: 06/01/07 TO 06/18/07

TENANT: HOLLYWOOD VIDEO

	Period	Description	Actual Operating Exp.	Tenant Share of Operating Expenses
PEST CONTROL	6/1/07 - 6/18/07	18 days@ 1.0667	19.20	19.20
ELEVATOR	6/1/07 - 6/18/07	18 days@6.335	114.04	114.04
TELEPHONE (FLS)	6/1/07 - 6/18/07	18 days@ 1.226	180.93	180.93
GARDENING/LANDSCAPE	6/1/07 - 6/18/07	18 days@ 13.333	240.00	240.00
MESSENGER			0.00	0.00
TOTAL CAM EXPENSES @ 100			<u>554.17</u>	<u>554.17</u>
MGMT.FEE-5% OF CAM billed @ 100%			27.71	27.71
PROPERTY INSURANCE: (Per attached worksheet)			307.18	307.18
REAL ESTATE TAXES: Pro-rated @ $(\$25,984.01/365=71.19 \times 18 \text{ days})$			1,281.42	1,281.42
TOTAL ACTUAL OPERATING EXPENSES		TOTAL	<u>2,170.48</u>	<u>2,170.48</u>
LESS: ESTIMATED PAID BY TENANT				<u>0.00</u>
UNDERPAYMENT BY TENANT				<u><u>2,170.48</u></u>

INDIVEST

10877 WILSHIRE BOULEVARD, SUITE 300
LOS ANGELES, CALIFORNIA 90024
(310) 824-3000 Fax (310) 824-2424

Premises: 10951 Wilshire Blvd.
Los Angeles, CA 90024-4341

Statement for: 06-01-2007
Account: 986

INVOICE/BILLING STATEMENT

Date: 06-01-07

WILSHIRE-GAYLEY,LLC
10877 WILSHIRE BLVD., SUITE 300
LOS ANGELES, CA 90024-4341

Make checks payable to: INDIVEST, INC.

Page No: 1

<u>Charge Date</u>	<u>Reference</u>	<u>Description</u>	<u>Charge</u>	<u>PMT, CRs,PPD</u>	<u>Amount</u>
06-01-2007		LANDSCAPING SVCS-6/1/07-6/18/07 (18 Days @13.333/day)	240.00		240.00
		TOTAL CURRENT CHARGES	240.00		240.00
		TOTAL DUE AND PAYABLE	<u>\$240.00</u>		<u>\$240.00</u>

'WILSHIRE GAYLEY LLC
 10951 WILSHIRE BLVD., LOS ANGELES, CA
 2007-OPERATING EXPENSES (ACTUAL)
 PERIOD: 01/01/07 TO 05/31/07

TENANT: HOLLYWOOD VIDEO

	Period	Description	Actual Operating Exp.	Tenant Share of Operating Expenses
PEST CONTROL	1/1/07 - 5/31/07	5 mos. @ 32.00	160.00	160.00
ELEVATOR	1/1/07 - 5/31/07	5 mos. @ 190.06	950.30	950.30
TELEPHONE (FLS)	1/1/07 - 5/31/07	5 mos.	180.93	180.93
GARDENING/LANDSCAPE	1/1/07 - 5/31/07	5 mos. @ 400/mo.	2,000.00	2,000.00
MESSENGER			0.00	0.00
TOTAL CAM EXPENSES @ 100			<u>3,291.23</u>	<u>3,291.23</u>
MGMT.FEE-5% OF CAM billed @ 100%			164.56	164.56
PROPERTY INSURANCE: (Per attached worksheet)		1/1/07-5/31/07	2,576.93	2,576.93
REAL ESTATE TAXES: Pro-rated @ $(\$25,984.01/365=71.19 \times 151 \text{ days})$		1/1/07-5/31/07	10,749.69	10,749.69
TOTAL ACTUAL OPERATING EXPENSES		TOTAL	<u>16,782.41</u>	<u>16,782.41</u>
LESS: ESTIMATED PAID BY TENANT				<u>(18,070.00)</u>
OVERPAYMENT BY TENANT				<u>(1,287.59)</u>



MONTHLY SERVICE - BASIC (Apr 25 to May 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	22.95	22.95
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 29.45

BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax			.90
4 Los Angeles city tax			3.02
5 Funding to support the Public Utilities Commission			.03
6 911 State Tax			.12
7 Temporary surcharge as allowed by Public Utilities Commission			.94
8 California Relay Service and Communications Devices Fund			.09
9 CA High Cost Fund - B			.31
10 California Teleconnect Fund surcharge			.03
11 CHCF-B Rate Adjustment		CR	.98
12 CA Universal Lifeline Telephone Service			.27
13 CA High Cost Fund - A			.05
14 Federal Universal Service Fee			.76
Total			\$ 5.54
<i>Verizon basic charges</i>			\$ 34.99

MONTHLY SERVICE - NON-BASIC (Apr 25 to May 25)

Description	Qty	Unit Rate	
15 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

16 Federal excise tax			.05
17 Los Angeles city tax			.16
18 911 State Tax			.01
19 Temporary surcharge as allowed by Public Utilities Commission			.06
20 California Relay Service and Communications Devices Fund			.01
21 CA High Cost Fund - B			.02
22 CHCF-B Rate Adjustment		CR	.06
23 CA Universal Lifeline Telephone Service			.02
Total			\$.27
<i>Verizon non-basic charges **</i>			\$ 1.77

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges **\$ 36.76**

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

CHANGE IN CHARGES

California changes program rates:

Beginning 04/01/2007, your CA dual party relay service charge will increase from 0.05 percent to 0.37 percent, CA High Cost Fund B charge will decrease from 2.00 percent to 1.30 percent, and the CA Universal Lifeline Telephone service charge will decrease from 1.29 percent to 1.15 percent of revenue per month. These fees are collected by Verizon and sent to the California Public Utility Commission where they are used to provide affordable telecommunications services throughout the state. See California Relay Service and Communications Devices Fund.

30 pm M-F
day
7 M-F
M-F

Page
208-6429
1275393357
Verizon

We never stop working for you.

Billing Date: 03/25/07 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Mar 25 to Apr 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	22.95	22.95
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 29.45

BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax			.90
4 Los Angeles city tax			3.03
5 Funding to support the Public Utilities Commission			.03
6 911 State Tax			.12
7 Temporary surcharge as allowed by Public Utilities Commission			.94
8 California Relay Service and Communications Devices Fund			.01
9 CA High Cost Fund - B			.48
10 California Teleconnect Fund surcharge			.03
11 CHCF-B Rate Adjustment			CR .98
12 CA Universal Lifeline Telephone Service			.31
13 CA High Cost Fund - A			.05
14 Federal Universal Service Fee			.63
Total			\$ 5.55

Verizon basic charges **\$ 35.00**

MONTHLY SERVICE - NON-BASIC (Mar 25 to Apr 25)

Description	Qty	Unit Rate	
15 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

16 Federal excise tax			.05
17 Los Angeles city tax			.16
18 911 State Tax			.01
19 Temporary surcharge as allowed by Public Utilities Commission			.06
20 CA High Cost Fund - B			.03
21 CHCF-B Rate Adjustment			CR .06
22 CA Universal Lifeline Telephone Service			.02
Total			\$.27

*Verizon non-basic charges *** **\$ 1.77**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 36.77**

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

FOR YOUR INFORMATION

Important billing information

When you provide a check, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process this transaction as a check. If you wish to be excluded from this process, please call 1-888-500-5358. When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment, and you will not receive your check back.

10:30 pm
 7:30 pm M-F
 3:10 pm
 1:07
 below
 1789 127330
 310 208-6429



We never stop working for you.

Billing Date: 02/25/07 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Feb 25 to Mar 25)				
Description	Qty	Unit Rate		
1 Business line - measured rate	1	22.95		22.95
2 Interstate Subscriber Line Charge	1	6.50		6.50
Total				\$ 29.45

RATE ADJUSTMENTS				
Description	Qty	Amount	Days	
3 Rate increase (Feb 15 to Feb 24) Business line - measured rate	1	\$.124	10	1.24
Total				\$ 1.24

BASIC SERVICE TAXES AND SURCHARGES				
4 Federal excise tax				.94
5 Los Angeles city tax				3.16
6 Funding to support the Public Utilities Commission				.03
7 911 State Tax				.13
8 Temporary surcharge as allowed by Public Utilities Commission				.99
9 California Relay Service and Communications Devices Fund				.01
10 CA High Cost Fund - B				.50
11 California Teleconnect Fund surcharge				.03
12 CHCF-B Rate Adjustment				CR 1.03
13 CA Universal Lifeline Telephone Service				.32
14 CA High Cost Fund - A				.05
15 Federal Universal Service Fee				.63
Total				\$ 5.76
<i>Verizon basic charges</i>				<i>\$ 36.45</i>

MONTHLY SERVICE - NON-BASIC (Feb 25 to Mar 25)				
Description	Qty	Unit Rate		
16 Non-published listing	1	1.50		1.50
Total				\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES				
17 Federal excise tax				.05
18 Los Angeles city tax				.16
19 911 State Tax				.01
20 Temporary surcharge as allowed by Public Utilities Commission				.06
21 CA High Cost Fund - B				.03
22 CHCF-B Rate Adjustment				CR .06
23 CA Universal Lifeline Telephone Service				.02
Total				\$.27

*Verizon non-basic charges *** **\$ 1.77**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 38.22**

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

CHANGE IN CHARGES

Changes to your Directory Assistance Service

Beginning Tuesday, May 1, 2007, the rate for Local Directory Assistance will change from \$.35 to \$.75 per call and the rate for National Directory Assistance will change from \$.95 to \$1.50 per call. The monthly Call Allowances will also



We never stop working for you.

Billing Date: 01/25/07 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Jan 25 to Feb 25)

Table with 4 columns: Description, Qty, Unit Rate, and a final amount column. Rows include Business line - measured rate and Interstate Subscriber Line Charge.

BASIC SERVICE TAXES AND SURCHARGES

Table with 2 columns: Description and Amount. Rows include Federal excise tax, Los Angeles city tax, and various state and utility taxes.

Verizon basic charges \$ 30.64

MONTHLY SERVICE - NON-BASIC (Jan 25 to Feb 25)

Table with 4 columns: Description, Qty, Unit Rate, and a final amount column. Row includes Non-published listing.

NON-BASIC SERVICE TAXES AND SURCHARGES

Table with 2 columns: Description and Amount. Rows include Federal excise tax, Los Angeles city tax, and various state and utility taxes.

Verizon non-basic charges ** \$ 1.77

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges \$ 32.41

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill.

FOR YOUR INFORMATION

Important billing information

When you provide a check, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process this transaction as a check.

'WILSHIRE GAYLEY LLC
 10951 WILSHIRE BLVD., LOS ANGELES, CA
 2006-OPERATING EXPENSES (ACTUAL)
 PERIOD: 01/01/06 TO 12/31/06

TENANT: HOLLYWOOD VIDEO

	Period	Description	Actual Operating Exp.	Tenant Share of Operating Expenses
PEST CONTROL	Jan-Dec	12Mos.@32	384.00	384.00
ELEVATOR	Jan-Dec	12 Mos. @\$180.13	2,160.36	2,160.36
TELEPHONE (FLS)	Jan-Dec	12/25/05-12/25/06	382.72	382.72
GARDENING/LANDSCAPE	Jan-Dec	12Mos @400	4,800.00	4,800.00
LANDSCAPING REPAIRS	Nov/06		500.00	500.00
MESSENGER			73.43	73.43
OFFICE SUPPLIES			259.00	259.00
TOTAL CAM EXPENSES @100			<u>8,559.51</u>	<u>8,559.51</u>
MGMT.FEE-5% OF CAM billed @100%			427.98	427.98
PROPERTY INSURANCE: (Per attached worksheet)			5,450.94	5,450.94
REAL ESTATE TAXES (Per attached worksheet)			25,509.65	25,509.65
TOTAL ACTUAL OPERATING EXPENSES		TOTAL	<u>39,948.08</u>	<u>39,948.08</u>
LESS: ESTIMATED PAID BY TENANT				<u>(43,368.00)</u>
OVERPAYMENT BY TENANT-2006				<u><u>(3,419.92)</u></u>

WILSHIRE GAYLEY, LLC
1877 WILSHIRE BLVD., #300
LOS ANGELES, CA 90024

1073

DU-4217/1222

PAY
TO THE
ORDER OF


DATE DEC. 21, 2005

VERIZON CALIFORNIA

\$*31.67*****

THE SUM 31 DOLL 67 CTS

NORTHERN TRUST BANK OF CALIFORNIA N.A.

DOLLARS  Security Feature
Inkjet
Printed on Bank



Northern Trust

[Handwritten Signature]

FOR 310-208-6429

⑈001073⑈ ⑆22242673⑆

⑈7090750⑈

11/25 - 12/25

12th month

WILSHIRE GAYLEY LLC
10951 WILSHIRE BLVD., LOS ANGELES, CA
2005 - OPERATING EXPENSES (ACTUAL)
PERIOD: 01/01/05 TO 12/31/05

TENANT: HOLLYWOOD VIDEO

	Period	Description	Actual Operating Exp.	Tenant Share of Operating Expenses
PEST CONTROL	Jan-Dec	12Mos.@32	384.00	384.00
ELEVATOR	Jan-Dec	12 Mos.@\$170	2,040.00	2,040.00
TELEPHONE (FLS)	Jan-Dec	12/25/04-12/25/05	421.27	421.27
GARDENING/LANDSCAPE	Jan-Dec	12Mos @400	4,800.00	4,800.00
LANDSCAPING SUPPLIES			87.40	87.40
MESSENGER			35.96	35.96
OFFICE SUPPLIES			16.30	16.30
TOTAL CAM EXPENSES @ 100			<u>7,784.93</u>	<u>7,784.93</u>
MGMT.FEE-5% OF CAM billed @ 100%			389.25	389.25
PROPERTY INSURANCE: (Per attached worksheet)	Jan-Dec	Comm'l.Property Ins.	5,233.54	5,233.54
REAL ESTATE TAXES (Per attached worksheet)			24,119.64	24,119.64
TOTAL ACTUAL OPERATING EXPENSES		TOTAL	<u>37,527.36</u>	<u>37,527.36</u>
LESS: ESTIMATED PAID BY TENANT				<u>(42,576.79)</u>
OVERPAYMENT BY TENANT-2005				<u>(5,049.43)</u>

Date: 11/25/05
 Number: 310 208-6429
 01 1789 1275393357
 See below
 11/25/05 3:30 pm M.F.

Billing Date: 11/25/05 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

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MONTHLY SERVICE - BASIC (Nov 25 to Dec 25)				
Description	Qty	Unit Rate		
1 Business line - measured rate	1	19.22		19.22
2 Interstate Subscriber Line Charge	1	6.50		6.50
Total				\$ 25.72

BASIC SERVICE TAXES AND SURCHARGES				
3 Federal excise tax at 3.00%				.78
4 Los Angeles city tax				2.64
5 Funding to support the Public Utilities Commission				.02
6 911 State Tax				.12
7 Temporary surcharge as allowed by Public Utilities Commission			CR	.24
8 California Relay Service and Communications Devices Fund				.06
9 CA High Cost Fund - B				.46
10 California Teleconnect Fund surcharge				.03
11 CHCF-B Rate Adjustment			CR	.60
12 CA Universal Lifeline Telephone Service				.29
13 CA High Cost Fund - A				.03
14 Federal Universal Service Fee				.67
Total				\$ 4.26
<i>Verizon basic charges</i>				\$ 29.98

MONTHLY SERVICE - NON-BASIC (Nov 25 to Dec 25)				
Description	Qty	Unit Rate		
15 Non-published listing	1	1.50		1.50
Total				\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES				
16 Federal excise tax at 3.00%				.04
17 Los Angeles city tax				.15
18 911 State Tax				.01
19 Temporary surcharge as allowed by Public Utilities Commission			CR	.02
20 CA High Cost Fund - B				.04
21 CHCF-B Rate Adjustment			CR	.05
22 CA Universal Lifeline Telephone Service				.02
Total				\$.19
<i>Verizon non-basic charges **</i>				\$ 1.69

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges \$ 31.67

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

FOR YOUR INFORMATION

Important billing information

When you provide a check, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process this transaction as a check. If you wish to be excluded from this process, please call 1-888-500-5358.

We never stop working for you.

MONTHLY SERVICE - BASIC (Oct 25 to Nov 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax at 3.00%			.78
4 Los Angeles city tax			2.64
5 Funding to support the Public Utilities Commission			.02
6 911 State Tax			.12
7 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
8 California Relay Service and Communications Devices Fund			.06
9 CA High Cost Fund - B			.46
10 California Teleconnect Fund surcharge			.03
11 CHCF-B Rate Adjustment		CR	.60
12 CA Universal Lifeline Telephone Service			.29
13 CA High Cost Fund - A			.03
14 Federal Universal Service Fee			.67
Total			\$ 4.26
<i>Verizon basic charges</i>			\$ 29.98

MONTHLY SERVICE - NON-BASIC (Oct 25 to Nov 25)

Description	Qty	Unit Rate	
15 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

16 Federal excise tax at 3.00%			.04
17 Los Angeles city tax			.15
18 911 State Tax			.01
19 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
20 CA High Cost Fund - B			.04
21 CHCF-B Rate Adjustment		CR	.05
22 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges *** **\$ 1.69**

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges **\$ 31.67**

Verizon Reads

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CHANGE IN CHARGES

Changes in Federal Charges Beginning October, 2005

Effective October 1, 2005, the Federal Subscriber Line Charge (SLC) for single-line business, multiline business and Centrex lines, or ISDN PRI may change. The Non-presubscribed Primary Interexchange Carrier Charge (PICC) for multiline business and Centrex lines or ISDN PRI may also change. These charges help pay for the costs of providing and maintaining the local network.

In addition, your Federal Universal Service Fund (FUSF) surcharge may change effective October 1, 2005. The FUSF surcharge, which is authorized by the FCC and reviewed quarterly, provides funding for programs to keep local telephone



We never stop working for you.

Billing Date: 09/25/05 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Sep 25 to Oct 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax at 3.00%			.78
4 Los Angeles city tax			2.64
5 Funding to support the Public Utilities Commission			.02
6 911 State Tax			.12
7 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
8 California Relay Service and Communications Devices Fund			.06
9 CA High Cost Fund - B			.46
10 California Teleconnect Fund surcharge			.03
11 CHCF-B Rate Adjustment		CR	.60
12 CA Universal Lifeline Telephone Service			.29
13 CA High Cost Fund - A			.03
14 Federal Universal Service Fee			.67
Total			\$ 4.26

Verizon basic charges **\$ 29.98**

MONTHLY SERVICE - NON-BASIC (Sep 25 to Oct 25)

Description	Qty	Unit Rate	
15 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

16 Federal excise tax at 3.00%			.04
17 Los Angeles city tax			.15
18 911 State Tax			.01
19 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
20 CA High Cost Fund - B			.04
21 CHCF-B Rate Adjustment		CR	.05
22 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges *** **\$ 1.69**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 31.67**

Verizon Reads

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Billing Date: 08/25/05 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

PAYMENTS

1	Payment Received on Jul 28.	CR 32.31
2	Payment Received on Aug 01.	CR 31.75
3	Payment Received on Aug 19.	CR 32.31
4	Payment Received on Aug 19.	CR 32.80
	Payment(s) applied to previous charges.	
	Total	CR \$ 129.17

MONTHLY SERVICE - BASIC (Aug 25 to Sep 25)

Description	Qty	Unit Rate	
5 Business line - measured rate	1	19.22	19.22
6 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

MISCELLANEOUS CHARGES AND CREDITS

7	Late payment charge on \$96.36 at 1.50%	1.45
	Total	\$ 1.45

BASIC SERVICE TAXES AND SURCHARGES

8	Federal excise tax at 3.00%	.83
9	Los Angeles city tax	2.79
10	Funding to support the Public Utilities Commission	.02
11	911 State Tax	.12
12	Temporary surcharge as allowed by Public Utilities Commission	CR .24
13	California Relay Service and Communications Devices Fund	.06
14	CA High Cost Fund - B	.50
15	California Teleconnect Fund surcharge	.03
16	CHCF-B Rate Adjustment	CR .60
17	CA Universal Lifeline Telephone Service	.32
18	CA High Cost Fund - A	.03
19	Federal Universal Service Fee	.67
	Total	\$ 4.53
	<i>Verizon basic charges</i>	\$ 31.70

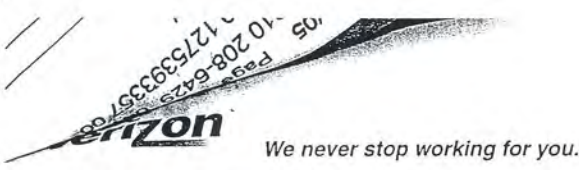
MONTHLY SERVICE - NON-BASIC (Aug 25 to Sep 25)

Description	Qty	Unit Rate	
20 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

21	Federal excise tax at 3.00%	.04
22	Los Angeles city tax	.15
23	911 State Tax	.01
24	Temporary surcharge as allowed by Public Utilities Commission	CR .02
25	CA High Cost Fund - B	.04
26	CHCF-B Rate Adjustment	CR .05
27	CA Universal Lifeline Telephone Service	.02
	Total	\$.19
	<i>Verizon non-basic charges **</i>	\$ 1.69

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.



Billing Date: 07/25/05 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Jul 25 to Aug 25)			
Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

MISCELLANEOUS CHARGES AND CREDITS	
3 Late payment charge on \$64.05 at 1.50%	.96
Total	\$.96

BASIC SERVICE TAXES AND SURCHARGES	
4 Federal excise tax at 3.00%	.81
5 Los Angeles city tax	2.74
6 Funding to support the Public Utilities Commission	.02
7 911 State Tax	.12
8 Temporary surcharge as allowed by Public Utilities Commission	CR .24
9 California Relay Service and Communications Devices Fund	.06
10 CA High Cost Fund - B	.48
11 California Teleconnect Fund surcharge	.03
12 CHCF-B Rate Adjustment	CR .60
13 CA Universal Lifeline Telephone Service	.31
14 CA High Cost Fund - A	.03
15 Federal Universal Service Fee	.67
Total	\$ 4.43
<i>Verizon basic charges</i>	\$ 31.11

MONTHLY SERVICE - NON-BASIC (Jul 25 to Aug 25)			
Description	Qty	Unit Rate	
16 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES	
17 Federal excise tax at 3.00%	.04
18 Los Angeles city tax	.15
19 911 State Tax	.01
20 Temporary surcharge as allowed by Public Utilities Commission	CR .02
21 CA High Cost Fund - B	.04
22 CHCF-B Rate Adjustment	CR .05
23 CA Universal Lifeline Telephone Service	.02
Total	\$.19
<i>Verizon non-basic charges **</i>	\$ 1.69

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges \$ 32.80

Verizon Reads
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CHANGE IN CHARGES

Changes in Federal Charges
 Effective July 1, the Federal Subscriber Line Charge (SLC) for single-line business, multiline business and Centrex lines, or ISDN PRI may change. In addition, the Federal Universal Service Fund (FUSF) surcharge may change. The FUSF surcharge, which is reviewed quarterly, helps keep local telephone rates affordable for all customers, and provides a discount to schools, libraries, rural health care



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Billing Date: 06/25/05 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Jun 25 to Jul 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

MISCELLANEOUS CHARGES AND CREDITS

3 Late payment charge on \$31.75 at 1.50%			.48
Total			\$.48

BASIC SERVICE TAXES AND SURCHARGES

4 Federal excise tax at 3.00%			.80
5 Los Angeles city tax			2.70
6 Funding to support the Public Utilities Commission			.02
7 911 State Tax			.12
8 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
9 California Relay Service and Communications Devices Fund			.06
10 CA High Cost Fund - B			.47
11 California Teleconnect Fund surcharge			.03
12 CHCF-B Rate Adjustment		CR	.60
13 CA Universal Lifeline Telephone Service			.30
14 CA High Cost Fund - A			.03
15 Federal Universal Service Fee			.73
Total			\$ 4.42

Verizon basic charges **\$ 30.62**

MONTHLY SERVICE - NON-BASIC (Jun 25 to Jul 25)

Description	Qty	Unit Rate	
16 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

17 Federal excise tax at 3.00%			.04
18 Los Angeles city tax			.15
19 911 State Tax			.01
20 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
21 CA High Cost Fund - B			.04
22 CHCF-B Rate Adjustment		CR	.05
23 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges *** **\$ 1.69**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 32.31**

Verizon Reads

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We never stop working for you.

Billing Date: 05/25/05 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (May 25 to Jun 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

MISCELLANEOUS CHARGES AND CREDITS

3 Late payment charge on \$31.63 at 1.50%			.47
Total			\$.47

BASIC SERVICE TAXES AND SURCHARGES

4 Federal excise tax at 3.00%			.80
5 Los Angeles city tax			2.70
6 Funding to support the Public Utilities Commission			.02
7 911 State Tax			.12
8 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
9 California Relay Service and Communications Devices Fund			.06
10 CA High Cost Fund - B			.47
11 California Teleconnect Fund surcharge			.03
12 CHCF-B Rate Adjustment		CR	.60
13 CA Universal Lifeline Telephone Service			.30
14 CA High Cost Fund - A			.03
15 Federal Universal Service Fee			.73
Total			\$ 4.42

Verizon basic charges **\$ 30.61**

MONTHLY SERVICE - NON-BASIC (May 25 to Jun 25)

Description	Qty	Unit Rate	
16 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

17 Federal excise tax at 3.00%			.04
18 Los Angeles city tax			.15
19 911 State Tax			.01
20 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
21 CA High Cost Fund - B			.04
22 CHCF-B Rate Adjustment		CR	.05
23 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges *** **\$ 1.69**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 32.30**

Verizon Reads

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Your account credit limit is \$500



We never stop working for you.

Billing Date: 04/25/05 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Apr 25 to May 25)

Table with 4 columns: Description, Qty, Unit Rate, and Total. Rows include Business line - measured rate and Interstate Subscriber Line Charge.

BASIC SERVICE TAXES AND SURCHARGES

Table with 4 columns: Description, Qty, Unit Rate, and Total. Rows include Federal excise tax, Los Angeles city tax, and various state and federal taxes.

Verizon basic charges \$ 30.06

MONTHLY SERVICE - NON-BASIC (Apr 25 to May 25)

Table with 4 columns: Description, Qty, Unit Rate, and Total. Row includes Non-published listing.

NON-BASIC SERVICE TAXES AND SURCHARGES

Table with 4 columns: Description, Qty, Unit Rate, and Total. Rows include Federal excise tax, Los Angeles city tax, and various state and federal taxes.

Verizon non-basic charges ** \$ 1.69

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges \$ 31.75

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill.

Your account credit limit is \$500

CHANGE IN CHARGES

California Changes High Cost Fund A Rate

Beginning 04/01/2005, your CA High Cost Fund A charge will decrease from 0.17 percent to 0.15 percent per month. The fee is collected by Verizon and sent to the CA Public Utilities Commission where it is used to provide affordable telecommunications services within the state.



We never stop working for you.

Billing Date: 03/25/05 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Mar 25 to Apr 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax at 3.00%			.79
4 Los Angeles city tax			2.64
5 Funding to support the Public Utilities Commission			.02
6 911 State Tax			.12
7 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
8 California Relay Service and Communications Devices Fund			.06
9 CA High Cost Fund - B			.46
10 California Teleconnect Fund surcharge			.03
11 CHCF-B Rate Adjustment		CR	.60
12 CA Universal Lifeline Telephone Service			.21
13 CA High Cost Fund - A			.03
14 Federal Universal Service Fee			.70
Total			\$ 4.22

Verizon basic charges **\$ 29.94**

MONTHLY SERVICE - NON-BASIC (Mar 25 to Apr 25)

Description	Qty	Unit Rate	
15 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

16 Federal excise tax at 3.00%			.04
17 Los Angeles city tax			.15
18 911 State Tax			.01
19 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
20 CA High Cost Fund - B			.04
21 CHCF-B Rate Adjustment		CR	.05
22 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges *** **\$ 1.69**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

Total Verizon charges **\$ 31.63**

Verizon Reads

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Your account credit limit is \$500



We never stop working for you.

Billing Date: 02/25/05 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

PAYMENTS

1 Payment Received on Jan 31.		CR 125.37
2 Payment Received on Feb 14.		CR 49.76
Payment(s) applied to previous charges.	Total	CR \$ 175.13

MONTHLY SERVICE - BASIC (Feb 25 to Mar 25)

Description	Qty	Unit Rate	
3 Business line - measured rate	1	19.22	19.22
4 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

MISCELLANEOUS CHARGES AND CREDITS

5 Late payment charge on \$125.37 at 1.50%		1.88
Total		\$ 1.88

BASIC SERVICE TAXES AND SURCHARGES

6 Federal excise tax at 3.00%		.85
7 Los Angeles city tax		2.85
8 Funding to support the Public Utilities Commission		.02
9 911 State Tax		.12
10 Temporary surcharge as allowed by Public Utilities Commission		CR .24
11 California Relay Service and Communications Devices Fund		.06
12 CA High Cost Fund - B		.51
13 California Teleconnect Fund surcharge		.03
14 CHCF-B Rate Adjustment		CR .60
15 CA Universal Lifeline Telephone Service		.23
16 CA High Cost Fund - A		.04
17 Svc Provider Number Portability Fee		.21
18 Federal Universal Service Fee		.72
Total		\$ 4.80

Verizon basic charges **\$ 32.40**

MONTHLY SERVICE - NON-BASIC (Feb 25 to Mar 25)

Description	Qty	Unit Rate	
19 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

20 Federal excise tax at 3.00%		.04
21 Los Angeles city tax		.15
22 911 State Tax		.01
23 Temporary surcharge as allowed by Public Utilities Commission		CR .02
24 CA High Cost Fund - B		.04
25 CHCF-B Rate Adjustment		CR .05
26 CA Universal Lifeline Telephone Service		.02
Total		\$.19

*Verizon non-basic charges *** **\$ 1.69**

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**



We never stop working for you.

Billing Date: 01/25/05 Page 3 of 4
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Jan 25 to Feb 25)

Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

CONVENIENT PAYMENT PLANS

Extended Payment Schedule

3 Payment 3 of 3 included with this bill.			16.52
Remaining balance is \$.00.			
Total			\$ 16.52

MISCELLANEOUS CHARGES AND CREDITS

4 Late payment charge on \$77.14 at 1.50%			1.16
Total			\$ 1.16

BASIC SERVICE TAXES AND SURCHARGES

5 Federal excise tax at 3.00%			.83
6 Los Angeles city tax			2.78
7 Funding to support the Public Utilities Commission			.02
8 911 State Tax			.12
9 Temporary surcharge as allowed by Public Utilities Commission		CR	.24
10 California Relay Service and Communications Devices Fund			.06
11 CA High Cost Fund - B			.49
12 California Teleconnect Fund surcharge			.03
13 CHCF-B Rate Adjustment		CR	.60
14 CA Universal Lifeline Telephone Service			.22
15 CA High Cost Fund - A			.03
16 Svc Provider Number Portability Fee			.21
17 Federal Universal Service Fee			.72
Total			\$ 4.67

Verizon basic charges

\$ 48.07

MONTHLY SERVICE - NON-BASIC (Jan 25 to Feb 25)

Description	Qty	Unit Rate	
18 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES

19 Federal excise tax at 3.00%			.04
20 Los Angeles city tax			.15
21 911 State Tax			.01
22 Temporary surcharge as allowed by Public Utilities Commission		CR	.02
23 CA High Cost Fund - B			.04
24 CHCF-B Rate Adjustment		CR	.05
25 CA Universal Lifeline Telephone Service			.02
Total			\$.19

*Verizon non-basic charges ***

\$ 1.69

****Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.**

WILSHIRE GAYLEY LLC
10951 WILSHIRE BLVD., LA CA 90024
2004- OPERATING EXPENSES (ACTUAL)
PERIOD: 10/26/04 - 12/31/04

TENANT: HOLLYWOOD VIDEO

	Description	Actual Operating Exp.	Tenant Share of Operating Expenses
PEST CONTROL	Nov. & December	64.00	64.00
TELEPHONE (FLS)	Oct.25-Dec. 25	155.42	155.42
GARDENING/LANDSCAPE (\$100/wk)	9Wks@100	900.00	900.00
MESSENGER		15.80	15.80
OFFICE SUPPLIES		122.51	122.51
TOTAL CAM EXPENSES @ 100%		<u>1,257.73</u>	<u>1,257.73</u>
MGMT.FEE - 5% OF CAM EXPENSES		62.89	62.89
PROPERTY INSURANCE:			
(Pro-rated: \$5,224/365=14.312329 x 67days)	10/26/04-12/31/04	958.93	958.93
REAL ESTATE TAXES:			
Taxes Paid: 7/1/04-12/31/04 (184 days)		13,235.03	
Escrow Cr: 7/1/04-10/26/04 (117 days)		<u>(8,415.75)</u>	
	10/26/04-12/31/04	4,819.25	4,819.25
TOTAL ACTUAL OPERATING EXPENSES		<u>7,098.80</u>	<u>7,098.80</u>
LESS: ESTIMATED PAID BY TENANT			<u>(7,228.00)</u>
OVERPAYMENT BY TENANT			<u><u>(129.20)</u></u>



Billing Date: 12/25/04 Page 3 of 4
 Telephone Number : 310 208-6429 041027
 Account Number: 01 1789 1275393357 00
 How to Reach Us : See page 2

MONTHLY SERVICE - BASIC (Dec 25 to Jan 25)			
Description	Qty	Unit Rate	
1 Business line - measured rate	1	19.22	19.22
2 Interstate Subscriber Line Charge	1	6.50	6.50
Total			\$ 25.72

CONVENIENT PAYMENT PLANS	
Extended Payment Schedule	
3 Payment 2 of 3 included with this bill.	16.52
Remaining balance is \$16.52.	
Total	\$ 16.52

BASIC SERVICE TAXES AND SURCHARGES	
4 Federal excise tax at 3.00%	.79
5 Los Angeles city tax	2.64
6 Funding to support the Public Utilities Commission	.02
7 911 State Tax	.12
8 Temporary surcharge as allowed by Public Utilities Commission	CR .22
9 California Relay Service and Communications Devices Fund	.06
10 CA High Cost Fund - B	.42
11 California Teleconnect Fund surcharge	.03
12 CHCF-B Rate Adjustment	CR .60
13 CA Universal Lifeline Telephone Service	.21
14 CA High Cost Fund - A	.03
15 Svc Provider Number Portability Fee	.21
16 Federal Universal Service Fee	.60
Total	\$ 4.31
<i>Verizon basic charges</i>	\$ 46.55

MONTHLY SERVICE - NON-BASIC (Dec 25 to Jan 25)			
Description	Qty	Unit Rate	
17 Non-published listing	1	1.50	1.50
Total			\$ 1.50

NON-BASIC SERVICE TAXES AND SURCHARGES	
18 Federal excise tax at 3.00%	.04
19 Los Angeles city tax	.15
20 911 State Tax	.01
21 Temporary surcharge as allowed by Public Utilities Commission	CR .02
22 CA High Cost Fund - B	.03
23 CHCF-B Rate Adjustment	CR .05
24 CA Universal Lifeline Telephone Service	.02
Total	\$.18
<i>Verizon non-basic charges **</i>	\$ 1.68

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges \$ 48.23

Verizon Reads
 If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

Your account credit limit is \$500



Make progress every day

Billing Date: 11/25/04 Page 4 of 6
Telephone Number : 310 208-6429 041027
Account Number: 01 1789 1275393357 00
How to Reach Us : See page 2

ADDING AND CHANGING SERVICE

For 310 208-6429

This section shows partial-month billing. If you are adding a new product, it shows charges for the number of days that you had the product before your Billing Date. If you are removing a product, it shows credits for the days you did not have the product but had paid for it in advance. You can find your month-in-advance charges in the MONTHLY SERVICE section.

Services Added

Product Description	Qty	Order Number	Effective Date	
1 Non-published listing	1	I0929852	Oct 27	1.40
Total Services Added				1.40

For 310 208-6429

Service Order Charges and Credits

Product Description	Order Number	Effective Date	
2 Initial order	I0929852	Oct 27	49.57
Total Adding and Changing Service			\$ 1.40

NON-BASIC SERVICE TAXES AND SURCHARGES

3 Federal excise tax at 3.00%		.09
4 Los Angeles city tax		.29
5 Funding to support the Public Utilities Commission		.06
6 911 State Tax		.02
7 Temporary surcharge as allowed by Public Utilities Commission		CR .60
8 California Relay Service and Communications Devices Fund		.16
9 CA High Cost Fund - B		1.14
10 California Teleconnect Fund surcharge		.08
11 CHCF-B Rate Adjustment		CR 1.64
12 CA Universal Lifeline Telephone Service		.57
13 CA High Cost Fund - A		.09
Total		\$.26
Verizon non-basic charges **		\$ 3.16

**Non-payment of non-basic service charges WILL NOT result in the disconnection of your local telephone service.

Total Verizon charges

\$ 77.14

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

Your account credit limit is \$500

"The Federal Equal Credit Opportunity Act prohibits creditors from discriminating against credit applicants on the basis of race, color, religion, national origin, sex, marital status, age (provided the applicant has the capacity to enter into a binding contract); because all or part of the applicant's income derives from any public assistance program; or because the applicant has in good faith exercised any right under the Consumer Credit Protection Act. The Federal Agency that administers compliance with the law concerning this creditor is the Federal Trade Commission, 600 Pennsylvania Avenue, N.W., Washington D.C. 20580."

CHANGE IN CHARGES

California changes Emergency Telephone Users Surcharge

Beginning 11/01/2004, your California Emergency Telephone Users Surcharge



Make progress every day

Billing Date: 10/25/04 Page 3 of 4
Telephone Number : 310 208-6429 970415
Account Number: 01 1789 1169591825 01
How to Reach Us : See page 2



MONTHLY SERVICE - BASIC (Oct 25 to Nov 25)

Table with 4 columns: Description, Qty, Unit Rate, and Total. Rows include Business line - measured rate, Interstate Subscriber Line Charge, and Total \$ 25.72.

BASIC SERVICE TAXES AND SURCHARGES

Table with 2 columns: Description and Total. Rows include Federal excise tax at 3.00%, Los Angeles city tax, Funding to support the Public Utilities Commission, 911 State Tax, Temporary surcharge as allowed by Public Utilities Commission, California Relay Service and Communications Devices Fund, CA High Cost Fund - B, California Teleconnect Fund surcharge, CHCF-B Rate Adjustment, CA Universal Lifeline Telephone Service, CA High Cost Fund - A, Svc Provider Number Portability Fee, Federal Universal Service Fee, and Total \$ 4.33.

Verizon basic charges \$ 30.05

Total Verizon charges \$ 30.05

Verizon Reads

If you have checked the box on the first page of your phone bill or called your local business office and signed up to be a Literacy Champion, a tax deductible \$1 donation will be included monthly in the Verizon section of the bill. Contributions will benefit Verizon Reads Inc. Verizon Reads Inc. is a nonprofit corporation created by Verizon Communications Inc. to administer a nationwide fund-raising program to support literacy programs. Verizon Reads Inc.'s principal source of revenue is money contributed by the general public. Even if you check the box or call the local business office to sign up, you are not required to pay the literacy donation. Phone service will not be terminated if you do not contribute. To discontinue your literacy donation, call the phone number listed on page 2 of your bill.

FOR YOUR INFORMATION

REMINDER

Mandatory dialing for the new 951 area code begins on Saturday, October 30, 2004.

If your Area Code is 909 and your seven-digit telephone number begins with any of the prefixes below, your Area Code changed to 951 as of July 17, 2004. Your seven-digit telephone number will remain the same. If your prefix is not included on the updated list below, your area code will not change.

- List of area code prefixes: 201, 202, 203, 204, 205, 206, 212, 217, 218, 222, 231, 232, 233, 235, 236, 237, 242, 243, 244, 245, 246, 247, 248, 252, 253, 255, 256, 257, 258, 259, 264, 265, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 283, 284, 285, 288, 294, 295, 296, 300, 301, 302, 303, 304, 306, 308, 310, 312, 313, 314, 315, 316, 317, 318, 320, 321, 323, 324, 325, 326, 327, 328, 329, 333, 334, 337, 340, 341, 342, 343, 344, 346, 347, 351, 352, 353, 354, 358, 359, 360, 361, 362, 367, 368, 369, 371, 372, 375, 377, 378, 402, 413, 415, 431, 436, 440, 442, 443, 452, 453, 454, 461, 471, 479, 485, 486, 487, 488, 490, 491, 492, 493, 500, 501, 505, 506, 509, 515, 520, 522, 527, 529, 530, 531, 532, 533, 536, 537, 538, 541, 543, 544, 545, 549, 550, 551, 552, 565, 566, 567, 571, 572, 582, 587, 588, 600, 601, 602, 609, 634, 637, 639, 640, 642, 643, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 662, 665, 667, 671, 672, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 693, 694, 695, 696, 697, 698, 699, 704, 707, 710, 712, 715, 719, 723, 727, 729, 733, 734, 735, 736, 737, 738, 739, 741, 743, 749,

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**APPENDIX E: SETTLEMENT AGREEMENT BETWEEN
THE CITY OF LOS ANGELES AND 10921 WILSHIRE BOULEVARD**

FILED

AUG 22 2003

CLERK, U.S. DISTRICT COURT
CENTRAL DISTRICT OF CALIFORNIA
SOUTHERN DIVISION AT SANTA ANA
DEPUTY

LODGED

AUG 19 2003

CLERK, U.S. DISTRICT COURT
CENTRAL DISTRICT OF CALIFORNIA
SOUTHERN DIVISION AT SANTA ANA
DEPUTY

- Priority
- Send
- Clsd
- Enter
- JS-5/JS-6
- JS-2/JS-3

1 **ROCKARD J. DELGADILLO**,
City Attorney (SBN: 125465)
2 **JERI L. BURGE**, (SBN: 102630)
Assistant City Attorney
3 **KENNETH T. FONG**, (SBN: 140609)
Deputy City Attorney
4 200 North Main Street
700 City Hall East
5 Los Angeles, California 90012-4130
Telephone: (213) 978-8239
6 Fax: (213) 978-8090

7 Attorneys for Defendants
8 **CITY OF LOS ANGELES, BRAD NEIGHBORS**
9 **AND DAVID JONES**

10 **UNITED STATES DISTRICT COURT**
11 **FOR THE CENTRAL DISTRICT OF CALIFORNIA**

12 **WW WESTWOOD, LP**, a Delaware
13 corporation

14 Plaintiff and Counter-
15 Defendant,

16 vs.

17 **CITY OF LOS ANGELES**, a
municipal corporation;
18 **LOS ANGELES DEPARTMENT OF**
BUILDING AND SAFETY, DAVID
19 **JONES AND BRADLEY**
NEIGHBORS,

20 Defendants.

21 **CITY OF LOS ANGELES,**

22 Counterclaimant,

23 vs.

24 **MICHAEL McNEILLY, SKYTAG,**
25 **INC.**, a California corporation, **WW**
WESTWOOD, L.P. a Delaware
26 limited partnership, and **DOES 1-25,**

27 Counter-Defendants.
28

CASE NO. SACV 01-294 DOC (ANX)

(Consolidated with
Case No. SACV 01-1103 DOC (ANx))

STIPULATION RE: DISMISSAL
PURSUANT TO Fed.R.Civ.P. 41(a)(1);
[REDOUBLED] ORDER THEREON

(Honorable David O. Carter)

ENTER ON ICMS

AUG 25 2003

113

LA CITY CITY ATTORNEY

1 TO THE UNITED STATES DISTRICT COURT, THE HONORABLE DAVID O.
2 CARTER, AND TO THE CLERK OF THE COURT:

3 WHEREAS, Plaintiffs and Counter-Defendants WW WESTWOOD, LP,
4 a Delaware corporation, and MICHAEL McNEILLY, and Counter-Defendant
5 SKYTAG, INC. and Defendant and Counterclaimant, CITY OF LOS ANGELES,
6 and Defendants BRAD NEIGHBORS and DAVID JONES, have agreed to settle
7 this consolidated lawsuit in its entirety and have executed the attached settlement
8 agreement to that effect; and

9 WHEREAS, the parties are now prepared to dismiss this consolidated
10 lawsuit in its entirety;

11 NOW THEREFORE, IT IS HEREBY STIPULATED and agreed by and
12 between the parties to this action, through their respective counsel, that the
13 above-captioned case may be dismissed with prejudice pursuant to Federal Rules
14 of Civil Procedure Rule 41(a)(1), with each party bearing its own attorneys' fees
15 and costs.

16
17 IT IS SO STIPULATED.

18
19 **ROCKARD J. DELGADILLO, City Attorney**

20 Dated: August 18, 2003

21 By: 
KENNETH T. FONG
Deputy City Attorney

22 Attorneys for Defendants
23 **CITY OF LOS ANGELES, BRAD NEIGHBORS**
AND DAVID JONES

24 **CHRISTIAN F. DUBIA, JR.**
DUBIA, ERICKSON, TENERELLI & RUSSO LLP

25
26 Dated: August 18, 2003

27 By: 
CHRISTIAN F. DUBIA, JR.

28 Attorney for Plaintiff and Counter-Defendant,
WW WESTWOOD, LP, a Delaware corporation

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**PETER J. ELIASBERG
ACLU FOUNDATION OF SOUTHERN CALIFORNIA**

Dated: August 18, 2003

By: 
PETER J. ELIASBERG

Attorney for Plaintiff and Counter-Defendant,
MICHAEL McNEILLY, and Counter-Defendant
SKYTAG, INC.

ORDER

The Court, having read and reviewed the Stipulation Re: Dismissal
With Prejudice Pursuant to Fed.R.Civ.P. 41(a)(1), hereby **ORDERS** that this entire
action be dismissed with prejudice, each party to bear its own attorneys' fees and
costs.

Dated: August 22, 2003


JUDGE, DAVID O. CARTER
UNITED STATES DISTRICT COURT (#92952)

SETTLEMENT AGREEMENT AND MUTUAL RELEASE

This Settlement Agreement and Mutual Release ("Agreement") is entered into by and between WW WESTWOOD, L.P., a Delaware limited partnership ("WW Westwood"); MICHAEL McNEILLY ("McNeilly") and SKY TAG, INC. ("Sky Tag") [WW Westwood, McNeilly, and Sky Tag are collectively referred to as "Plaintiffs"]; and the CITY OF LOS ANGELES, a California charter city ("City"), and DAVID JONES ("Jones"), BRADLEY NEIGHBORS ("Neighbors") and GAYLN TAYLOR ("Taylor") ("City Employees") [the City and City Employees are collectively referred to as "City Defendants"] with reference to the following facts:

RECITALS

A. WW Westwood is the owner of an office building in the Westwood area of the City of Los Angeles located at 10921 Wilshire Boulevard, Los Angeles, California, and commonly known as the Westwood Medical Building ("Building"). The Building is on property more particularly described as Assessor's Parcel No. 4363-023-032, Office of County Recorder of Los Angeles County ("Property"). McNeilly is a commercial artist engaged in the business, among other things, of erecting and maintaining supergraphics, murals, and other on-site and off-site signs nationwide.

B. Disputes and differences have arisen and now exist between the parties concerning WW Westwood's and McNeilly's right to lawfully maintain and change copy on a certain sign located on the West wall of the Building, which has been used since 1999 to convey off-site commercial and non-commercial messages ("Sign").

C. Commencing in early 2001, after attempts were made to change the copy on the Sign, the City's Department of Building and Safety ("Department") issued or caused to be issued to WW Westwood, McNeilly and others a series of Orders to Comply, contending that change of copy was an entirely new mural sign, supergraphic, and/or temporary sign which was prohibited under the City's Municipal Code. The Orders to Comply threatened WW Westwood and McNeilly with criminal prosecution and civil penalties if the Sign were

not removed.

D. On or about March 9, 2001, WW Westwood filed a complaint against certain of the City Defendants in the United States District Court, Central District of California, in the case entitled *WW Westwood, L.P. v. City of Los Angeles, etc., et al.*, USDC Case No. SA CV 01-294 DOC (ANx) ("WW Westwood Action") contending that the Sign was a lawfully-erected off-site sign and asserting claims against the City Defendants for declaratory relief, injunctive relief and damages for alleged violation of WW Westwood's constitutional rights. The City Defendants dispute these claims and contentions.

E. On or about October 23, 2001, McNeilly filed a separate complaint against certain of the City Defendants in the United States District Court, Central District of California, in the case entitled *McNeilly v. City of Los Angeles, etc., et al.*, USDC Case No. SA CV 01-1103 DOC (ANx) ("McNeilly Action") contending that McNeilly had a First Amendment right to convey non-commercial messages on the Sign and asserting claims against the City Defendants for declaratory and injunctive relief for alleged violation of McNeilly's constitutional rights. The City Defendants dispute these claims and contentions.

F. The City filed Counterclaims in both the WW Westwood Action and the McNeilly Action contending that the Sign was illegal and seeking declaratory and injunctive relief and damages and civil penalties against WW Westwood, McNeilly, and Sky Tag for erecting and maintaining the Sign. WW Westwood, McNeilly and Sky Tag dispute these claims and contentions.

G. Further disputes and differences have arisen and now exist between the parties concerning WW Westwood's right to lawfully erect and maintain a consolidated on-site sign on the West wall of the Building, which would be created by combining the allowable square footage for on-site signage from the separate sides of the building ("Consolidated Sign"). In 2003, the City refused an application by WW Westwood for the Consolidated Sign, and WW Westwood is currently seeking administrative review of this decision. WW Westwood and McNeilly contend that they are entitled as a matter of right under the City's

Municipal Code to erect and maintain the Consolidated Sign. The City Defendants dispute this contention.

H. WW Westwood has also indicated its intention to file a lawsuit challenging what it believes was an illegal revocation by the City of a permit for a free-standing billboard ("Billboard") on the Property.

I. The parties now desire to settle, compromise and resolve all disputes and differences that exist or may exist between them arising out of or in any way pertaining to the Sign, the Billboard, the Consolidated Sign, the WW Westwood Action and the McNeilly Action.

Accordingly, in consideration of the foregoing recitals, the promises, conditions and covenants contained herein and other good and valuable consideration, receipt of which is hereby acknowledged, the parties stipulate and agree as follows:

AGREEMENT

1. Unless removed on an earlier date, promptly upon execution of this Agreement by all parties, WW Westwood shall remove or cause to be removed the Sign from the West wall of the Building and forever waive, release and relinquish any and all rights to erect and maintain the Sign on the Building.

2. This Agreement is contingent upon the City approving WW Westwood's pending application to lawfully erect and maintain on the West wall of the Building a changeable copy on-site commercial wall sign ("On-Site Sign") of a size equal to the combined square footage of the three on-site signs previously approved for the Building by the City's Department of Building & Safety on or about August 7, 2002 (*i.e.*, Permit Nos.02048-10000-01086, 02048-10000-01123, and 02048-10000-01337) and on such terms and conditions acceptable to Plaintiffs. Upon approval and acceptance of the On-Site Sign permit, Plaintiffs shall relinquish their rights to erect any other new on-site signs on the Building other than the lawful replacement of existing on-site signs allowed under the Los Angeles Municipal Code. Notwithstanding the foregoing, however, the following existing

signs shall be allowed to remain on the Building: the Building identification sign, existing monument sign and existing ground floor retail signs (Washington Mutual, LA Fitness, and Bank of the West).

3. The On-Site Sign shall be subject to the conditions of the permit issued for its erection by the Department, all applicable provisions of the City's Sign Ordinance (Chapter 62 of the Los Angeles Municipal Code), all other applicable provisions of the Los Angeles Municipal Code ("LAMC") pertaining to on-site signs, and all Department administrative interpretations and regulations uniformly applied to on-site signs. The provisions of this subparagraph shall apply irrespective of whether any other portion of this Paragraph 3 may subsequently be determined to be void.

The parties further stipulate and agree that the On-Site Sign shall be used exclusively to convey messages coming within the definition of an "on-site sign" as set forth in LAMC §91.6203. The purpose of this Section 3 is to set forth terms that will ensure that only the aforementioned types of messages are placed on the On-Site Sign.

Only current tenants of the Building with "bona fide office space" in the Building and operating a "bona fide business" in the Building shall be allowed to place their messages on the On-Site Sign. The term "bona fide office space" shall mean office space of a size and nature customarily leased out in the Building. The term "bona fide business" shall mean any lawful business or commercial activity.

Before any tenant displays its messages on the On-Site Sign, the Plaintiffs must cause the following to occur: (1) A copy of that tenant's current lease for bona fide office space in the Building shall be provided to the Department; and (2) The tenant shall provide within a reasonable time upon request proof satisfactory to the Department (whose approval shall not be unreasonably withheld) that tenant is conducting business in the office space leased in the Building. Proof that a tenant is conducting business in the on-site office space shall include, but not be limited to, the presence of an employee of the business in that office space during normal working hours (*i.e.*, 9:00 a.m. to 5:00 p.m. or some close approximation

thereof). If either the aforementioned lease for "bona fide office space" or "bona fide business" should cease, that tenant's (or former tenant's) messages on the On-Site Sign must be immediately removed. Failure to remove the messages will subject the current owner of the Building to an Order to Comply.

4. The terms and conditions of the Agreement are binding on each of the parties to this Agreement as well as each of their successors, heirs, and assigns, including, but not limited to, in the case of WW Westwood, any party to whom WW Westwood transfers any interest in the Building or the Property. This Agreement may be recorded against the Property to give constructive notice of its provisions. Otherwise, WW Westwood shall give actual notice of the terms and conditions of this Agreement to the transferee.

5. The terms and conditions of this Agreement are binding covenants, equitable servitudes, or other devices (whichever may be applicable and enforceable) that run with the land.

6. As further consideration, WW Westwood agrees, at its own cost and expense, to place public service messages or other non-commercial copy on the On-Site Sign for a period of one month per year for each year the On-Site Sign remains on the property. WW Westwood shall have discretion to determine when the public service messages/non-commercial copy will be placed on the On-Site Sign. Before placing the public service message/non-commercial copy, the City shall be given the first opportunity to recommend the public service message, which recommendation will be given great deference. However, WW Westwood reserves the right to make the final determination of the public service message/non-commercial copy. In lieu of the placement of non-commercial copy on the on-site sign as set forth in this Section 6 of this Agreement, or in the event that a public service message approved by the City is not displayed during any given year on the On-Site Sign, the City shall have the option, at its sole discretion, to receive a payment equivalent to the net revenues from the On-Site Sign (gross revenues less direct costs) for thirty days. The City shall make this election in writing to WW Westwood no later than 30 days before the

scheduled placement of the non-commercial copy, unless the parties agree otherwise. The gross revenues of the sign for the thirty day period shall be calculated using the average monthly gross revenues of the On-Site Sign for the preceding 12 months. If the City elects to receive the monthly revenues of the On-Site Sign, WW Westwood shall have no obligation to place non-commercial copy on the sign for that particular year.

7. Promptly upon execution of this Agreement by all parties, WW Westwood, McNeilly and the City shall execute and file with the Court in both the WW Westwood and the McNeilly Actions, a request for dismissal with prejudice of the entire action, as to all parties and all causes of action, including all counterclaims, cross-complaints and third party complaints.

8. As further consideration, the parties to this Agreement agree to mutually release each other, and their respective officers, directors, agents, employees, representatives, attorneys, successors and assigns, from any and all sums of money, claims, demands, contracts, actions, debts, controversies, agreements, damages and causes of action whatsoever, whether known or unknown, suspected or unsuspected, which they now own, hold, or claim to have or at any time heretofore have owned, held or claimed to have held against each other by reason of any matter or thing alleged or referred to, or in any way connected with, arising out of or related to any of the matters, acts, events or occurrences, alleged or referred to in any of the pleadings filed in the WW Westwood Action and the McNeilly Action, including the Counterclaims filed by the City in these actions, and all other disputes related to the placement of signs on the Building, including but not limited to the Sign and the Billboard. The parties acknowledge that there is risk that, subsequent to the execution of this Agreement, one or more of the parties will incur or suffer loss, damage or injury which is in some manner caused by the matters referenced above, but which is unknown and unasserted at the time this Agreement is executed, and the parties hereby expressly assume the above-mentioned risks. Notwithstanding the foregoing, the parties agree that this mutual release SHALL APPLY TO ALL KNOWN OR UNKNOWN OR

UNANTICIPATED RESULTING FROM THE TRANSACTIONS AND OCCURRENCES DESCRIBED ABOVE, and the parties expressly waive all rights under California Civil Code section 1542, which provides:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH, IF KNOWN BY HIM, MUST HAVE MATERIALLY AFFECTED HIS SETTLEMENT WITH THE DEBTOR.

The parties to this Agreement, and each of them, knowingly and voluntarily waive and relinquish all rights under this section and all provisions of comparable, equivalent or similar federal statutes, California and federal common law, and any other decisional law.

9. This Agreement is in compromise of disputed claims and shall not be deemed to constitute an admission of liability on the part of any party hereto.

10. Each of the parties acknowledges that it has been represented by counsel or had the opportunity to seek legal advice with respect to the terms of this Agreement, and hereby executes this Agreement with full knowledge of its legal rights with respect thereto.

11. This Agreement represents the entire agreement and understanding of the parties. The parties hereto, and each of them, further represent and warrant that no representation, promise or inducement has been made other than as set forth in this Agreement; and the parties hereto, and each of them, do not enter into this Agreement based on any representation, promise or inducement not set forth herein. This Agreement supersedes all prior negotiations and understandings by the parties of any kind with respect to the subject matter of this Agreement and may not be modified, altered or amended except in writing signed by all parties hereto.

12. The parties represent and warrant that the representative executing this Agreement on its behalf is duly authorized to do so.

13. This Agreement shall be governed by the laws of the State of California and construed as if it were drafted by each and all of the parties hereto.

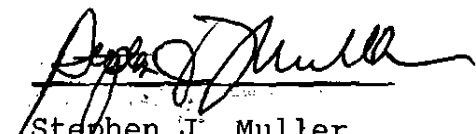
14. This Agreement may be executed in counterpart, each of which shall be deemed to be an original and which together shall constitute but one and the same document.

WW WESTWOOD, L.P.,
A Delaware limited partnership

By: Muller-Westwood, LLC,
a California limited liability company,
Its General Partner

By: The Muller Company,
a California corporation,
Its Sole Managing Member

DATED: June 25, 2003

By: 
Stephen J. Muller
President

DATED: June __, 2003

By: _____
MICHAEL McNEILLY

SKY TAG, INC.

DATED: June __, 2003

By: _____
Michael McNeilly, President

CITY OF LOS ANGELES

DATED: June __, 2003

By: _____
Terree Bowers, Chief Deputy,
Office of the City Attorney

[Signatures continued on next page]

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A Delaware limited partnership

By: Muller-Westwood, LLC,
a California limited liability company,
Its General Partner

By: The Muller Company,
a California corporation,
Its Sole Managing Member

DATED: June , 2003

By: _____
Jon Muller, Secretary

DATED: June 25, 2003

By: 
MICHAEL McNEILLY

SKY TAG, INC.

DATED: June 25, 2003

By: 
Michael McNeilly, President

CITY OF LOS ANGELES

DATED: June , 2003

By: _____
Terree Bowers, Chief Deputy,
Office of the City Attorney

[Signatures continued on next page]

Agreement on its behalf is duly authorized to do so.

13. This Agreement shall be governed by the laws of the State of California and construed as if it were drafted by each and all of the parties hereto.

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By: Muller-Westwood, LLC,
a California limited liability company,
Its General Partner

By: The Muller Company,
a California corporation,
Its Sole Managing Member

DATED: June ____, 2003

By: _____
Jon Muller, Secretary

DATED: June ____, 2003

By: _____
MICHAEL McNEILLY

SKY TAG, INC.

DATED: June ____, 2003

By: _____
Michael McNeilly, President

CITY OF LOS ANGELES

DATED: June 27, 2003

By: Terree Bowers
Terree Bowers, Chief Deputy,
Office of the City Attorney

[Signatures continued on next page]

DATED: June ____, 2003

By: _____
DAVID JONES

DATED: June ____, 2003

By: _____
BRADLEY NEIGHBORS

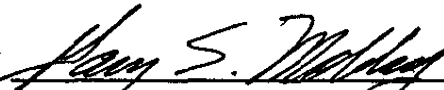
DATED: June ____, 2003

By: _____
GAYLN TAYLOR

APPROVED AS TO FORM AND CONTENT:

GARY S. MOBLEY
A Professional Corporation

DATED: June 25, 2003

By: 
GARY S. MOBLEY
Attorneys for WW WESTWOOD, L.P.

PINTO & DUBIA

DATED: June ____, 2003

By: _____
CHRIS DUBIA
Attorneys for WW WESTWOOD, L.P.

ACLU

DATED: June ____, 2003

By: _____
PETER ELIASBERG
Attorneys for MICHAEL McNEILLY

[Signatures continued on next page]

DATED: June __, 2003

By: _____
DAVID JONES

DATED: June __, 2003

By: _____
BRADLEY NEIGHBORS

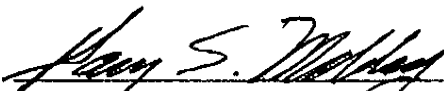
DATED: June __, 2003

By: _____
GAYLN TAYLOR

APPROVED AS TO FORM AND CONTENT:

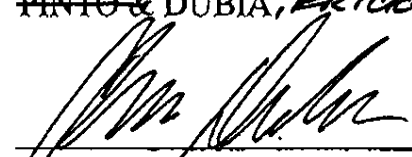
GARY S. MOBLEY
A Professional Corporation

DATED: June 25, 2003

By: 
GARY S. MOBLEY
Attorneys for WW WESTWOOD, L.P.

PINTO & DUBIA, ~~ERICKSON, TAYLOR~~
~~& RISO~~

DATED: June 25, 2003

By: 
CHRIS DUBIA
Attorneys for WW WESTWOOD, L.P.

ACLU

DATED: June __, 2003

By: _____
PETER ELIASBERG
Attorneys for MICHAEL McNEILLY

[Signatures continued on next page]

DATED: June __, 2003

By: _____
DAVID JONES

DATED: June __, 2003

By: _____
BRADLEY NEIGHBORS


DATED: June __, 2003

By: _____
GAYLN TAYLOR

APPROVED AS TO FORM AND CONTENT:

GARY S. MOBLEY
A Professional Corporation

DATED: June 25, 2003

By: 
GARY S. MOBLEY
Attorneys for WW WESTWOOD, L.P.

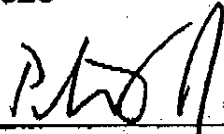
PINTO & DUBIA

DATED: June __, 2003

By: _____
CHRIS DUBIA
Attorneys for WW WESTWOOD, L.P.

ACLU

DATED: July 3, 2003

By: 
PETER ELIASBERG
Attorneys for MICHAEL McNEILLY

[Signatures continued on next page]

DATED: ^{July} ~~June~~ 8, 2003

By: 
DAVID JONES

DATED: ^{July} ~~June~~ 8, 2003

By: Bradley Neighbors
BRADLEY NEIGHBORS

DATED: June __, 2003

By: _____
GAYLN TAYLOR

APPROVED AS TO FORM AND CONTENT:

GARY S. MOBLEY
A Professional Corporation

DATED: June __, 2003

By: _____
GARY S. MOBLEY
Attorneys for WW WESTWOOD, L.P.

PINTO & DUBIA

DATED: June __, 2003

By: _____
CHRIS DUBIA
Attorneys for WW WESTWOOD, L.P.

ACLU

DATED: June __, 2003

By: _____
PETER ELIASBERG
Attorneys for MICHAEL McNEILLY

[Signatures continued on next page]

City of Los Angeles
City Attorney's Office

DATED: June 30, 2003

By: Kenneth T. Fong
KENNETH T. FONG
Attorneys for the CITY OF LOS
ANGELES, and CITY EMPLOYEE
DEFENDANTS

LAW OFFICES OF
GARY S. MOBLEY
A PROFESSIONAL CORPORATION
2030 Main Street, Suite 1050
Irvine, California 92614-6232
Tel (949) 955-1010
Fax (949) 955-1125

Gary S. Mobley

gmobley@gsmpe.com

July 9, 2003

VIA FACSIMILE

Kenneth T. Fong, Esq.
Office of the City Attorney
1800 City Hall East - 200 North Main Street
Los Angeles, CA 90012-4131

Re: **WW WESTWOOD v. CITY OF LOS ANGELES**
Clarification/Modification of Settlement Agreement

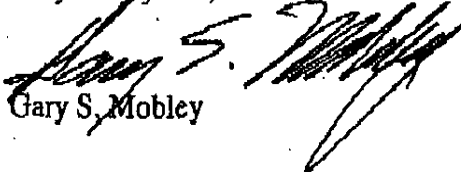
Dear Mr. Fong:

I am writing to clarify two items in the Settlement Agreement in the above matter, which is currently in process of being executed by the parties. First, this will confirm that we have eliminated the Los Angeles Department of Building and Safety ("Department") as a signatory to the Agreement based on your representation that the Department is not a legal entity and, therefore, is not a proper party to the Settlement Agreement. It is our understanding that the City has the authority to bind the Department to the terms of the Settlement Agreement.

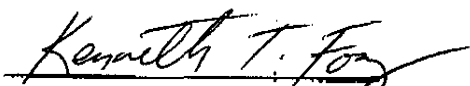
Second, I mentioned last week that Paragraph 2 of the Settlement Agreement inadvertently failed to list the "Lindora" sign as one of the existing ground floor retail signs that are allowed to remain on the Building. We agreed that the intent of Paragraph was to allow all existing ground floor retail signs to remain on the Building and that the provisions of this paragraph would be interpreted to apply to the Lindora sign and any other existing ground floor retail signs even though not specifically identified.

Please execute and fax back a copy of this letter confirming the above.

Very truly yours,


Gary S. Mobley

GSM/bjw
So agreed:


Kenneth T. Fong, Esq.
Deputy City Attorney

LAW OFFICES OF
GARY S. MOBLEY
A PROFESSIONAL CORPORATION
2030 Main Street, Suite 1050
Irvine, California 92614-6232
Tel (949) 955-1010
Fax (949) 955-1125

Gary S. Mobley

gmobley@gsmcpc.com

July 10, 2003

HAND DELIVERY
VIA FACSIMILE/U.S. MAIL

Kenneth T. Fong, Esq.
Office of the City Attorney
1800 City Hall East - 200 North Main Street
Los Angeles, CA 90012-4131

Re: WW WESTWOOD V. CITY OF LOS ANGELES, et al.
United States District Court Case No. SA 01-294 DOC

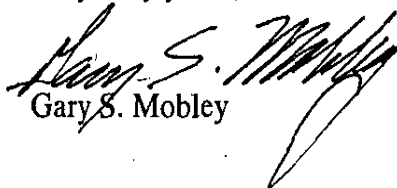
Dear Mr. Fong:

I am pleased to enclose in the original of this letter the Settlement Agreement and Mutual Release in the above matter fully executed by the Plaintiffs and their counsel.

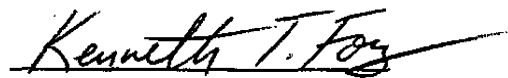
It is my understanding that you have obtained the signatures of all the City Defendants with the exception of Gayln Taylor, who apparently has retired from the City and is no longer available. Mr. Taylor was named as a defendant only in the Michael McNeilly Action. Since it is my recollection that Mr. Taylor was named only in his official capacity in that case and the McNeilly Action does not seek damages, I do not believe Mr. Taylor's signature is necessary to the Settlement Agreement.

Accordingly, I propose that we simply agree by this letter to delete Mr. Taylor's name from the Settlement Agreement. If you concur, please execute and fax back a copy of this letter so indicating. Thank you for your assistance.

Very truly yours,


Gary S. Mobley

GSM/bjw - Encl. (original only)
So agreed:


Kenneth T. Fong, Esq.
Deputy City Attorney

APPENDIX F: ALLEY RELOCATION STAFF REPORT AND RESOLUTION

COPY

Recorded at the request of
THE CITY OF LOS ANGELES

When recorded mail to
City Clerk Mail Box

COPY of document Recorded

***** 05/29/08

Has not been cor
Original will be re
processing has b.



20080946978

LOS ANGELES COUNTY REGISTRAR-RECORDER

R/W 33672

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

Resolution To Vacate No. 08-1400978
(California Streets and Highways Code
Section 8324 and 8325)

RESOLUTION TO VACATE NO. 08-1400978
(California Streets and Highways Code
Sections 8324 and 8325)

Vacation of the alley easterly of Gayley Avenue from Gayley Avenue to 330 feet southerly of Kinross Avenue.

The City Council considered the evidence submitted regarding said vacation and determined that said alley should be vacated subject to the conditions of vacation having been complied with.

Therefore, from all of the evidence submitted, the Council finds that the alley easterly of Gayley Avenue from Gayley Avenue to 330 feet southerly of Kinross Avenue proposed for vacation is unnecessary for present or prospective public alley purposes; and

The particular portion of the public alley which is to be vacated is described herein attached Exhibit "A".

The City Clerk shall certify this Resolution and affix the City seal, and shall transmit a sealed copy of this Resolution to the Land Development Group of the Bureau of Engineering for recordation in the office of the County Recorder of Los Angeles County.

IT IS THEREFORE RESOLVED that from and after the recordation of this Resolution, the area described hereinabove is vacated.

I certify that the foregoing Resolution was adopted by the Council of the City of Los Angeles at its meeting of MAR 25 2008, by a majority vote of all its members.

FRANK MARTINEZ, City Clerk

Approved as to form and legality
Rockard J. Delgadillo, City Attorney

By Josefina S. Reyes
Deputy



By Laura M. Cadogan 2-8-08
Deputy Date

Council File No. 05-2598

R/W No. 33672



12-12-06

EXHIBIT "A"
ALLEY VACATION

THAT PORTION OF THAT CERTAIN ALLEY (20 FEET WIDE) LYING WITHIN TRACT NO. 10600, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 161, PAGES 1 AND 2 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SHOWN ON THE MAP OF SAID TRACT AS BEING COINCIDENT WITH THE SOUTHERLY AND SOUTHWESTERLY LINES OF LOT 1 AND THE SOUTHWESTERLY LINE OF LOT 2 ALL OF BLOCK 8 OF SAID TRACT, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE SOUTH $5^{\circ}59'11''$ EAST, ALONG THE SOUTHWESTERLY LINE OF GAYLEY AVENUE (90 FEET WIDE) AS SAID AVENUE IS SHOWN ON THE MAP OF SAID TRACT, 20.00 FEET; THENCE SOUTH $84^{\circ}00'49''$ WEST, 107.34 FEET; THENCE NORTH $35^{\circ}36'27''$ WEST, 56.16 FEET; THENCE NORTH $54^{\circ}23'33''$ EAST, 20.00 FEET TO A POINT IN THE SOUTHWEST LINE OF SAID LOT 2, THENCE SOUTHEASTERLY AND EASTERLY ALONG THE SOUTHWESTERLY LINE OF SAID LOT 2 AND THE SOUTHWESTERLY AND SOUTHERLY LINES OF SAID LOT 1, SOUTH $35^{\circ}36'27''$ EAST 44.52 FEET AND NORTH $84^{\circ}00'49''$ EAST 95.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,037 SQUARE FEET, MORE OR LESS.



APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1

LADOT Letter – November 23, 2009

Traffic Impact Analysis for Refined Option 1– Gibson & Associates, November 2009

Air Quality Assessment Files for Refined Option 1– PCR Services Corporation,
December 2009

Noise Worksheets for Refined Option 1– PCR Services Corporation, October 2009


**APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1
LADOT LETTER – NOVEMBER 23, 2009**

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

10955 West Wilshire Boulevard
DOT Case No. WLA 07-093

Date: November 23, 2009

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Edward Guerrero Jr., Transportation Engineer
Department of Transportation

Subject: **AMENDMENT TO THE TRAFFIC ASSESSMENT FOR THE PROPOSED
MIXED-USE PROJECT AT 10955 WEST WILSHIRE BOULEVARD**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) issued a traffic impact assessment on May 19, 2009 for the proposed mixed-use project at 10955 West Wilshire Boulevard. In this traffic assessment, DOT determined that the proposed project would not create significant traffic impacts at any of the study intersections. On November 5, 2009, DOT received a supplemental traffic impact analysis prepared by Gibson Transportation Consulting, Inc. that analyzed changes in the project description under an additional design alternative. After a careful review of the pertinent data, DOT has determined that the amended traffic study adequately describes the project-related impacts of the proposed development.

PROJECT DESCRIPTION

The project proposes to construct a new mixed-use building with the three following land use options:

- Option 1 - The project proposes to construct 134 hotel rooms, 10 condominium units, 6,510 square feet of specialty retail space, and a 9,975 square feet restaurant.
- Option 2 - The project proposes to construct 144 condominium units, 6,510 square feet of specialty retail space, and a 9,975 square feet restaurant.
- Option 3 - The project proposes to construct 250 hotel rooms and 6,510 square feet of specialty retail space. The hotel use will provide 9,646 square feet of private restaurant space for the sole use of hotel guests (located on 4th floor, with no separate restaurant business signs on facade, and intended to function as an amenity of the hotel for hotel-guest-only access).

The project site is currently occupied by a 7,265 square feet video store and a gas station with 8 fueling positions. The existing structures will be demolished and the proposed land uses are anticipated to be fully built out and occupied by the year 2012.

DISCUSSION AND FINDINGS

The project under Option 1 is expected to create a net increase of 1,291 daily trips, a net increase of 61 in a.m. peak hour trips and a net increase of 84 in new p.m. peak hour trips. Under Option 2, the project is expected to create a net increase of 656 daily trips, a net increase of 46 in a.m. peak hour trips and a net increase of 55 in new p.m. peak hour trips. Lastly, under Option 3 the project is expected to create a net increase of 1,598 daily trips, a net increase of 127 in a.m. peak hour trips and a net increase of 110 in new p.m. peak hour trips. The trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the proposed project will not have significant traffic impacts at any of the intersections studied. However, in recognition of the project's immediate proximity to Wilshire Boulevard and the heavy traffic volumes that currently exist within this corridor, the project applicant has offered to augment DOT's traffic management system near the project site with the installation of a video surveillance traffic camera.

Attachment B summarizes the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections. DOT recommends that the following project requirements be adopted as conditions of project approval. These requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project.

PROJECT REQUIREMENTS

- **Application Fee**

Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit \$500.00 for the application/traffic study review fee. This fee was paid in full on January 7, 2009.

- **Covenant and Agreement**

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

- **Highway Dedication and Physical Street Improvements**

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential access and circulation impacts, the applicant is required to make the following highway improvement:

- a. Install ATSAC Video Surveillance Camera

In order to better manage current traffic conditions and address potential project generated traffic impacts, the project applicant shall be responsible for augmenting DOT's central traffic management system with the implementation of a video surveillance camera near the project site, at a location to be determined by DOT. The camera installation shall be completed with all of the hardware and electronic components necessary to produce a video image at DOT's traffic monitoring center.

Should this improvement be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness.

Unless otherwise specified, the improvement stated above should be implemented through the Bureau of Engineering (BOE) B-Permit process. Construction of the improvement, to the satisfaction of DOT and BOE, shall be completed prior to issuance of any certificate of occupancy. The applicant shall also consult the Bureau of Engineering for any additional highway dedication or street widening requirements.

Prior to setting the bond amount, BOE shall require the developer's engineer or contractor to contact DOT's B-Permit Coordinator (213) 928-9691 to arrange a pre-design meeting to finalize the proposed design needed for the project.

4. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to LADOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours.

5. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements. This would ensure that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

DOT ASSESSMENT APPEAL PROCESS

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the proposed project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

EG:hmh

I:\WLA TIMP\WLA letter samples\WLA07093TAAmendment.wpd

Attachments

cc: Jay Greenstein, Fifth Council District
Jay Kim, Sean Haeri, Mo Blorfroshan, Bill Shao, DOT
Mike Young, DCP
Mike Patonai, BOE
Pat Gibson, Sean Mohn, Gibson Transportation , Inc.

ATTACHMENT A
Mixed-Use Project @ 10955 W Wilshire Blvd

Trip Generation Estimates - Option 1

Land Use	Dwelling Unit / Square Feet	Net New Daily Trips	Net New AM Peak Hour Trips			Net New PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
<u>EXISTING USE</u>								
Video Store <i>-30% pass-by</i>	7,265	(-312) 94	N/A N/A	N/A N/A	N/A N/A	(-32) 10	(-38) 11	(-70) 21
Gas Station <i>-50% pass-by</i>	8	(-1,348) 674	(-48) 24	(-49) 25	(-97) 49	(-60) 30	(-61) 31	(-121) 61
Subtotal Existing Trips		(-892)	(-24)	(-24)	(-48)	(-52)	(-57)	(-109)
<u>PROPOSED USE</u>								
Hotel	134	1,195	52	38	90	50	52	102
Condominium	10	42	1	5	6	4	2	6
Specialty Retail <i>-10% pass-by</i>	6,510	289 (-29)	4 0	3 0	7 0	15 (-2)	18 (-2)	33 (-4)
Quality Restaurant <i>-15% internal capture</i> <i>-10% pass-by</i>	9,975	897 (-135) (-76)	7 (-1) (-1)	1 0 0	8 (-1) (-1)	50 (-8) (-4)	24 (-4) (-2)	74 (-12) (-6)
Subtotal Proposed Trips		2,183	62	47	109	105	88	193
<u>TOTAL NEW TRIPS</u>		1,291	38	23	61	53	31	84

ATTACHMENT A (continued)
Mixed-Use Project @ 10955 W Wilshire Blvd

Trip Generation Estimates - Option 2

Land Use	Dwelling Unit / Square Feet	Net New Daily Trips	Net New AM Peak Hour Trips			Net New PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
<u>EXISTING USE</u>								
Video Store <i>-30% pass-by</i>	7,265	(-312) 94	N/A N/A	N/A N/A	N/A N/A	(-32) 10	(-38) 11	(-70) 21
Gas Station <i>-50% pass-by</i>	8	(-1,348) 674	(-48) 24	(-49) 25	(-97) 49	(-60) 30	(-61) 31	(-121) 61
Subtotal Existing Trips		(-892)	(-24)	(-24)	(-48)	(-52)	(-57)	(-109)
<u>PROPOSED USE</u>								
Condominium	144	602	19	62	81	50	29	79
Specialty Retail <i>-10% pass-by</i>	6,510	289 (-29)	4 0	3 0	7 0	15 (-2)	18 (-2)	33 (-4)
Quality Restaurant <i>-15% internal capture</i> <i>-10% pass-by</i>	9,975	897 (-135) (-76)	7 (-1) (-1)	1 0 0	8 (-1) (-1)	50 (-8) (-4)	24 (-4) (-2)	74 (-12) (-6)
Subtotal Proposed Trips		1,548	28	66	94	101	63	164
<u>TOTAL NEW TRIPS</u>		656	4	42	46	49	6	55

ATTACHMENT A (continued)
Mixed-Use Project @ 10955 W Wilshire Blvd

Trip Generation Estimates - Option 3

Land Use	Dwelling Unit / Square Feet	Net New Daily Trips	Net New AM Peak Hour Trips			Net New PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
<u>EXISTING USE</u>								
Video Store <i>-30% pass-by</i>	7,265	(-312) 94	N/A N/A	N/A N/A	N/A N/A	(-32) 10	(-38) 11	(-70) 21
Gas Station <i>-50% pass-by</i>	8	(-1,348) 674	(-48) 24	(-49) 25	(-97) 49	(-60) 30	(-61) 31	(-121) 61
Subtotal Existing Trips		(-892)	(-24)	(-24)	(-48)	(-52)	(-57)	(-109)
<u>PROPOSED USE</u>								
Hotel	250	2,230	97	71	168	93	97	190
Specialty Retail <i>-10% pass-by</i>	6,510	289 (-29)	4 0	3 0	7 0	15 (-2)	18 (-2)	33 (-4)
Subtotal Proposed Trips		2,490	101	74	175	106	113	219
<u>TOTAL NEW TRIPS</u>		1,598	77	50	127	54	56	110

ATTACHMENT B
Mixed-Use Project @ 10955 W Wilshire Blvd

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS) - Option 1

No.	Intersection	Peak Hour	Year 2008 Existing		Year 2012 w/o Project		Year 2012 w/Project		Project Impact
			V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C
1	Veteran Av & Kinross Av	AM	0.303	A	0.301	A	0.308	A	0.007
		PM	0.481	A	0.492	A	0.488	A	-0.004
2	Gayley Av & Kinross Av	AM	0.326	A	0.319	A	0.320	A	0.001
		PM	0.485	A	0.531	A	0.547	A	0.016
3	Gayley Av & Lindbrook Dr	AM	0.356	A	0.354	A	0.413	A	0.059
		PM	0.444	A	0.455	A	0.599	A	0.144
4	Westwood Blvd & Lindbrook Dr	AM	0.351	A	0.347	A	0.371	A	0.024
		PM	0.378	A	0.391	A	0.450	A	0.059
5	Sepulveda Blvd & Wilshire Blvd	AM	0.897	D	0.928	E	0.928	E	0.000
		PM	0.866	D	0.919	E	0.925	E	0.006
6	Veteran Av & Wilshire Blvd	AM	0.811	D	0.857	D	0.861	D	0.004
		PM	0.897	D	0.960	E	0.966	E	0.006
7	Gayley Av & Wilshire Blvd*	AM	0.732	C	0.775	C	0.781	C	0.006
		PM	0.823	D	0.885	D	0.898	D	0.013
8	Westwood Blvd & Wilshire Blvd**	AM	0.688	B	0.720	C	0.725	C	0.005
		PM	0.875	D	0.951	E	0.956	E	0.005
9	Glendon Av & Wilshire Blvd	AM	0.672	B	0.715	C	0.717	C	0.002
		PM	0.588	A	0.676	B	0.678	B	0.002
10	Glendon Av & Lindbrook Dr	AM	0.521	A	0.522	A	0.554	A	0.032
		PM	0.599	A	0.630	B	0.687	B	0.057

*Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 15% during the PM peak hour period.

**Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 25% during the PM peak hour period.

ATTACHMENT B (continued)
Mixed-Use Project @ 10955 W Wilshire Blvd

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS) - Option 2

No.	Intersection	Peak Hour	Year 2008 Existing		Year 2012 w/o Project		Year 2012 w/Project		Project Impact
			V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C
1	Veteran Av & Kinross Av	AM	0.303	A	0.301	A	0.305	A	0.004
		PM	0.481	A	0.492	A	0.488	A	-0.004
2	Gayley Av & Kinross Av	AM	0.326	A	0.319	A	0.321	A	0.002
		PM	0.485	A	0.531	A	0.543	A	0.012
3	Gayley Av & Lindbrook Dr	AM	0.356	A	0.354	A	0.409	A	0.055
		PM	0.444	A	0.455	A	0.577	A	0.122
4	Westwood Blvd & Lindbrook Dr	AM	0.351	A	0.347	A	0.360	A	0.013
		PM	0.378	A	0.391	A	0.442	A	0.051
5	Sepulveda Blvd & Wilshire Blvd	AM	0.897	D	0.928	E	0.928	E	0.000
		PM	0.866	D	0.919	E	0.925	E	0.006
6	Veteran Av & Wilshire Blvd	AM	0.811	D	0.857	D	0.861	D	0.004
		PM	0.897	D	0.960	E	0.963	E	0.003
7	Gayley Av & Wilshire Blvd*	AM	0.732	C	0.775	C	0.779	C	0.004
		PM	0.823	D	0.885	D	0.897	D	0.012
8	Westwood Blvd & Wilshire Blvd**	AM	0.688	B	0.720	C	0.724	C	0.004
		PM	0.875	D	0.951	E	0.955	E	0.004
9	Glendon Av & Wilshire Blvd	AM	0.672	B	0.715	C	0.716	C	0.001
		PM	0.588	A	0.676	B	0.678	B	0.002
10	Glendon Av & Lindbrook Dr	AM	0.521	A	0.522	A	0.537	A	0.015
		PM	0.599	A	0.630	B	0.684	B	0.054

*Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 15% during the PM peak hour period.

**Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 25% during the PM peak hour period.

ATTACHMENT B (continued)
Mixed-Use Project @ 10955 W Wilshire Blvd

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS) - Option 3

No.	Intersection	Peak Hour	Year 2008 Existing		Year 2012 w/o Project		Year 2012 w/Project		Project Impact
			V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C
1	Veteran Av & Kinross Av	AM	0.303	A	0.301	A	0.317	A	0.016
		PM	0.481	A	0.492	A	0.488	A	-0.004
2	Gayley Av & Kinross Av	AM	0.326	A	0.319	A	0.321	A	0.002
		PM	0.485	A	0.531	A	0.551	A	0.020
3	Gayley Av & Lindbrook Dr	AM	0.356	A	0.354	A	0.451	A	0.097
		PM	0.444	A	0.455	A	0.608	A	0.153
4	Westwood Blvd & Lindbrook Dr	AM	0.351	A	0.347	A	0.387	A	0.040
		PM	0.378	A	0.391	A	0.455	A	0.064
5	Sepulveda Blvd & Wilshire Blvd	AM	0.897	D	0.928	E	0.928	E	0.000
		PM	0.866	D	0.919	E	0.925	E	0.006
6	Veteran Av & Wilshire Blvd	AM	0.811	D	0.857	D	0.867	D	0.010
		PM	0.897	D	0.960	E	0.969	E	0.009
7	Gayley Av & Wilshire Blvd*	AM	0.732	C	0.775	C	0.791	C	0.016
		PM	0.823	D	0.885	D	0.898	D	0.013
8	Westwood Blvd & Wilshire Blvd**	AM	0.688	B	0.720	C	0.728	C	0.008
		PM	0.875	D	0.951	E	0.958	E	0.007
9	Glendon Av & Wilshire Blvd	AM	0.672	B	0.715	C	0.718	C	0.003
		PM	0.588	A	0.676	B	0.678	B	0.002
10	Glendon Av & Lindbrook Dr	AM	0.521	A	0.522	A	0.573	A	0.051
		PM	0.599	A	0.630	B	0.685	B	0.055

*Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 15% during the PM peak hour period.

**Due to downstream congestion along Wilshire Blvd, capacity has been reduced by 25% during the PM peak hour period.

**APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1
TRAFFIC IMPACT ANALYSIS FOR REFINED OPTION 1**



DRAFT

MEMORANDUM

TO: Kam Hekmat, Wilshire Gayley Associates LLC
Benjamin Hanelin, Latham & Watkins LLP
Loren Montgomery, Latham & Watkins LLP

FROM: Sean Mohn & Jonathan Chambers

DATE: November 5, 2009

RE: Traffic Impact Analysis for the Revised Hotel Alternative
Wilshire Gayley Project
Los Angeles, California

Ref: J1013

This memorandum presents the results of the traffic impact analysis of the Revised Hotel Alternative for the proposed Wilshire Gayley Project as part of the Environmental Impact Report (EIR). Future conditions with and without the alternative, as well as traffic impacts of the alternative in relation to those of the proposed project, are discussed in this memorandum. A complete traffic impact analysis conducted according to the City of Los Angeles' traffic study guidelines is available that describes the project background and study methodology in more detail.

A brief description of the above alternative including the land use information, trip generation estimates, and comparisons to the proposed project (Option 1 and Option 2) trip generation is provided in the following sections. Trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions for the alternatives are similar to those we outlined for the proposed project in Chapter III of the *Traffic Study for the Wilshire Gayley Project* (Fehr & Peers, March 2009). A comparative discussion of the alternative's traffic impacts with those of the proposed project (Option 1 and Option 2) for the cumulative plus project scenario is also provided in this memorandum. The traffic impact analysis was conducted in the same manner as the proposed project, as outlined in Chapter IV of *Traffic Study for the Wilshire Gayley Project*.

Revised Hotel Alternative (250 Rooms)

This alternative would consist of 250 hotel rooms and 6,510 square feet (sf) of ground floor retail, as well as a 9,646 sf fourth floor private restaurant intended to serve hotel guests only.

Trip Generation. As shown in Table 1, the Revised Hotel Alternative is expected to generate a net total of 1,598 daily trips on a typical weekday, including 127 and 110 trips during the AM and PM peak hours, respectively.

Intersection Impacts. The trip generation estimates for this alternative are higher than the trip generation estimates for the proposed project (Option 1 and Option 2). Therefore an analysis similar to the impact analysis for the proposed project detailed in Chapter IV of *Traffic Study for the Wilshire Gayley Project* is needed for this alternative. As shown in Table 2, this alternative would not result in significant impacts at any of the 10 study intersections. As such, no mitigation measures would be required for this alternative.

Congestion Management Analysis. The trip generation estimates for this alternative are higher than the trip generation estimates for the proposed project (Option 1 and Option 2). Therefore further analysis is needed for this alternative.

The Congestion Management Program (CMP) freeway monitoring stations closest to the project site are on I-405, one north of Venice Boulevard (approximately four miles south of the project) and the other south of Mulholland Drive (approximately five miles north of the project). Based on the estimated trip generation detailed in Table 2 and the trip distribution patterns described in Chapter III of *Traffic Study for the Wilshire Gayley Project*, this alternative would generate fewer than 150 trips in either direction during the weekday AM or PM peak hours at the above CMP freeway monitoring stations. Thus no further traffic analysis would be required.

The nearest CMP arterial monitoring stations to the project site are along Wilshire Boulevard at Sepulveda Boulevard (two blocks west of the project site) and Beverly Glen Boulevard (about a mile east of the project site). As detailed in Chapter VII of *Traffic Study for the Wilshire Gayley Project*, a project impact is considered to be significant if the proposed project increases traffic demand on a CMP facility by 2% of capacity (a volume-to-capacity [V/C] ratio ≥ 0.02), causing

or worsening level of service (LOS) F ($V/C > 1.00$). Under this criterion, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic regardless of the increase in V/C ratio caused by the project. As shown in Table 2, none of the study intersections are projected to operate at LOS F under this alternative. Therefore this alternative does not significantly impact any of the CMP arterial monitoring stations.

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES - REVISED HOTEL ANALYSIS**

Trip Rates

Land Use	ITE Code	Units	Weekday						
			Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				ITE Trip Rates			West LA TIMP Trip Rates		
				In	Out	Total	In	Out	Total
Hotel	310	per Occupied Room	8.92	58□	42□	0.67	49□	51□	0.76
Specialty Retail	814	per ksf	44.32	61□	39□	1.03	44□	56□	5.00
Video Rental Store	896	per ksf	42.94	N/A	N/A	N/A	46□	54□	9.60
Gas/Service Station	944	per Pump	168.56	50□	50□	12.07	50□	50□	15.18

Project Trip Generation

Land Use	ITE Code	Size	Weekday						
			Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Proposed Land Use</u>									
Hotel	310	250 Occupied Rooms	2,230	97	71	168	93	97	190
Specialty Retail	814	6.510 ksf <i>Less 10% pass-by trip credit</i>	289 (29)	4 0	3 0	7 0	15 (2)	18 (2)	33 (4)
		Subtotal	2,490	101	74	175	106	113	219
<u>Existing Land Use</u>									
Video Store	896	7.265 ksf <i>Less 30% pass-by trip credit</i>	312 (94)	N/A N/A	N/A N/A	N/A N/A	32 (10)	38 (11)	70 (21)
Gas Station	944	8 Pumps <i>Less 50% pass-by trip credit</i>	1,348 (674)	48 (24)	49 (25)	97 (49)	60 (30)	61 (31)	121 (61)
		Subtotal	892	24	24	48	52	57	109
Net Incremental Trips			1,598	77	50	127	54	56	110

PM peak hour trip generation rates used from *West Los Angeles Transportation Improvement and Mitigation Specific Plan*, Updated June, 2003.

All other trip generation estimates prepared using *Trip Generation, 7th Edition*, Institute of Transportation Engineers, 2003.

**TABLE 2
2012 FUTURE INTERSECTION LEVEL OF SERVICE ANALYSIS - REVISED HOTEL ALTERNATIVE**

Intersection	Peak Hour	2012 Cumulative Base		2012 Cumulative Base plus Project		Project Increase in V/C or Delay	Significant Project Impact
		V/C or Delay	LOS	V/C or Delay	LOS		
1. Veteran Avenue □ Kinross Avenue	AM	0.301	A	0.317	A	0.016	NO
	PM	0.492	A	0.488	A	-0.004	NO
2. Gayley Avenue □ Kinross Avenue	AM	0.319	A	0.321	A	0.002	NO
	PM	0.531	A	0.551	A	0.020	NO
3. Gayley Avenue □ Lindbrook Drive	AM	0.354	A	0.451	A	0.097	NO
	PM	0.455	A	0.608	B	0.153	NO
4. Westwood Boulevard □ Lindbrook Drive	AM	0.347	A	0.387	A	0.040	NO
	PM	0.391	A	0.455	A	0.064	NO
5. Sepulveda Boulevard □ Wilshire Boulevard	AM	0.928	E	0.928	E	0.000	NO
	PM	0.919	E	0.925	E	0.006	NO
6. Veteran Avenue □ Wilshire Boulevard	AM	0.857	D	0.867	D	0.010	NO
	PM	0.960	E	0.969	E	0.009	NO
7. Gayley Avenue □ Wilshire Boulevard	AM	0.775	C	0.791	C	0.016	NO
	PM □	0.885	D	0.898	D	0.013	NO
8. Westwood Boulevard □ Wilshire Boulevard	AM	0.720	C	0.728	C	0.008	NO
	PM □□	0.951	E	0.958	E	0.007	NO
9. Glendon Avenue □ Wilshire Boulevard	AM	0.715	C	0.718	C	0.003	NO
	PM	0.676	B	0.678	B	0.002	NO
10. Glendon Avenue □ Lindbrook Drive	AM	0.522	A	0.573	A	0.051	NO
	PM	0.630	B	0.685	B	0.055	NO

□ Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 15□.

□□ Due to downstream congestion along Wilshire Boulevard, capacity has been reduced by 25□.

All intersections include 0.10 V/C credit allowed under ATSAC/ATCS control, assumed in all future scenarios per LADOT policy.

Significant Project Impact Criteria	
If LOS C, must be □□	0.04
If LOS D, must be □□	0.02
If LOS E or F, must be □□	0.01

**APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1
AIR QUALITY ASSESSMENT FILES FOR REFINED OPTION 1**

WILSHIRE GAYLEY

Final Environmental Impact Report Appendix B

Air Quality Assessment Files

Provided by PCR Services Corporation

December 2009

B-1 Project Operation Emissions

B-2 Greenhouse Gas Emissions

Appendix B-1

- Operation Emissions Inventory
 - Regional Operation Emissions
 - Regional Emission Summary Sheets
 - Stationary Emission Summary Sheets
 - URBEMIS2007 Output Files
 - Local Operation Emissions
 - LOS Analysis Sheet
 - One-hour CO Summary Sheets
 - Eight-hour CO Summary Sheets
 - CALINE4 Output Files
 - EMFAC2007 Emission Rates

Wilshire Gayley- Refined Option 1

Regional Emission Calculations (lbs/day)

		VOC	NOx	CO	SO2	PM10	PM2.5
Existing							
	Mobile	8	12	87	0	14	3
	Area	0	0	3	0	0	0
	Stationary	0	1	0	0	0	0
	Total Existing	8	13	91	0	14	3
Project							
	Mobile	17	31	205	<1	32	6
	Area	1	2	5	<1	<1	<1
	Stationary	<1	8	<1	<1	<1	<1
	Total Project	19	41	210	1	32	6
Net Project							
	Net Mobile	10	18	118	<1	18	4
	Net Area	<1	2	2	<1	<1	<1
	Net Stationary	<1	8	<1	<1	<1	<1
	Total Net	11	28	120	<1	18	4
	SCAQMD Significance Threshold	55	55	550	150	150	55
	Difference	(44)	(27)	(430)	(149)	(132)	(51)
	Significant?	No	No	No	No	No	No

Wilshire Gayley- Refined Option 1

Electricity Usage

Electricity Usage

Land Use	Electricity				Emission Factors (lbs/MWh) ^b							
	1,000 Sqft	Usage Rate ^a (kWh/sq.ft\yr)	Total Electricity Usage (KWh\year)	(MWh\Day)	CO <u>0.2</u>	ROC <u>0.01</u>	NOx <u>1.15</u>	PM10 <u>0.04</u>	SOx <u>0.12</u>	CO2 <u>804.54</u>	CH4 <u>0.0067</u>	NO2 <u>0.0037</u>
Emissions from Electricity Consumption (lbs/day)												
Existing												
Video Store	7.3	10.50	76,283	0.209	0.042	0.002	0.240	0.008	0.025	168.143	0.001	0.001
Gas Station	8.0	13.55	108,400	0.297	0.059	0.003	0.342	0.012	0.036	238.937	0.002	0.001
Total Existing			184,683	0.506	0.10	0.01	0.58	0.02	0.06	407.08	0.00	0.00
Project												
Retail	6.5	13.55	88,211	0.242	0.048	0.002	0.278	0.010	0.029	194.435	0.002	0.001
Hotel/Motel	250.0	9.95	2,487,500	6.815	1.363	0.068	7.837	0.273	0.818	5482.995	0.046	0.025
Restaurant	0.0	47.45	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Residential (DU)	0.0	5,627	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Project			2,575,711	7.057	1.41	0.07	8.12	0.28	0.85	5,677.43	0.05	0.03
Net Emissions From Electricity Usage					1.31	0.07	7.53	0.26	0.79	5270.35	0.05	0.02

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.10	0.01	0.58	0.02	0.06
Total Project Emissions (lbs/day)	1.41	0.07	8.12	0.28	0.85
Total Net Emissions (lbs/day)	1.31	0.07	7.53	0.26	0.79

^a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^b Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

Comparison of Option 1 to the Refined Option 1

Wilshire Gayley

Option 1						
	VOC	NOx	CO	SO2	PM10	PM2.5
Net Mobile	7	11	84	<1	21	4
Net Area	1	1	4	<1	<1	<1
Net Stationary	<1	9	<1	<1	<1	<1
Total Net	9	22	89	1	21	4
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(46)	(33)	(461)	(149)	(129)	(51)
Significant?	No	No	No	No	No	No
Refined Option 1- Dec. 2009						
	VOC	NOx	CO	SO2	PM10	PM2.5
Net Mobile	10	18	118	<1	18	4
Net Area	<1	2	2	<1	<1	<1
Net Stationary	<1	8	<1	<1	<1	<1
Total Net	11	28	120	<1	18	4
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(44)	(27)	(430)	(149)	(132)	(51)
Significant?	No	No	No	No	No	No
Comparison to Option 1 Emissions						
Option 1 Total Emissions	9	22	89	1	21	4
Refined Option 1 Total Emissions	11	28	120	1	18	4
Percent Difference	23%	29%	35%	-18%	-12%	-12%

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Wilshire Gayley\Operations\11302009\Refined Option 1 Operations.urb924

Project Name: Wilshire Gayley- Refined Option 1

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.15	2.06	1.73	0.00	0.00	0.00	2,475.52
Hearth							
Landscape	0.25	0.04	3.09	0.00	0.01	0.01	5.62
Consumer Products	0.00						
Architectural Coatings	0.77						
TOTALS (lbs/day, unmitigated)	1.17	2.10	4.82	0.00	0.01	0.01	2,481.14

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Hotel	14.58	18.82	166.80	0.16	28.71	5.57	16,638.02
Strip mall	1.48	2.18	19.23	0.02	3.32	0.64	1,922.02
TOTALS (lbs/day, unmitigated)	16.06	21.00	186.03	0.18	32.03	6.21	18,560.04

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Hotel		8.92	rooms	250.00	2,230.00	16,630.22
Strip mall		39.94	1000 sq ft	6.51	260.01	1,922.25
					2,490.01	18,552.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	48.6	0.8	99.0	0.2
Light Truck < 3750 lbs	10.9	1.8	93.6	4.6
Light Truck 3751-5750 lbs	21.8	0.5	99.5	0.0
Med Truck 5751-8500 lbs	9.6	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0.0	76.5	23.5
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	42.9	57.1

Urbemis2007 Output
 Wilshire Gayley- Refined Option 1

Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.5	60.0	40.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
□ of Trips - Residential	32.9	18.0	49.1			
□ of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0

Combined Winter Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Wilshire Gayley\Operations\11302009\Refined Option 1 Operations.urb924

Project Name: Wilshire Gayley- Refined Option 1

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.15	2.06	1.73	0.00	0.00	0.00	2,475.52
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	0.77						
TOTALS (lbs/day, unmitigated)	0.92	2.06	1.73	0.00	0.00	0.00	2,475.52

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Hotel	15.52	27.42	183.94	0.14	28.71	5.57	14,451.46
Strip mall	1.80	3.17	21.26	0.02	3.32	0.64	1,669.28
TOTALS (lbs/day, unmitigated)	17.32	30.59	205.20	0.16	32.03	6.21	16,120.74

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 40 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Hotel		8.92	rooms	250.00	2,230.00	16,630.22
Strip mall		39.94	1000 sq ft	6.51	260.01	1,922.25
					2,490.01	18,552.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	48.6	0.8	99.0	0.2
Light Truck □3750 lbs	10.9	1.8	93.6	4.6

Urbemis2007 Output
 Wilshire Gayley- Refined Option 1

Light Truck 3751-5750 lbs	21.8	0.5	99.5	0.0
Med Truck 5751-8500 lbs	9.6	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0.0	76.5	23.5
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	42.9	57.1
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.5	60.0	40.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
□ of Trips - Residential	32.9	18.0	49.1			
□ of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\ACTIVE PROJECTS\Wilshire Gayley\Operations\10192009\Existing Operations.urb924

Project Name: Wilshire Gayley Operations

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.01	0.08	0.07	0.00	0.00	0.00	95.93
Hearth							
Landscape	0.26	0.04	3.21	0.00	0.01	0.01	5.50
Consumer Products	0.00						
Architectural Coatings	0.05						
TOTALS (lbs/day, unmitigated)	0.32	0.12	3.28	0.00	0.01	0.01	101.43

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Strip mall	2.38	3.53	30.58	0.03	4.84	0.94	2,872.45
Gasoline/service station	10.10	15.25	132.07	0.13	20.92	4.08	12,407.98
TOTALS (lbs/day, unmitigated)	12.48	18.78	162.65	0.16	25.76	5.02	15,280.43

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Strip mall		42.94	1000 sq ft	7.27	312.17	2,801.14
Gasoline/service station		168.56	pumps	8.00	1,348.48	12,099.91
					1,660.65	14,901.05

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.7	1.3	98.3	0.4
Light Truck □ 3750 lbs	6.8	2.9	94.2	2.9

Urbemis2007 Output
 Wilshire Gayley- Existing Land Use

Light Truck 3751-5750 lbs	22.8	0.9	99.1	0.0
Med Truck 5751-8500 lbs	10.0	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4	0.0	85.7	14.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	73.9	26.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
□ of Trips - Residential	32.9	18.0	49.1			
□ of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0
Gasoline/service station				2.0	1.0	97.0

Wilshire Gayley LOS Analysis- Hotel Alternative

Wilshire Gayley LOS Analysis- Hotel Alternative		Peak Hour	2012 w o project		2012 w project		Impact	Percent Change	Analyze ?
Number			V/C	LOS	V/C	LOS			
1	Veteran Avenue & Kinross Avenue	AM	0.301	A	0.308	A	0.007	2.33□	No
		PM	0.492	A	0.488	A	-0.004	-0.81□	No
2	Gayley Avenue & Kinross Avenue	AM	0.319	A	0.320	A	0.001	0.31□	No
		PM	0.531	B	0.547	B	0.016	3.01□	No
3	Gayley Avenue & Lindbrook Drive	AM	0.354	A	0.413	A	0.059	16.67□	No
		PM	0.455	A	0.599	A	0.144	31.65□	No
4	Westwood Boulevard & Lindbrook Drive	AM	0.347	A	0.371	A	0.024	6.92□	No
		PM	0.391	A	0.450	A	0.059	15.09□	No
5	Sepulveda Boulevard & Wilshire Boulevard	AM	0.928	E	0.928	E	0.000	0.00□	No
		PM	0.919	E	0.925	E	0.006	0.65□	No
6	Veteran Avenue & Wilshire Boulevard	AM	0.857	D	0.861	D	0.004	0.47□	No
		PM	0.960	E	0.966	E	0.006	0.63□	No
7	Gayley Avenue & Wilshire Boulevard	AM	0.775	C	0.781	C	0.006	0.77□	No
		PM	0.738	C	0.749	C	0.011	1.49□	No
8	Westwood Boulevard & Wilshire Boulevard	AM	0.720	C	0.725	C	0.005	0.69□	No
		PM	0.951	E	0.956	E	0.005	0.53□	No
9	Glendon Avenue & Wilshire Boulevard	AM	0.715	C	0.717	C	0.002	0.28□	No
		PM	0.676	B	0.678	B	0.002	0.30□	No
10	Glendon Avenue & Lindbrook Boulevard	AM	0.522	A	0.554	A	0.032	6.13□	No
		PM	0.630	B	0.687	B	0.057	9.05□	No

Wilshire Gayley- Refined Option 1

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) ^a	
Monitoring Station: <u>West LA</u>	
<u>Year</u>	<u>1-Hr Concentration</u>
2012	4.4

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution ^b	Estimated Local CO Concentration ^c	Traffic CO Contribution ^b	Estimated Local CO Concentration ^c	Exceedance of Significance Threshold ^d
GAYLEY AVENUE AND WILSHIRE BOULEVARD NP					
NE	1.8	6.2	1.8	6.2	NO
SE	1.7	6.1	1.8	6.2	NO
SW	1.7	6.1	1.8	6.2	NO
NW	1.7	6.1	1.7	6.1	NO
GAYLEY AVENUE AND WILSHIRE BOULEVARD NP					
NE	1.7	6.1	1.7	6.1	NO
SE	1.4	5.8	1.5	5.9	NO
SW	1.9	6.3	1.9	6.3	NO
NW	1.7	6.1	1.8	6.2	NO
SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD NP					
NE	1.8	6.2	1.8	6.2	NO
SE	1.8	6.2	1.8	6.2	NO
SW	1.8	6.2	1.8	6.2	NO
NW	1.8	6.2	1.8	6.2	NO
SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD NP					
NE	1.9	6.3	1.9	6.3	NO
SE	2.0	6.4	2.0	6.4	NO
SW	2.0	6.4	2.0	6.4	NO
NW	1.9	6.3	1.9	6.3	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The 1-hour traffic contribution (ppm) is determined by inputting total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Wilshire Gayley- Refined Option 1

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) ^a		Average Persistence Factor <input type="checkbox"/> 0.70	
Monitoring Station: West LA			
<u>Year</u>	<u>8-Hr Concentration</u>		
2012	2.8		

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution ^b	Estimated Local CO Concentration ^c	Traffic CO Contribution ^b	Estimated Local CO Concentration ^c	Exceedance of Significance Threshold ^d
GAYLEY AVENUE AND WILSHIRE BOULEVARD NP					
NE	1.0	3.8	1.0	3.8	NO
SE	1.1	3.9	1.1	3.9	NO
SW	1.0	3.8	1.0	3.8	NO
NW	1.0	3.8	1.0	3.8	NO
GAYLEY AVENUE AND WILSHIRE BOULEVARD NP					
NE	0.9	3.7	0.9	3.7	NO
SE	0.8	3.6	0.8	3.6	NO
SW	1.1	3.9	1.1	3.9	NO
NW	1.0	3.8	1.0	3.8	NO
SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD NP					
NE	1.0	3.8	1.0	3.8	NO
SE	1.1	3.9	1.1	3.9	NO
SW	1.0	3.8	1.0	3.8	NO
NW	1.1	3.9	1.1	3.9	NO
SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD NP					
NE	1.1	3.9	1.1	3.9	NO
SE	1.2	4.0	1.2	4.0	NO
SW	1.1	3.9	1.1	3.9	NO
NW	1.1	3.9	1.1	3.9	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the [Transportation Project-Level Carbon Monoxide Protocol](#) (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: GAYLEY AVENUE AND WILSHIRE BOULEVARD AM NP
 RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	479	2.6	.0	50.0
B. NA	15	-500	15	0	AG	389	5.7	.0	45.0
C. ND	15	0	15	500	AG	1063	5.7	.0	33.0
D. NE	15	500	15	1500	AG	1063	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	531	2.6	.0	35.0
F. SA	-23	500	-23	0	AG	434	5.7	.0	33.0
G. SD	-23	0	-23	-500	AG	372	5.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	372	2.6	.0	35.0
I. WF	1500	45	500	45	AG	2481	2.6	.0	80.0
J. WA	500	45	0	45	AG	2425	3.7	.0	75.0
K. WD	0	45	-500	45	AG	2700	2.8	.0	60.0
L. WE	-500	45	-1500	45	AG	2700	2.6	.0	80.0
M. EF	-1500	-45	-500	-45	AG	3552	2.6	.0	80.0
N. EA	-500	-45	0	-45	AG	2947	3.7	.0	90.0
O. ED	0	-45	500	-45	AG	2908	2.8	.0	60.0
P. EE	500	-45	1500	-45	AG	2908	2.6	.0	80.0
Q. NL	0	0	8	-500	AG	90	5.7	.0	33.0
R. SL	0	0	-23	500	AG	97	5.7	.0	33.0
S. WL	0	0	500	23	AG	56	3.5	.0	33.0
T. EL	0	0	-500	-23	AG	605	3.6	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	40	85	6.0
2. SE3	40	-85	6.0
3. SW3	-40	-85	6.0
4. NW3	-40	85	6.0
5. NE7	53	98	6.0
6. SE7	53	-98	6.0
7. SW7	-53	-98	6.0
8. NW7	-53	98	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	259.	1.8	.0	.0	.3	.0	.0	.0	.0	.0
2. SE3	354.	1.7	.0	.1	.7	.0	.0	.1	.0	.0
3. SW3	6.	1.7	.0	.0	.3	.0	.0	.3	.2	.0
4. NW3	97.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
5. NE7	252.	1.4	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	278.	1.5	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	8.	1.4	.0	.0	.3	.0	.0	.3	.0	.0
8. NW7	99.	1.4	.0	.0	.2	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.7	.0	.3	.1	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
3. SW3	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	.0	.0
4. NW3	.1	.9	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0
5. NE7	.0	.0	.5	.0	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	.0	.0	.0	.2	.1	.8	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	.0	.0
8. NW7	.0	.7	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: GAYLEY AVENUE AND WILSHIRE BOULEVARD AM WP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	479	2.6	.0	50.0
B. NA	15	-500	15	0	AG	389	5.7	.0	45.0
C. ND	15	0	15	500	AG	1102	5.7	.0	33.0
D. NE	15	500	15	1500	AG	1102	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	552	2.6	.0	35.0
F. SA	-23	500	-23	0	AG	452	5.7	.0	33.0
G. SD	-23	0	-23	-500	AG	372	5.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	372	2.6	.0	35.0
I. WF	1500	45	500	45	AG	2491	2.6	.0	80.0
J. WA	500	45	0	45	AG	2435	3.7	.0	75.0
K. WD	0	45	-500	45	AG	2718	2.8	.0	60.0
L. WE	-500	45	-1500	45	AG	2718	2.6	.0	80.0
M. EF	-1500	-45	-500	-45	AG	3581	2.6	.0	80.0
N. EA	-500	-45	0	-45	AG	2947	3.7	.0	90.0
O. ED	0	-45	500	-45	AG	2911	2.8	.0	60.0
P. EE	500	-45	1500	-45	AG	2911	2.6	.0	80.0
Q. NL	8	-500	0	0	AG	90	5.7	.0	33.0
R. SL	-23	500	0	0	AG	100	5.7	.0	33.0
S. WL	500	0	0	0	AG	56	3.5	.0	33.0
T. EL	-500	-23	0	0	AG	634	3.6	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	40	85	6.0
2. SE3	40	-85	6.0
3. SW3	-40	-85	6.0
4. NW3	-40	85	6.0
5. NE7	53	98	6.0
6. SE7	53	-98	6.0
7. SW7	-53	-98	6.0
8. NW7	-53	98	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	259.	1.8	.0	.0	.4	.0	.0	.0	.0	.0
2. SE3	354.	1.8	.0	.1	.7	.0	.0	.1	.0	.0
3. SW3	6.	1.8	.0	.0	.3	.1	.0	.3	.2	.0
4. NW3	97.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
5. NE7	252.	1.4	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	278.	1.5	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	8.	1.4	.0	.0	.3	.0	.0	.3	.0	.0
8. NW7	99.	1.4	.0	.0	.2	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.7	.0	.3	.1	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
3. SW3	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	.0	.0
4. NW3	.1	.9	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0
5. NE7	.0	.0	.5	.0	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	.0	.0	.0	.2	.1	.8	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	.0	.0
8. NW7	.0	.7	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: GAYLEY AVENUE AND WILSHIRE BOULEVARD PM NP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK	* LINK	COORDINATES (FT)	* EF	H	W					
DESCRIPTION	* X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(FT)	(FT)	
A. NF	*	15	-1500	15	-500	* AG	357	2.6	.0	50.0
B. NA	*	15	-500	15	0	* AG	237	5.2	.0	45.0
C. ND	*	15	0	15	500	* AG	683	3.8	.0	33.0
D. NE	*	15	500	15	1500	* AG	683	2.6	.0	50.0
E. SF	*	-23	1500	-23	500	* AG	1199	2.6	.0	35.0
F. SA	*	-23	500	-23	0	* AG	997	5.7	.0	33.0
G. SD	*	-23	0	-23	-500	* AG	406	4.6	.0	33.0
H. SE	*	-23	-500	-23	-1500	* AG	406	2.6	.0	35.0
I. WF	*	1500	45	500	45	* AG	2352	2.6	.0	80.0
J. WA	*	500	45	0	45	* AG	2319	3.7	.0	75.0
K. WD	*	0	45	-500	45	* AG	3008	2.9	.0	60.0
L. WE	*	-500	45	-1500	45	* AG	3008	2.6	.0	80.0
M. EF	*	-1500	-45	-500	-45	* AG	2704	2.6	.0	80.0
N. EA	*	-500	-45	0	-45	* AG	2371	3.6	.0	90.0
O. ED	*	0	-45	500	-45	* AG	2515	2.8	.0	60.0
P. EE	*	500	-45	1500	-45	* AG	2515	2.6	.0	80.0
Q. NL	*	0	0	8	-500	* AG	120	5.2	.0	33.0
R. SL	*	0	0	-23	500	* AG	202	5.2	.0	33.0
S. WL	*	0	0	500	23	* AG	33	3.5	.0	33.0
T. EL	*	0	0	-500	-23	* AG	333	3.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (FT)	X	Y	Z
1. NE3	*	40	85	6.0
2. SE3	*	40	-85	6.0
3. SW3	*	-40	-85	6.0
4. NW3	*	-40	85	6.0
5. NE7	*	53	98	6.0
6. SE7	*	53	-98	6.0
7. SW7	*	-53	-98	6.0
8. NW7	*	-53	98	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H			
1. NE3	*	261.	*	1.7	*	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	*	352.	*	1.4	*	.0	.0	.3	.0	.0	.3	.0	.0
3. SW3	*	4.	*	1.9	*	.0	.0	.0	.0	.0	.8	.1	.0
4. NW3	*	97.	*	1.7	*	.0	.0	.1	.0	.0	.4	.0	.0
5. NE7	*	260.	*	1.3	*	.0	.0	.1	.0	.0	.2	.0	.0
6. SE7	*	278.	*	1.2	*	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	*	6.	*	1.5	*	.0	.0	.0	.0	.0	.6	.0	.0
8. NW7	*	99.	*	1.4	*	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T	
1. NE3	*	.0	.1	.8	.0	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0
3. SW3	*	.0	.0	.2	.0	.0	.4	.0	.0	.0	.1	.0	.0
4. NW3	*	.1	.8	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	*	.0	.0	.6	.0	.2	.0	.0	.0	.0	.0	.0	.0
6. SE7	*	.0	.0	.0	.3	.1	.6	.0	.0	.0	.0	.0	.0
7. SW7	*	.0	.0	.2	.0	.0	.4	.0	.0	.0	.0	.0	.0
8. NW7	*	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: GAYLEY AVENUE AND WILSHIRE BOULEVARD PM WP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	357	2.6	.0	50.0
B. NA	15	-500	15	0	AG	237	5.2	.0	45.0
C. ND	15	0	15	500	AG	716	4.6	.0	33.0
D. NE	15	500	15	1500	AG	716	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	1219	2.6	.0	35.0
F. SA	-23	500	-23	0	AG	1020	5.7	.0	33.0
G. SD	-23	0	-23	-500	AG	406	4.6	.0	33.0
H. SE	-23	-500	-23	-1500	AG	406	2.6	.0	35.0
I. WF	1500	45	500	45	AG	2358	2.6	.0	80.0
J. WA	500	45	0	45	AG	2325	3.7	.0	75.0
K. WD	0	45	-500	45	AG	3031	2.9	.0	60.0
L. WE	-500	45	-1500	45	AG	3031	2.6	.0	80.0
M. EF	-1500	-45	-500	-45	AG	2731	2.6	.0	80.0
N. EA	-500	-45	0	-45	AG	2371	3.6	.0	90.0
O. ED	0	-45	500	-45	AG	2512	2.8	.0	60.0
P. EE	500	-45	1500	-45	AG	2512	2.6	.0	80.0
Q. NL	0	0	8	-500	AG	120	5.2	.0	33.0
R. SL	0	0	-23	500	AG	199	5.2	.0	33.0
S. WL	0	0	500	23	AG	33	3.5	.0	33.0
T. EL	0	0	-500	-23	AG	360	3.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	40	85	6.0
2. SE3	40	-85	6.0
3. SW3	-40	-85	6.0
4. NW3	-40	85	6.0
5. NE7	53	98	6.0
6. SE7	53	-98	6.0
7. SW7	-53	-98	6.0
8. NW7	-53	98	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	261.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	352.	1.5	.0	.0	.4	.0	.0	.3	.0	.0
3. SW3	4.	1.9	.0	.0	.0	.1	.0	.8	.1	.0
4. NW3	97.	1.8	.0	.0	.1	.0	.0	.4	.0	.0
5. NE7	260.	1.3	.0	.0	.2	.0	.0	.2	.0	.0
6. SE7	350.	1.2	.0	.0	.3	.0	.0	.3	.0	.0
7. SW7	6.	1.5	.0	.0	.1	.0	.0	.6	.0	.0
8. NW7	99.	1.4	.0	.0	.1	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.1	.8	.0	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0
3. SW3	.0	.0	.2	.0	.0	.4	.0	.0	.0	.1	.0	.0
4. NW3	.1	.8	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.0	.6	.0	.2	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
7. SW7	.0	.0	.2	.0	.0	.4	.0	.0	.0	.0	.0	.0
8. NW7	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD AM NP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	754	2.6	.0	50.0
B. NA	23	-500	23	0	AG	566	5.2	.0	45.0
C. ND	23	0	23	500	AG	442	3.2	.0	33.0
D. NE	23	500	23	1500	AG	442	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	1256	2.6	.0	50.0
F. SA	-23	500	-23	0	AG	993	5.6	.0	45.0
G. SD	-23	0	-23	-500	AG	893	4.4	.0	33.0
H. SE	-23	-500	-23	-1500	AG	893	2.6	.0	50.0
I. WF	1500	45	500	45	AG	3257	2.8	.0	95.0
J. WA	500	45	0	45	AG	3143	3.8	.0	105.0
K. WD	0	45	-500	45	AG	3642	3.0	.0	75.0
L. WE	-500	45	-1500	45	AG	3642	2.8	.0	95.0
M. EF	-1500	-53	-500	-53	AG	2680	2.8	.0	80.0
N. EA	-500	-53	0	-53	AG	2581	4.0	.0	75.0
O. ED	0	-53	500	-53	AG	2970	3.0	.0	60.0
P. EE	500	-53	1500	-53	AG	2970	2.8	.0	80.0
Q. NL	0	0	15	-500	AG	188	5.2	.0	33.0
R. SL	0	0	-15	500	AG	263	5.6	.0	33.0
S. WL	0	0	500	15	AG	114	3.7	.0	33.0
T. EL	0	0	-500	-30	AG	99	3.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	48	93	6.0
2. SE3	48	-93	6.0
3. SW3	-48	-93	6.0
4. NW3	-48	93	6.0
5. NE7	61	106	6.0
6. SE7	61	-106	6.0
7. SW7	-61	-106	6.0
8. NW7	-61	106	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	262.	1.8	.0	.0	.0	.0	.0	.2	.0	.0
2. SE3	277.	1.8	.0	.2	.0	.0	.0	.0	.1	.0
3. SW3	81.	1.8	.0	.1	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.8	.0	.2	.0	.0	.0	.4	.4	.0
5. NE7	259.	1.4	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	279.	1.5	.0	.1	.0	.0	.0	.0	.1	.0
7. SW7	80.	1.4	.0	.0	.0	.0	.0	.0	.2	.0
8. NW7	98.	1.6	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.9	.2	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.3	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.3	.0	.0	.0	.0	.2	.8	.0	.0	.0	.0	.0
4. NW3	.0	.0	.5	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.7	.0	.3	.0	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.3	.0	.8	.0	.0	.0	.0	.0	.0
7. SW7	.3	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	.2	.8	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD AM WP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	758	2.6	.0	50.0
B. NA	23	-500	23	0	AG	570	5.2	.0	45.0
C. ND	23	0	23	500	AG	444	3.2	.0	33.0
D. NE	23	500	23	1500	AG	444	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	1259	2.6	.0	50.0
F. SA	-23	500	-23	0	AG	993	5.6	.0	45.0
G. SD	-23	0	-23	-500	AG	896	4.4	.0	33.0
H. SE	-23	-500	-23	-1500	AG	896	2.6	.0	50.0
I. WF	1500	45	500	45	AG	3269	2.8	.0	95.0
J. WA	500	45	0	45	AG	3152	4.0	.0	105.0
K. WD	0	45	-500	45	AG	3649	3.0	.0	75.0
L. WE	-500	45	-1500	45	AG	3649	2.8	.0	95.0
M. EF	-1500	-53	-500	-53	AG	2692	2.8	.0	80.0
N. EA	-500	-53	0	-53	AG	2593	4.0	.0	75.0
O. ED	0	-53	500	-53	AG	2989	3.0	.0	60.0
P. EE	500	-53	1500	-53	AG	2989	2.8	.0	80.0
Q. NL	0	0	15	-500	AG	188	5.2	.0	33.0
R. SL	0	0	-15	500	AG	266	5.6	.0	33.0
S. WL	0	0	500	15	AG	117	3.7	.0	33.0
T. EL	0	0	-500	-30	AG	99	3.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	48	93	6.0
2. SE3	48	-93	6.0
3. SW3	-48	-93	6.0
4. NW3	-48	93	6.0
5. NE7	61	106	6.0
6. SE7	61	-106	6.0
7. SW7	-61	-106	6.0
8. NW7	-61	106	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	262.	1.8	.0	.0	.0	.0	.0	.2	.0	.0
2. SE3	277.	1.8	.0	.2	.0	.0	.0	.0	.1	.0
3. SW3	81.	1.8	.0	.1	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.8	.0	.2	.0	.0	.0	.4	.4	.0
5. NE7	252.	1.4	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	279.	1.5	.0	.1	.0	.0	.0	.0	.1	.0
7. SW7	72.	1.4	.0	.1	.0	.0	.0	.0	.2	.0
8. NW7	98.	1.6	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.9	.2	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.3	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.3	.0	.0	.0	.0	.2	.8	.0	.0	.0	.0	.0
4. NW3	.0	.0	.5	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.2	.6	.0	.0	.2	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.3	.0	.8	.0	.0	.0	.0	.0	.0
7. SW7	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
8. NW7	.2	.8	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL

JUNE 1989 VERSION

PAGE 1

JOB: SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD PM NP

RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1029	2.6	.0	50.0
B. NA	23	-500	23	0	AG	874	5.7	.0	45.0
C. ND	23	0	23	500	AG	989	5.7	.0	33.0
D. NE	23	500	23	1500	AG	989	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	621	2.6	.0	50.0
F. SA	-23	500	-23	0	AG	520	5.4	.0	45.0
G. SD	-23	0	-23	-500	AG	906	5.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	906	2.6	.0	50.0
I. WF	1500	45	500	45	AG	3472	2.8	.0	95.0
J. WA	500	45	0	45	AG	3193	4.0	.0	105.0
K. WD	0	45	-500	45	AG	3229	3.0	.0	75.0
L. WE	-500	45	-1500	45	AG	3229	2.8	.0	95.0
M. EF	-1500	-53	-500	-53	AG	2973	2.8	.0	80.0
N. EA	-500	-53	0	-53	AG	2841	4.0	.0	75.0
O. ED	0	-53	500	-53	AG	2971	3.0	.0	60.0
P. EE	500	-53	1500	-53	AG	2971	2.8	.0	80.0
Q. NL	0	0	15	-500	AG	155	5.4	.0	33.0
R. SL	0	0	-15	500	AG	101	5.4	.0	33.0
S. WL	0	0	500	15	AG	279	3.7	.0	33.0
T. EL	0	0	-500	-30	AG	132	3.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	48	93	6.0
2. SE3	48	-93	6.0
3. SW3	-48	-93	6.0
4. NW3	-48	93	6.0
5. NE7	61	106	6.0
6. SE7	61	-106	6.0
7. SW7	-61	-106	6.0
8. NW7	-61	106	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	262.	1.9	.0	.0	.3	.0	.0	.1	.0	.0
2. SE3	277.	2.0	.0	.3	.0	.0	.0	.0	.2	.0
3. SW3	81.	2.0	.0	.2	.0	.0	.0	.0	.3	.0
4. NW3	173.	1.9	.0	.2	.0	.0	.0	.2	.6	.0
5. NE7	188.	1.5	.0	.5	.0	.0	.0	.0	.2	.0
6. SE7	279.	1.7	.0	.2	.0	.0	.0	.0	.2	.0
7. SW7	72.	1.5	.0	.2	.0	.0	.0	.0	.2	.0
8. NW7	98.	1.6	.0	.0	.2	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.8	.1	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.3	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.3	.0	.0	.0	.0	.2	.8	.0	.0	.0	.0	.0
4. NW3	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	.0	.5	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.3	.0	.8	.0	.0	.0	.0	.0	.0
7. SW7	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
8. NW7	.2	.8	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

CALINE4 Output Files- Refined Option 1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: SEPULVEDA BOULEVARD AND WILSHIRE BOULEVARD PM WP
 RUN: (WORST CASE ANGLE)

POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 5. DEGREES TEMP= .5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1033	2.6	.0	50.0
B. NA	23	-500	23	0	AG	878	5.7	.0	45.0
C. ND	23	0	23	500	AG	992	5.7	.0	33.0
D. NE	23	500	23	1500	AG	992	2.6	.0	50.0
E. SF	-23	1500	-23	500	AG	624	2.6	.0	50.0
F. SA	-23	500	-23	0	AG	520	5.4	.0	45.0
G. SD	-23	0	-23	-500	AG	911	5.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	911	2.6	.0	50.0
I. WF	1500	45	500	45	AG	3483	2.8	.0	95.0
J. WA	500	45	0	45	AG	3199	4.0	.0	105.0
K. WD	0	45	-500	45	AG	3232	3.0	.0	75.0
L. WE	-500	45	-1500	45	AG	3232	2.8	.0	95.0
M. EF	-1500	-53	-500	-53	AG	2976	2.8	.0	80.0
N. EA	-500	-53	0	-53	AG	2844	4.0	.0	75.0
O. ED	0	-53	500	-53	AG	2981	3.0	.0	60.0
P. EE	500	-53	1500	-53	AG	2981	2.8	.0	80.0
Q. NL	0	0	15	-500	AG	155	5.4	.0	33.0
R. SL	0	0	-15	500	AG	104	5.4	.0	33.0
S. WL	0	0	500	15	AG	284	3.7	.0	33.0
T. EL	0	0	-500	-30	AG	132	3.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. NE3	48	93	6.0
2. SE3	48	-93	6.0
3. SW3	-48	-93	6.0
4. NW3	-48	93	6.0
5. NE7	61	106	6.0
6. SE7	61	-106	6.0
7. SW7	-61	-106	6.0
8. NW7	-61	106	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* A	B	C	D	E	F	G	H
1. NE3	262.	1.9	.0	.0	.3	.0	.0	.1	.0	.0
2. SE3	277.	2.0	.0	.3	.0	.0	.0	.0	.2	.0
3. SW3	81.	2.0	.0	.2	.0	.0	.0	.0	.3	.0
4. NW3	173.	1.9	.0	.2	.0	.0	.0	.2	.6	.0
5. NE7	188.	1.6	.0	.5	.0	.0	.0	.0	.2	.0
6. SE7	279.	1.7	.0	.2	.0	.0	.0	.0	.2	.0
7. SW7	72.	1.5	.0	.2	.0	.0	.0	.0	.2	.0
8. NW7	98.	1.6	.0	.0	.2	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	* I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.8	.1	.3	.0	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.3	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.3	.0	.0	.0	.0	.2	.8	.0	.0	.0	.0	.0
4. NW3	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	.0	.5	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.3	.0	.8	.0	.0	.0	.0	.0	.0
7. SW7	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
8. NW7	.2	.8	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0

Appendix B-2

- Greenhouse Gas Emissions
 - Operations GHG Analysis

Wilshire Gayley- Refined Option 1
Greenhouse Gas Analysis

Emission Source	CO ₂ E ^c (Metric Tons)
Without Project Features	
On-road Vehicles ^a	4,603
Electricity ^b	850
Water	82
Natural gas ^c	359
Construction	52
Total	5,894
Proposed Project	
On-road Vehicles ^a	2,665
Electricity ^b	701
Water	38
Natural gas ^c	297
Construction	52
Total	3,701
GHG Savings	
Total	2,193
Percent Decrease	-37%
^a Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008.	
^b Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993. Water conveyance energy rates from California Energy Commission Staff Report: California's Water - Energy Relationship. 2005	
^c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.	
^d Statewide Greenhouse Gas Emissions Inventory: http://www.arb.ca.gov/cc/ecei/emsinv/emsinv.htm	
^e All CO ₂ e factors were derived using the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008	
Sources: PCR Services Corporation, 2008.	

Wilshire Gayley- Refined Option 1
Greenhouse Gas Analysis

Electricity

Land Use	1,000 Sqft	Usage Rate ^a		
		(kWh sq.ft.yr)	(KWh/year)	MWh/year
Without Project Features				
Retail	6.51	13.55	88,211	88
Hotel/Motel	250.00	9.95	2,487,500	2,488
Total Without Project Features			2,575,711	2,576
Proposed Project				
Retail	6.51	11.18	72,774	73
Hotel/Motel	250.00	8.21	2,052,188	2,052
Total Proposed Project			2,124,961	2,125
Electricity Savings			450,749	451

GHG	lbs/MWh ^b	lbs	metric tons	CO ₂ E (metric tons)
Without Project Features				
CO ₂	724.12	1865123.487	846.0050928	846.0050928
CH ₄	0.0302	77.7864571	0.035283315	0.740949608
N ₂ O	0.0081	20.86325505	0.009463406	2.933655731
Proposed Project				849.68
CO ₂	724.12	1538726.877	697.9542016	697.9542016
CH ₄	0.0302	64.17382711	0.029108735	0.611283426
N ₂ O	0.0081	17.21218542	0.00780731	2.420265978
GHG Savings				700.99
CO ₂	724.12	326,397	148	148
CH ₄	0.0302	14	0.01	0.13
N ₂ O	0.0081	4	0.00	1

149 Total Annual CO₂e

^a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

^b Electricity Usage Rates from California Energy Commission Staff Report: California's Water - Energy Relationship. 2005

^c Emission factors for CO₂, CH₄, and N₂O were derived from the California Climate Action Registry General Reporting Protocol; Version 3.1, January 2009.

Wilshire Gayley- Refined Option 1
Greenhouse Gas Analysis

Water and Wastewater Generation Factors

Land Use	Amount	Units	Water			Wastewater		
			AF Year Unit	MG Year Unit	MG Year	GPD Unit	MG Year Unit	MG Year
Without Project Features								
Retail	6.51	KSF	0.24	0.080	0.5	325	0.119	0.8
Hotel/Motel	250.00	KSF	0.24	0.080	20.0	167	0.061	15.2
Total Without Project Features					20.5			16.0
Proposed Project								
Retail	6.51	KSF	0.20	0.064	0.4	325	0.119	0.8
Hotel/Motel	134.00	KSF	0.20	0.064	8.6	167	0.061	8.2
Total Proposed Project					9.0			8.9
Water Savings					11.5			7.1

Water Conveyance (Water and Wastewater)

	Usage Rate ^c			
	MGD	kWh MG	(KWh year)	MWh year
Without Project Features				
Water Supply, Conveyance, Treatment, and Distribution	0.06	10,200	208,815	209
Wastewater Treatment	0.04	2,500	40,027	40
Total	0.10		248,842.97	248.84
Proposed Project				
Water Supply, Conveyance, Treatment, and Distribution	0.02	10,200	91,507	92
Wastewater Treatment	0.02	2,500	22,351	22
Total	0.05		113,857.82	113.86
Net Project Water Power Usage			134,985	135

GHG	lbs MWh ^b	lbs	metric tons	CO ₂ E (metric tons)
Without Project Features				
CO ₂	724.12	180192.2	81.73372763	81.73372763
CH ₄	0.0302	7.515058	0.00340877	0.071584171
N ₂ O	0.0081	2.015628	0.000914273	0.283424557
Proposed Project				82.09
CO ₂	724.12	82446.72	37.39717362	37.39717362
CH ₄	0.0302	3.438506	0.001559679	0.032753256
N ₂ O	0.0081	0.922248	0.000418324	0.129680582
GHG Savings				37.56
CO ₂	724.12	97,745	44	44
CH ₄	0.0302	4	0.00	0.04
N ₂ O	0.0081	1	0.00	0

45 Total Annual CO₂e

Wilshire Gayley- Refined Option 1
Greenhouse Gas Analysis

Natural Gas

Land Use	1,000 Sqft	Usage Rate ^c (cu.ft/sq.ft mo)	Total Natural Gas Usage (cu.ft mo)	Total Natural Gas Usage (cu.ft/year)	Total Natural Gas Usage (MMBTU/year)
Without Project Features					
Retail	6.51	2.9	18,879	226,548	231
Hotel/Motel	250.00	4.8	1,200,000	14,400,000	14,688
Total Without Project Features			1,218,879	14,626,548	14,919
Proposed Project					
Retail	6.51	2.4	15,575	186,902	191
Hotel/Motel	250.00	4.0	990,000	11,880,000	12,118
Total Project			1,005,575	12,066,902	12,308
Natural Gas Savings			213,304	2,559,646	2,611

^a Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

GHG	Kg MMBtu ^b	Kg	metric tons	CO ₂ E (Metric Tons)
Without Project Features				
CO ₂	53.06	791,606.33	359.07	359.07
CH ₄	0.001	14.92	0.01	0.14
N ₂ O	0.0001	1.49	0.00	0.21
Proposed Project				359.42
CO ₂	53.06	653,075.22	296.23	296.23
CH ₄	0.001	12.31	0.01	0.12
N ₂ O	0.0001	1.23	0.00	0.17
GHG Savings				296.52
CO ₂	53.06	138,531.11	62.84	62.84
CH ₄	0.001	2.61	0.00	0.02
N ₂ O	0.0001	0.26	0.00	0.04

62.90 Total Annual CO₂E

^b Emission factors for CO₂, CH₄, and N₂O were derived from the California Climate Action Registry General Reporting Protocol; Version 3.1, January 2009.

Wilshire Gayley-Refined Option 1
Greenhouse Gas Analysis

On Road Mobile Source

Land Use	Annual (tpy)	Annual tpy CO ₂ ^a
Without Project Features		
Retail		422
Hotel/Motel		3,668
Total Without Project Features		4,090.82
Proposed Project		
Retail		245
Hotel/Motel		2,124
Total Project		2,369.05
GHG Savings		1,721.77

0.420886277

CO2 g/mi	546.22	1	0.9998750
CH4 g/mi	0.03	21	0.0000625
N2O g/mi	0.03	310	0.0000625
	546.29		

^a URBEMIS2007 output

GHG	TPY	Metric TPY	CO ₂ E Conversion	CO ₂ E (Metric Tons)
Without Project Features				
CO ₂	4,090.82	4,509.31	1.00	4,509.3108860
CH ₄	0.26	0.28	21.00	5.9184526
N ₂ O	0.26	0.28	310.00	87.3952068
Proposed Project				4,602.6245454
CO ₂	2369.05	2,611.40	1.00	2,611.4038150
CH ₄	0.15	0.16	21.00	3.4274571
N ₂ O	0.15	0.16	310.00	50.6117636
GHG Savings				2,665.4430357
CO ₂	1721.77	1,897.91	1.00	1.0000000
CH ₄	0.11	0.12	21.00	441.0000000
N ₂ O	0.11	0.12	310.00	96,100.0000000

-1,937.2 Total Annual CO2E

^c Averaged EMFAC2007 fleet values for 0-65mph

^d Emission factors for CH₄ and N₂O were derived from the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007

**APPENDIX G: TECHNICAL STUDIES FOR REFINED OPTION 1
NOISE WORKSHEETS FOR REFINED OPTION 1**

Roadway Traffic Noise Calculations
Refined Option 1
1 of 4



Project: Wilshire Gayley

Existing										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Gayley Ave. n/o Kinross Ave.	35	1436	1729	17290	68.1	65.8	64.3	69.7	67.4	65.9
Gayley Ave. between Kinross Av □ Lindbrook Dr.	35	1349	1622	16220	67.8	65.5	64.0	69.4	67.1	65.7
Gayley Ave. between Lindbrook Dr. □ Wilshire Blvd.	35	1481	1799	17990	69.8	66.8	65.1	71.5	68.5	66.7
Gayley Ave. s/o Wilshire Blvd.	35	819	734	8190	65.2	62.8	61.2	66.9	64.4	62.9
Glendon Ave. n/o Lindbrook Dr.	30	594	698	6980	64.6	61.6	59.9	66.3	63.3	61.5
Future No Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Gayley Ave. n/o Kinross Ave.	35	1524	1833	18330	68.3	66.0	64.6	70.0	67.7	66.2
Gayley Ave. between Kinross Av □ Lindbrook Dr.	35	1435	1751	17505	68.1	65.8	64.4	69.8	67.5	66.0
Gayley Ave. between Lindbrook Dr. □ Wilshire Blvd.	35	1582	1964	19640	70.2	67.2	65.5	71.8	68.8	67.1
Gayley Ave. s/o Wilshire Blvd.	35	851	763	8510	65.4	62.9	61.4	67.0	64.6	63.0
Glendon Ave. n/o Lindbrook Dr.	30	617	725	7250	64.8	61.8	60.1	66.4	63.4	61.7
Future With Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Gayley Ave. n/o Kinross Ave.	35	1536	1844	18440	68.3	66.1	64.6	70.0	67.7	66.2
Gayley Ave. between Kinross Av □ Lindbrook Dr.	35	1487	1811	18110	68.3	66.0	64.5	69.9	67.6	66.1
Gayley Ave. between Lindbrook Dr. □ Wilshire Blvd.	35	1650	2034	20335	70.3	67.4	65.6	72.0	69.0	67.2
Gayley Ave. s/o Wilshire Blvd.	35	851	763	8510	65.4	62.9	61.4	67.0	64.6	63.0
Glendon Ave. n/o Lindbrook Dr.	30	617	725	7250	64.8	61.8	60.1	66.4	63.4	61.7

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway Segment				
Gayley Ave. n/o Kinross Ave.	0.0	0.3	0.0	0.3
Gayley Ave. between Kinross Av □ Lindbrook Dr.	0.1	0.5	0.1	0.5
Gayley Ave. between Lindbrook Dr. □ Wilshire Blvd.	0.2	0.5	0.2	0.5
Gayley Ave. s/o Wilshire Blvd.	0.0	0.2	0.0	0.1
Glendon Ave. n/o Lindbrook Dr.	0.0	0.1	0.0	0.1

Vehicle Type	□ of ADT			Sub total
	Day	Eve	Night	
Auto	67.9□	19.4□	9.7□	97.0□
Medium Truck	1.4□	0.4□	0.2□	2.0□
Heavy Truck	0.7□	0.2□	0.1□	1.0□
	70.0□	20.0□	10.0□	100.0□

Roadway Traffic Noise Calculations
Refined Option 1
2 of 4



Project: Wilshire Gayley

Existing										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Westwood Blvd. n/o Lindbrook Dr.	35	1436	1575	15750	67.7	65.4	63.9	69.3	67.0	65.5
Westwood Blvd. between Lindbrook Dr. □ Wilshire Blvd.	35	1659	1727	17265	69.6	66.6	64.9	71.3	68.3	66.5
Westwood Blvd. s/o Wilshire Blvd.	35	1493	1725	17250	68.0	65.8	64.3	69.7	67.4	65.9
Glendon Ave. between Lindbrook Dr. and Wilshire Blvd.	30	966	1015	10150	66.2	63.3	61.5	67.9	64.9	63.2
Glendon Ave. s/o Wilshire Blvd.	30	550	530	5500	63.6	60.6	58.9	65.2	62.2	60.5
Future No Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Westwood Blvd. n/o Lindbrook Dr.	35	1513	1650	16500	67.9	65.6	64.1	69.5	67.2	65.7
Westwood Blvd. between Lindbrook Dr. □ Wilshire Blvd.	35	1755	1850	18500	69.9	66.9	65.2	71.6	68.6	66.8
Westwood Blvd. s/o Wilshire Blvd.	35	1592	1831	18310	68.3	66.0	64.6	69.9	67.7	66.2
Glendon Ave. between Lindbrook Dr. and Wilshire Blvd.	30	1080	1284	12840	67.3	64.3	62.5	68.9	65.9	64.2
Glendon Ave. s/o Wilshire Blvd.	30	571	551	5710	63.7	60.8	59.0	65.4	62.4	60.7
Future With Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Westwood Blvd. n/o Lindbrook Dr.	35	1512	1648	16480	67.9	65.6	64.1	69.5	67.2	65.7
Westwood Blvd. between Lindbrook Dr. □ Wilshire Blvd.	35	1782	1642	17815	69.8	66.8	65.0	71.4	68.4	66.7
Westwood Blvd. s/o Wilshire Blvd.	35	1607	551	16070	67.7	65.5	64.0	69.4	67.1	65.6
Glendon Ave. between Lindbrook Dr. and Wilshire Blvd.	30	1080	1284	12840	67.3	64.3	62.5	68.9	65.9	64.2
Glendon Ave. s/o Wilshire Blvd.	30	571	551	5710	63.7	60.8	59.0	65.4	62.4	60.7

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway Segment				
Westwood Blvd. n/o Lindbrook Dr.	0.0	0.2	0.0	0.2
Westwood Blvd. between Lindbrook Dr. □ Wilshire Blvd.	-0.2	0.1	-0.2	0.1
Westwood Blvd. s/o Wilshire Blvd.	-0.6	-0.3	-0.5	-0.3
Glendon Ave. between Lindbrook Dr. and Wilshire Blvd.	0.0	1.0	0.0	1.0
Glendon Ave. s/o Wilshire Blvd.	0.0	0.2	0.0	0.2

Vehicle Type	□ of ADT			
	Day	Eve	Night	Sub total
Auto	67.9□	19.4□	9.7□	97.0□
Medium Truck	1.4□	0.4□	0.2□	2.0□
Heavy Truck	0.7□	0.2□	0.1□	1.0□
	70.0□	20.0□	10.0□	100.0□

Roadway Traffic Noise Calculations
Refined Option 1
3 of 4



Project: Wilshire Gayley

Existing										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Lindbrook Dr. between Gayley Ave. and Westwood Blvd.	35	389	558	5575	63.5	61.1	59.6	65.2	62.7	61.2
Lindbrook Dr. between Westwood Blvd. and Glendon Avenue	35	656	762	7615	64.9	62.5	60.9	66.5	64.1	62.5
Lindbrook Dr. e/o Glendon Ave.	35	1012	1345	13450	67.4	64.9	63.4	69.0	66.6	65.0
Kinross Ave. e/o Gayley Ave.	30	353	668	6680	64.4	61.5	59.7	66.1	63.1	61.3
	0			VALUE!	-	-	-	-	-	-
Future No Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Lindbrook Dr. between Gayley Ave. and Westwood Blvd.	35	414	601	6010	63.9	61.4	59.9	65.5	63.1	61.5
Lindbrook Dr. between Westwood Blvd. and Glendon Avenue	35	692	838	8380	65.3	62.9	61.3	67.0	64.5	63.0
Lindbrook Dr. e/o Glendon Ave.	35	1077	1489	14890	67.8	65.4	63.8	69.5	67.0	65.5
Kinross Ave. e/o Gayley Ave.	30	378	730	7300	64.8	61.8	60.1	66.5	63.5	61.7
	0			VALUE!	-	-	-	-	-	-
Future With Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Lindbrook Dr. between Gayley Ave. and Westwood Blvd.	35	576	801	8005	65.1	62.7	61.1	66.8	64.3	62.8
Lindbrook Dr. between Westwood Blvd. and Glendon Avenue	35	826	1005	10050	66.1	63.7	62.1	67.7	65.3	63.7
Lindbrook Dr. e/o Glendon Ave.	35	1211	1656	16560	68.3	65.8	64.3	69.9	67.5	65.9
Kinross Ave. e/o Gayley Ave.	30	377	726	7260	64.8	61.8	60.1	66.4	63.5	61.7
	0			VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway Segment				
Lindbrook Dr. between Gayley Ave. and Westwood Blvd.	1.2	1.6	1.3	1.6
Lindbrook Dr. between Westwood Blvd. and Glendon Avenue	0.8	1.2	0.7	1.2
Lindbrook Dr. e/o Glendon Ave.	0.5	0.9	0.4	0.9
Kinross Ave. e/o Gayley Ave.	0.0	0.4	-0.1	0.3
	0	-	-	-

Vehicle Type	of ADT			Sub total
	Day	Eve	Night	
Auto	67.9	19.4	9.7	97.0
Medium Truck	1.4	0.4	0.2	2.0
Heavy Truck	0.7	0.2	0.1	1.0
	70.0	20.0	10.0	100.0

Roadway Traffic Noise Calculations
Refined Option 1
4 of 4



Project: Wilshire Gayley

Existing										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Wilshire Blvd. between Veteran Ave. □ Gayley Ave.	35	5785	4991	57850	74.5	71.7	70.0	76.1	73.3	71.6
Wilshire Blvd. between Gayley Ave. and Westwood Blvd.	35	4962	4205	49615	73.8	71.0	69.3	75.5	72.7	71.0
Wilshire Blvd. between Westwood Blvd. □ Glendon Ave.	35	4535	3939	45345	73.4	70.6	69.0	75.1	72.3	70.6
Wilshire Blvd. e/o Glendon Ave.	35	4372	3924	43720	71.7	69.6	68.2	73.4	71.2	69.8
	0			□VALUE!	-	-	-	-	-	-
Future No Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Wilshire Blvd. between Veteran Ave. □ Gayley Ave.	35	6231	5684	62310	74.8	72.0	70.3	76.5	73.7	72.0
Wilshire Blvd. between Gayley Ave. and Westwood Blvd.	35	5372	4877	53715	74.2	71.4	69.7	75.8	73.0	71.3
Wilshire Blvd. between Westwood Blvd. □ Glendon Ave.	35	4934	4572	49335	73.8	71.0	69.3	75.4	72.6	71.0
Wilshire Blvd. e/o Glendon Ave.	35	4695	4345	46950	72.1	69.9	68.5	73.7	71.6	70.1
	0			□VALUE!	-	-	-	-	-	-
Future With Project										
Roadway Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Wilshire Blvd. between Veteran Ave. □ Gayley Ave.	35	6279	5735	62785	74.8	72.1	70.4	76.5	73.7	72.0
Wilshire Blvd. between Gayley Ave. and Westwood Blvd.	35	5384	4742	53840	74.2	71.4	69.7	75.8	73.0	71.3
Wilshire Blvd. between Westwood Blvd. □ Glendon Ave.	35	4958	4491	49580	73.8	71.0	69.3	75.5	72.7	71.0
Wilshire Blvd. e/o Glendon Ave.	35	4720	4368	47200	72.1	69.9	68.5	73.7	71.6	70.2
	0			□VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway Segment				
Wilshire Blvd. between Veteran Ave. □ Gayley Ave.	0.0	0.4	0.0	0.4
Wilshire Blvd. between Gayley Ave. and Westwood Blvd.	0.0	0.3	0.0	0.3
Wilshire Blvd. between Westwood Blvd. □ Glendon Ave.	0.1	0.4	0.1	0.4
Wilshire Blvd. e/o Glendon Ave.	0.0	0.4	0.0	0.3
	0	-	-	-

Vehicle Type	□ of ADT			Sub total
	Day	Eve	Night	
Auto	67.9□	19.4□	9.7□	97.0□
Medium Truck	1.4□	0.4□	0.2□	2.0□
Heavy Truck	0.7□	0.2□	0.1□	1.0□
	70.0□	20.0□	10.0□	100.0□