



Alejandro Huerta <alejandro.huerta@lacity.org>

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**Case No. ENV-2015-2026-EIR - Letter to Alejandro Huerta, Dept of City Planning dated 7/26/17**

1 message

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**Karen Wigylus** <karen.wigylus@msrlegal.com>  
To: "alejandro.huerta@lacity.org" <alejandro.huerta@lacity.org>  
Cc: Matt Henderson <matthew.henderson@msrlegal.com>

Wed, Jul 26, 2017 at 10:32 AM

This email is sent on behalf of Matthew C. Henderson.

Please direct all replies to Matt at [matthew.henderson@msrlegal.com](mailto:matthew.henderson@msrlegal.com).

Thank you, Karen.

**Karen Wigylus | Miller Starr Regalia**

Legal Assistant to Matthew C. Henderson

1331 N. California Boulevard, Fifth Floor, Walnut Creek, CA 94596

t: [925.935.9400](tel:925.935.9400) | d: [925.941.3273](tel:925.941.3273) | f: [925.933.4126](tel:925.933.4126) | [karen.wigylus@msrlegal.com](mailto:karen.wigylus@msrlegal.com) | [www.msrlegal.com](http://www.msrlegal.com)



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**MILLER STARR  
REGALIA**

1331 N. California Blvd.  
Fifth Floor  
Walnut Creek, CA 94596

T 925 935 9400  
F 925 933 4126  
www.msrlgal.com

Matthew C. Henderson  
Direct Dial: 925 941 3271  
matthew.henderson@msrlgal.com

July 26, 2017

**VIA E-MAIL ONLY**

Alejandro Huerta  
Environmental Review Coordinator  
Major Projects & Environmental Analysis  
Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012  
E-Mail: [alejandro.huerta@lacity.org](mailto:alejandro.huerta@lacity.org)

Re: Crossroads Hollywood Project DEIR, Case No. ENV-2015-2026-EIR

Dear Mr. Huerta:

This office represents Crown Sunset Associates, LLC (Crown), which owns property at 6725 Sunset Boulevard, located immediately adjacent to one component of the Crossroads Hollywood project (Project). This letter is sent to provide initial comments on the Draft Environmental Impact Report (DEIR) for the Project

As an initial matter, the sheer bulk of the DEIR – approximately 1,800 pages, with some 6,500 additional pages of technical appendices – makes it extremely burdensome, costly, and difficult for a client such as mine to review, analyze, and provide meaningful comments. CEQA's fundamental purpose of informing decisionmakers and the public is not well served by such massive and highly technical documents. (Cal. Code Regs., tit. 14, § 15002, subd. (a)(1).) Indeed, the CEQA Guidelines state that an EIR should usually be no longer than 150 pages, and in unusually complex cases no longer than 300 pages. (Cal. Code Regs., tit. 14, § 15141.) Accordingly, the comments we provide here are of necessity preliminary in nature, and we may provide further feedback to the City as the environmental review process continues.

My client also wishes to emphasize that it is not opposed to the Project per se. As a developer itself my client is in favor of thoughtful and appropriately-scaled development in Hollywood. However, the Project is also immediately adjacent to my client's property, and as such it has a direct and vested interest in how the Project is ultimately carried out. To that end we have a number of concerns as to the EIR and some of the analysis it contains.

In the first instance, the sheer size and scope of the Project impose impacts on my client's property and the surrounding neighborhood as a whole that the EIR does not fully capture or acknowledge. For instance, my client's building includes an outdoor courtyard area used by the occupants for eating, relaxing, etc. Erecting a 32 story tower immediately adjacent to the building will create serious impacts, not only from shading but loss of privacy.

Similarly, the DEIR's treatment of construction-related impacts such as vibration and noise acknowledges that such impacts are significant and unavoidable but limits its analysis to "noise sensitive uses." While such may be appropriate for a garden-variety project, the fact that the Project will create a 32 story tower with five levels of underground parking immediately proximate to my client's building makes it almost inconceivable that it will not have impacts to the users and occupants of that building. The DEIR cannot overlook these potential impacts, nor how they might be mitigated. In particular, lesser impacts would result from a scaled-down Project as proposed in several of the alternatives. However, the alternatives analyses themselves are somewhat cursory and do not account for the fact that, for instance, far less underground excavation could be required for a Project with a reduced scope. Thus, it may be possible to reduce such impacts to less than significant with a thoughtfully laid out and planned alternative.

The same is true for the DEIR's air quality analysis. In particular, the spread of dust to the immediate vicinity of the Project from construction activities is virtually inevitable. The DEIR acknowledges that construction and operational emissions impacts will be significant and unavoidable, but, again, does not adequately treat the issue of whether a properly scaled-down development could avoid these impacts while still achieving most of the Project objectives.

The DEIR also simply takes for granted the averaging of floor area ratio across the entire Project site without actually analyzing the legality or propriety of doing so. The only means by which the Project can purport to legally install three high rise buildings is by scraping off the unused density of the Crossroads of the World site. This is in addition to the needed discretionary approval to remove an existing "D" FAR limitation. Again, these issues could possibly be avoided by a reduction in the scope and size of the Project, allowing for further beneficial development while remaining more consistent with its immediate vicinity.

Finally, my client is concerned about the traffic impacts of the Project, which will naturally affect the use of its building and the satisfaction of its tenants and occupants.

\* \* \*

To summarize, the Project represents a both a challenge and an opportunity for the City, the applicant, and members of the public such as my client. A carefully considered and designed development can help reinvigorate this part of Hollywood

and create beneficial uses and synergies for all. However, rushing forward with a project that does not fully account for its impacts and concentrates density in a way that directly and negatively impact the immediate surroundings is a recipe for confusion and future conflict. My client remains optimistic that the Project can be further refined to provide the greatest benefit at the least detriment, and hopes to continue to respectfully and constructively participate in the process of review and approval.

Very truly yours,

MILLER STARR REGALIA

A handwritten signature in blue ink that reads "Matthew Henderson". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Matthew C. Henderson

MCH:klw