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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### I. LAND USE PLANNING

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#### ENVIRONMENTAL SETTING

##### Existing Onsite Land Uses

The 3.8-acre project site is located at 2055 Avenue of the Stars in the West Los Angeles community of the City of Los Angeles. The project site is bounded by Avenue of the Stars on the northeast, Olympic Boulevard on the south, multi-family residences (the Century Woods homes) on the west, and Century Plaza hotel on the north (see Figure II-1 in Section II (Environmental Setting) for the Regional and Vicinity Project Location Map). The project site is currently occupied with the former St. Regis Hotel, which is comprised of a recently vacant 318-foot-high building approximately 373,000 square feet in Floor Area and associated landscaped area, including an open deck/pool area, garden, landscaping, and natural vegetation. Refer to Figure II-3 for a photograph location map and Figure II-4 for existing views of the project site.

##### Existing Adjacent and Surrounding Land Uses

The project site and surrounding area are characterized by high-rise buildings consisting of hotel, office, and multi-family residential land uses. Immediately to the north of the site is the Westin Century Plaza Hotel & Spa, a 159-foot-high luxury hotel with 727 rooms and significant banquet, spa and recreational facilities. To the north and west of the Century Plaza Hotel are Constellation Place and the Sun America building, two high-rise office towers. The Westfield Shoppingtown Century City, a regional mall and entertainment complex, is also in the vicinity of the project site to the north.

To the northeast of the site, the 2000 Avenue of the Stars development is currently under construction. That project will include two 213-foot-high towers, totaling roughly 790,000 square feet of office space. Immediately east of the 2000 Avenue of the Stars project are the twin, 571-foot-high, Century Plaza Towers. The jurisdictional boundary between the City of Los Angeles and the City of Beverly Hills is to the east of Century Park East, with Beverly Hills High School located immediately adjacent to the City boundary.

Multi-family residential uses are located adjacent to the project site, just north and south of Olympic Boulevard. Specifically, to the southeast of the site are the Park Place condominiums, a 65-foot-high, medium-density residential development. To the west of the project site are the Century Woods condominiums, another low-rise, medium-density residential development located at the northeast corner of Century Park West and Olympic Boulevard. Finally, immediately across Olympic Boulevard and to the south of the site lies the 492-foot-high Fox Plaza office tower.

### **Applicable Plans, Policies, and Zoning**

The following local and regional land use planning documents are applicable to the project site and are discussed in more detail below:

- City of Los Angeles General Plan;
- West Los Angeles Community Plan;
- West Los Angeles Transportation Improvement and Mitigation Specific Plan;
- Century City North Specific Plan;
- City of Los Angeles Planning and Zoning Code;
- Southern California Association of Governments *Regional Comprehensive Plan and Guide*;
- South Coast Air Quality Management District *2003 Air Quality Management Plan*; and
- Metropolitan Transportation Authority *Comprehensive Management Plan*.

#### ***City of Los Angeles General Plan***

The City of Los Angeles General Plan (the “General Plan”) addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan consists of a Framework Element, a Land Use Element, and 10 citywide elements.

The Framework Element of the General Plan serves as a guide for the City’s overall long-range growth and development policies. It contains Long Range Land Use Diagrams (Land Use Diagrams) for regions of the City, which designate land uses that are encouraged in each of these regions. The project site is located within the West/Coastal Los Angeles Land Use Diagram. This Land Use Diagram identifies the project area as a Regional Center. A Regional Center is defined as:

*...a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Generally different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.*

The Land Use Element of the General Plan is divided into 35 community plans for the purpose of developing, maintaining, and implementing the General Plan. The project site is located within the West Los Angeles Community Plan Area (CPA). Thus, all development activity associated with the proposed project would be subject to the land use regulations set forth in the CPA.

The 10 citywide elements include the Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and the Transportation Element. These elements provide long-range citywide policy and direction, taking into account citywide goals and needs. These elements are incorporated into the Environmental Impact Analysis throughout this Draft EIR.

### ***West Los Angeles Community Plan***

The CPA is located in the western portion of the City of Los Angeles. The boundaries of the CPA are as follows: Centinela Avenue on the west; Wilshire Boulevard and Santa Monica Boulevard on the north; National Boulevard, Pico Boulevard, and Exposition Boulevard on the south; and Durango Avenue, Robertson Boulevard, and Canfield Avenue on the east. The CPA is generally characterized by low-density single-family residential development intermixed with multi-family residential development. Commercial land uses occur primarily along the major arterials. Residential density within the CPA ranges from 2.64 persons per dwelling unit in the low-density residential areas (i.e., areas with four to nine dwelling units per acre) to 1.87 persons per dwelling unit in the high-medium density residential areas (i.e., areas with 55 to 109 dwelling units per acre).<sup>1</sup> The CPA designates the project site as Regional Commercial (see Figure IV.I-1, West Los Angeles Community Plan Land Use Designations).

The CPA sets forth the following goals to maintain the community's character by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible housing opportunities;
- Improving the function, design and economic vitality of commercial areas;
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance;

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<sup>1</sup> *West Los Angeles Community Plan, adopted July 27, 1999., page III-2.*

**Figure IV.I-1 West Los Angeles Community Plan Land Use Designations**

- Maximizing development opportunities around future transit systems while minimizing any adverse impacts; and
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base; and through design guidelines and physical improvements, enhancing the appearance of these areas.

Relevant goals and objectives of the CPA as they pertain to the proposed project, along with an assessment of the project's consistency with those goals and objectives, are presented below in the "Environmental Impacts" subsection of this Draft EIR chapter.

### ***West Los Angeles Transportation Improvement and Mitigation Specific Plan***

The project site is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan Area (TIMP). The boundaries of the TIMP are as follows: City of Beverly Hills, Beverwil Drive, Castle Heights Avenue, National Boulevard, and Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south (see Figure IV.I-2 for a map of the TIMP boundaries). The intent of the TIMP includes the following areas of focus:

- Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new development within the West Los Angeles TIMP;
- Establish the Transportation Impact Assessment (TIA) Fee process for new development in the C, M, and P zones;
- Require that new development mitigate Significant Transportation Impacts caused by development in the R-3 and less restrictive zones;
- Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses;
- Establish a West Los Angeles TIMP Area infrastructure implementation process;
- Promote area-wide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow;
- Promote or increase work-related ridesharing and bicycling to reduce peak-hour trips and to keep critical intersections from severe overload;
- Prevent Peak Hour Level of Service (LOS) on streets and intersections from reaching LOS "F" or, if presently at LOS "F," preclude further deterioration in the Level of Service;

**Figure IV.I-2 West Los Angeles Transportation Improvement and Mitigation Specific Plan**

- Promote neighborhood protection programs to minimize intrusion of commuter traffic through residential neighborhoods;
- Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies;
- Ensure that the public transportation facilities that will be constructed with funds generated by the West Los Angeles TIMP will significantly benefit the contributor; and
- Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle (HOV) lanes.

Impacts associated with the TIMP are discussed in Section IV.N (Transportation and Traffic) of this Draft EIR.

### ***Century City North Specific Plan***

The project site is located within the Century City North Specific Plan (the “Specific Plan”) area, which is one of two Specific Plans that cover the Century City (the other being the Century City South Specific Plan). The boundaries of the Specific Plan area are as follows: Century Park East and the City of Beverly Hills to the north; Pico Boulevard, Olympic Boulevard, and Garden Lane to the east; Avenue of the Stars, Century Park West, and the rear of the project site to the south; and Santa Monica Boulevard to the west (see Figure IV.I-3, Century City North Specific Plan). The Specific Plan controls development within the specific plan area by allocating a certain number of “Specific Plan Trips” among its parcels, thereby prohibiting development that would cause trip generations to exceed those allocations.

Furthermore, the Specific Plan and the City of Los Angeles Planning and Zoning Code sets forth development requirements for Century City, including allowable uses, floor area ratios, building heights, yard and setback requirements, parking requirements, pedestrian corridors and crossings, and signage. The commercial area of the Specific Plan is divided into “core” and “buffer” areas (see Figure IV.I-4, Century City North Specific Plan Commercially Zoned Areas). The project site is located within a core area with special provisions (“Crosshatched Areas”), which allows for a floor area ratio (FAR) of up to 6 to 1 FAR providing up to 1,000,000 square feet of development potential. Development of a new building is allowed within these commercially zoned special provision areas when a proposed project does not increase the cumulative automobile trip generation potential (CATGP) for the Specific Plan area. The effect on the CATGP relative to the proposed project is discussed in on page IV.I-15 of this section.

**Figure IV.I-3 Century City North Specific Plan**

**Figure IV.I-4 Century City North Specific Plan Commercially Zoned Areas**

The Specific Plan also provides regulations for shade and shadow impacts on residential units and other aesthetics issues pertaining to the design. Impacts associated with the Specific Plan related to aesthetics and shadows are discussed in Section IV.B (Aesthetics) of this Draft EIR.

### ***Zoning Designations***

The development of the proposed project is also governed by the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. As shown in Figure IV.I-5, Existing Zoning Designations, the project site is zoned C2-2-O (Commercial, Height District No. 2, Oil Drilling District O), which is consistent with the Regional Commercial General Plan land use designation of the project site. As set forth in the LAMC 12.14, allowable uses in the C2 zone include uses allowed in the C1 zone (i.e., office, business or professional, bakery, stationery store, drug store, grocery store, etc.); uses allowed in the C1.5 zone (i.e., auditorium, broadcasting studio, department store, museum, theater, etc.); more extensive retail stores (i.e. pet stores, carpenter, upholstering shop, tire shop, restaurants, etc.); and uses allowed in the R4 zone (i.e. multiple-family dwelling units). Furthermore, the Oil Drilling District designation allows for the use of a controlled drill site.

The following development standards set forth in the Zoning Ordinance apply to residential condominium uses in the C2 zoning:

**Front Yard:** There are no front yard setbacks required along Avenue of the Stars.

**Side Yard:** For a main building not more than two stores in height, there shall be a side yard on each side of said building of not less than five feet, except that where the lot is less than 50 feet in width, the side yard may be reduced to 10% of the width of the lot, but in no event to less than three feet in width. For a building more than two stories in height, one foot shall be added to the width of such side yard for each additional story above the second story, but in no event shall a side yard of more than 16 feet in width be required.

**Rear Yard:** There shall be a rear yard of not less than 15 feet in depth. For a building more than three stories in height, one foot shall be added to the depth of such rear yard for each additional story above the third story, but such rear yard need not exceed 20 feet.

**Lot Area:** Every lot shall have a minimum width of 50 feet and a minimum area of 5,000 square feet. The minimum lot area per dwelling unit shall be 400 square feet.

**Figure IV.I-5 Existing Zoning Designations**

**Parking:** As discussed in further detail in Section IV.N (Transportation and Traffic), off-street automobile parking requirements consist of two spaces per unit for a required total of 294 parking spaces and one guest parking space for every two condominium units for a required total of 74 guest spaces. In addition, pursuant to the Zoning Code and LADBS policy, parking for restaurant uses is required at a rate of one space per 100 square feet, parking for retail uses is required at a rate of one space per 250 square feet, and parking for other commercial uses is required at a rate of one space per 500 square feet.

### Height and

**Floor Area:** The project site is located in Height District No. 2, which limits development to a maximum 6 to 1 FAR. The height restrictions are further defined in Section 12.21.2, *Height of Buildings or Structures in Century City*, of the LAMC. The following is the definition of floor area, taken from the LAMC:

*Floor Area: is that area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.*

Therefore, the Floor Area does not include exterior walls, stairs, elevators, shafts, telephone/electric rooms on each typical floor, and parking areas. The total permitted Floor Area for the project site is the total lot area (167,176 square feet) minus the required yard setbacks (approximately 23,056.68 square feet) multiplied by 6:<sup>2</sup>

$$(167,176 \text{ square feet} - 23,056.68 \text{ square feet} = 144,119.32 \text{ square feet}) \times 6 = 864,715.92 \text{ square feet}$$

As indicated in Figure IV.I-5, zoning to the north of the project site includes C2-1VL-O (Commercial Zone, Height District Very Limited) and C2-2-O. Properties to the east of the project site are zoned C2-2-O and R4-2-O (Multi-Family Zone, Height District 2). Properties to the south are zoned C2-2-O and [Q]CCS-O (Century City South Specific Plan Studio Zone). Properties to the west of the project site are zoned R4-2-O.

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<sup>2</sup> Section 12.21.2 of the LAMC provides that in Height District No. 2, the total floor area shall not exceed six times the buildable area of the lot. Within the Century City North Specific Plan Area, Section 12.03 of the LAMC specifically requires that portions of the lot that must be reserved for yard spaces are to be excluded from the calculation of buildable area. Therefore, for the proposed project the required side and rear yard spaces are excluded from the buildable area of the lot resulting in a lower buildable floor area than would be allowed for a commercial development on the project site for which no yard spaces would be required.

### ***SCAG Regional Comprehensive Plan and Guide***

The Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. It includes input from each of the 13 subregions that make up the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The RCPG serves as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including growth management, that can be anticipated by the year 2015 and beyond. Adopted RCPG policies related to land use are contained primarily in Chapter 2 of the RCPG, entitled Growth Management. The purpose of the Growth Management Chapter is to present forecasts which establish the socio-economic parameters for the development of the Regional Mobility and Air Quality Chapters of the RCPG, and to address issues related to growth and land consumption by encouraging local land use actions which could ultimately lead to the development of an urban form that would help minimize development costs, save natural resources, and enhance the quality of life in the region. Impacts associated with air quality and regional mobility are discussed in Sections IV.C (Air Quality) and IV.N (Transportation and Traffic), respectively.

### ***South Coast Air Quality Management District Air Quality Management Plan***

The proposed project is also located within the South Coast Air Basin (Basin) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. Air quality impacts of the proposed project and consistency of the project impacts with the AQMP are analyzed in greater detail in Section IV.C (Air Quality) of this Draft EIR.

### ***Congestion Management Program***

The Congestion Management Program (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The project's Traffic Impact Analysis, which is presented in greater detail in Section IV.N

(Transportation and Traffic) of this Draft EIR, was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

In accordance with Appendix G to the State CEQA Guidelines, the project would have a significant impact on land use if it would cause any of the following conditions to occur:

- (a) Physically divide an established community; or
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental impact.
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

As discussed in Section IV.A of this Draft EIR there would be no impact with respect to the third thresholds listed above. Therefore, only the first and second threshold listed above is addressed in the following discussion.

Furthermore, as set forth in the City of Los Angeles Draft L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) Whether the proposal is inconsistent with the adopted land use/density designation in the CPA, redevelopment plan or specific plan for the site;
- (b) Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
- (c) The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- (d) The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- (e) The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

## Project Impacts

### *Consistency with the West Los Angeles Community Plan*

As discussed previously, the land use designation for the project site, as established by the CPA, is Regional Commercial. This area of the CPA is designated on the CPA Land Use Diagram as a Regional Center, which is comprised of the Century City North Specific Plan and the Century City South Specific Plan areas and is subject to development restrictions based on trip generations. The project's Traffic Impact Analysis is presented in greater detail in Section IV.N (Transportation and Traffic) of this Draft EIR. As shown in Table IV.I-1, Project Consistency with Applicable West Los Angeles Community Plan Policies, the proposed project is consistent with all applicable policies of the CPA.

### *Consistency with the Century City North Specific Plan*

The proposed project complies with all components of the applicable specific plan. As discussed previously, a 6 to 1 FAR is permitted for the project site providing up to approximately 1,000,000 square feet of total permitted Floor Area.<sup>3</sup> The proposed project would have approximately 581,000 square feet of Floor Area, which represents approximately 58 percent of the total permitted Floor Area by the Specific Plan for the site.

In addition, the Specific Plan controls development within the Specific Plan area by allocating a certain number of "Specific Plan Trips" among its parcels, thereby limiting development that would cause trip generations to exceed those allocations. The project site will have 2,970 Replacement Specific Plan Trips following demolition of the existing building. Residential development under the Specific Plan requires 7.55 Specific Plan Trips to be utilized for each dwelling unit. Thus, the proposed project can contain a maximum of 393 condominium units (2,970 /7.55). The proposed project includes only 147 condominium units which would utilize 1,109.85 Specific Plan Trips (147 x 7.55). The utilization of 45 Specific Plan Trips is required for every 1,000 square feet of sit-down restaurant space. Therefore, 315 Specific Plan trips would be utilized for the proposed 7,000 square foot restaurant (45 x 7). The utilization of 35 Specific Plan Trips is required for every 1,000 square feet of other retail commercial uses. Therefore 945 Specific Plan Trips would be utilized for the proposed 27,000 square feet of resident-focused specialty uses (35 x 27) or 1,505 Specific Plan Trips would be utilized for the proposed 43,000 square foot private/limited membership facility (35 x 43). The total number of Specific Plan Trips that

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<sup>3</sup> For a commercial project, yard spaces are not required. Therefore, the total permitted floor area for the site is derived by multiplying the lot size multiplied by 6. However, as explained in Footnote 2 of this section, since side and rear yard spaces are required for residential projects in the C2 zone, those yard spaces are excluded from the calculation of buildable area resulting in a lower total permitted floor area for a residential project than would be allowed for a commercial project. Commercial and residential projects are permitted on the project site by the zoning code.

would be utilized by the proposed project is between 2,369.85 and 2,929.85, which is less than the 2,970 Specific Plan Trips allocated to the project site. Consequently, the proposed project would not increase the CATGP.

**Table IV.I-1  
Project Consistency with Applicable West Los Angeles Community Plan Policies**

Objectives	Policies	Consistency Discussion
<b>Residential</b>		
<p><b>Objective 1-1:</b> To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.</p>	<p><b>1-1.1:</b> Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.</p>	<p><b>Consistent:</b> The CPA Map identifies lands where single-family development is permitted. The proposed project would be consistent with the land use designation for the site and would be designed and developed with all applicable zoning regulations, including bulk, height, and density requirements that would minimize the potential for any land use conflicts.</p>
	<p><b>1-1.3:</b> Provide for adequate multi-family residential development.</p>	<p><b>Consistent:</b> The project includes the development of 147 multi-family condominium units, which would be developed on a site that is designated for such a land use.</p>
<p><b>Objective 1-2:</b> To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.</p>	<p><b>1-2.1:</b> Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.</p>	<p><b>Consistent:</b> The project site is zoned for the development of multi-family residential and is located in West Los Angeles near a substantial amount of commercial development at the corner of Avenue of the Stars and Olympic Boulevard, which are primary travel routes in the City of Los Angeles that accommodates multiple bus routes. The surrounding area is well established with existing public service facilities and infrastructure (for a more detailed discussion please refer to Sections IV.M, Public Services, and IV.O, Utilities and Service Systems, of this Draft EIR). In addition, the proposed project is in close proximity to Westfield Shoppingtown Century City, a regional mall and entertainment complex.</p>
	<p><b>1-2.3:</b> Do not increase residential densities beyond those permitted in the CPA unless the necessary infrastructure and transportation systems are available to accommodate the increase.</p>	<p><b>Consistent:</b> The project site is zoned for the development of multi-family residential and is located in West Los Angeles near a substantial amount of commercial development at the corner of Avenue of the Stars and Olympic Boulevard, which are primary travel routes in the City of Los Angeles that accommodates multiple bus routes. The surrounding area is well established with existing public service facilities and infrastructure (for a more detailed discussion please refer to Sections IV.M, Public Services, and IV.O, Utilities and Service Systems, of this Draft EIR).</p>

**Table IV.I-1 (Continued)**  
**Project Consistency with Applicable West Los Angeles Community Plan Policies**

Objectives	Policies	Consistency Discussion
<b>Objective 1-3:</b> To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	<b>1-3.1:</b> Require architectural and height compatibility for new infill development to protect the character and scale of existing residential neighborhoods.	<b>Consistent:</b> The project would comply with the CPA's Design Guidelines for multi-family residential development, which would ensure that the project design would complement the aesthetic environment of the community.
<b>Objective 1-4:</b> To promote adequate and affordable housing and increases its accessibility to more segments of the population, especially students and senior citizens.	<b>1-4.1:</b> Promote greater individual choice in type, quality, price and location of housing.	<b>Consistent:</b> The CPA allocates adequate lands for a variety of residential densities, types and sizes. The proposed project would be consistent with the existing land use designation established under the CPA.
	<b>1-4.2:</b> Ensure that new housing opportunities minimize displacement of residents.	<b>Consistent:</b> The project site is currently comprised of a hotel and, as such, implementation of the proposed project would not displace any residents.
	<b>1-4.3:</b> Encourage multiple residential developments in specified commercial zones.	<b>Consistent:</b> The project includes the development of 147 multi-family condominium units, which would be developed on a site that is designated for such a land use.
<b>Open Space</b>		
<b>Objective 5-1:</b> To preserve existing open space resources and where possible develop new open space.	<b>5-1.1:</b> Encourage the retention of passive and visual open space in balance with development in the community.	<b>Consistent:</b> A portion of the project site would be designed with a swimming pool, spa and deck, and a private garden with sitting areas and walking paths. In addition, the proposed project would incorporate two acres of landscaped open space.
<b>Police Protection</b>		
<b>Objective 8-1:</b> To provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.	<b>8-1.1:</b> Consult with the Police Department in the review of development projects and land use changes to determine law enforcement needs and requirements.	<b>Consistent:</b> As part of approval of a building permit, the project applicant would be required to submit the proposed project plans to the Los Angeles Police Department (LAPD) for review. During this review, the LAPD would determine the need for additional enforcement or requirements. This process has been started with an initial contact to the LAPD. Please refer to Section IV.M. (Public Services) for more details, including a written correspondence from Captain James H. Cansler, LAPD, dated August 15, 2005.

**Table IV.I-1 (Continued)  
Project Consistency with Applicable West Los Angeles Community Plan Policies**

Objectives	Policies	Consistency Discussion
<p><b>Objective 8-2:</b> Increase the ability to minimize crime and provide adequate security.</p>	<p><b>8-2.1:</b> Support and encourage community based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing policing, foot and bicycle patrols, watch programs and regular communication with neighborhood and civic organizations.</p>	<p><b>Consistent:</b> Operation of the proposed project would include crime prevention features such as nighttime security lighting and secure parking facilities. Also, full-time onsite professional security and applicable security systems would be incorporated into the project design.</p>
	<p><b>8-2.2:</b> Ensure adequate lighting around residential, commercial, and industrial buildings to improve security.</p>	<p><b>Consistent:</b> As part of approval of a building permit, the project applicant would be required to submit the proposed project plans to the LAPD and Los Angeles Fire Department (LAFD) for review. During this review, the LAPD and LAFD would confirm that the design of the project meets all of the Departments' standards for safety, including landscaping and lighting. The project applicant would be required to incorporate any additional requirements into the project design. This process has been started with an initial contact to the LAPD and the LAFD. Please refer to Section IV.M. (Public Services) for more details, including a written correspondence from Captain James H. Cansler, LAPD, dated August 15, 2005 and a written correspondence from Douglas L. Berry, Assistant Fire Marshal, LAFD, dated September 21, 2005.</p>

**Table IV.I-1 (Continued)  
Project Consistency with Applicable West Los Angeles Community Plan Policies**

Objectives	Policies	Consistency Discussion
	<p><b>8-2.3:</b> Ensure that landscaping around buildings does not impede visibility.</p>	<p><b>Consistent:</b> As part of approval of a building permit, the project applicant would be required to submit the proposed project plans to the LAPD and LAFD for review. During this review, the LAPD and LAFD would confirm that the design of the project meets all of the Departments' standards for safety, including landscaping and lighting. The project applicant would be required to incorporate any additional requirements into the project design. This process has been started with an initial contact to the LAPD and the LAFD. Please refer to Section IV.M. (Public Services) for more details, including a written correspondence from Captain James H. Cansler, LAPD, dated August 15, 2005 and a written correspondence from Douglas L. Berry, Assistant Fire Marshal, LAFD, dated September 21, 2005.</p>
<b>Fire Protection</b>		
<p><b>Objective 9-1:</b> Ensure that fire facilities and protective services are sufficient for the existing and future population and land use.</p>	<p><b>9-1.1:</b> Coordinate with the Fire Department the review of significant development projects and General Plan amendments affecting land use to determine the impact on service demands.</p>	<p><b>Consistent:</b> As part of approval of a building permit, the project applicant would be required to submit the proposed project plans to the LAFD for review. During this review, the LAFD would determine the need for additional enforcement or requirements. This process has been started with an initial contact to the LAFD. Please refer to Section IV.M. (Public Services) for more details, including a written correspondence from Douglas L. Berry, Assistant Fire Marshal, LAFD, dated September 21, 2005.</p>
<b>Transportation</b>		
<p><b>Objective 13-1:</b> To provide parking in appropriate locations in accordance with Citywide standards and community needs.</p>	<p><b>13-1.2:</b> Develop parking lots and garages in accordance with design standards.</p>	<p><b>Consistent:</b> Parking for all users would be primarily provided by valet. All residential parking would be provided on several subterranean levels with a minimum of two parking spaces for each condominium unit and one guest parking space for every two condominium units as required by the zoning code and Advisory Agency policy. For a more detailed discussion please refer to Section IV.N (Transportation and Traffic). Further, the subterranean parking would be developed in accordance with all applicable design standards.</p>

**Table IV.I-1 (Continued)**  
**Project Consistency with Applicable West Los Angeles Community Plan Policies**

Objectives	Policies	Consistency Discussion
<b>Objective 16-1:</b> To comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.	<b>15-1.1:</b> Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Secondary Highways and Collector Streets; nor LOS "E" for Major Highways or major business districts.	<b>Consistent:</b> As is demonstrated in Section IV.N. (Transportation and Traffic), the proposed project would not result in any significant traffic impacts.
<i>Source: CPA and Christopher A. Joseph &amp; Associates, 2005.</i>		

### ***Consistency with City Zoning Classification and Requirements***

The proposed project would develop the 3.8-acre project site with 147 luxury residential condominium units with associated amenities. The proposed project would include roughly 581,000 square feet of Floor Area, and would be approximately 480 feet in height. Onsite residential parking would be provided on several subterranean levels. In addition, the proposed project would integrate approximately two acres of landscaped open space. The existing zoning for the project site is C2-2-O (Commercial, Height District No. 2, Oil Drilling District O). Uses that are permitted in the C2 zone include (among others) multi-family residential land uses. The zoning code allows an unlimited height for the project site. Therefore, height is restricted only by the permitted FAR. A 6 to 1 FAR is permitted for the project site providing up to approximately 1,000,000 square feet of total permitted Floor Area. At approximately 581,000 square feet, the proposed project would be approximately 58 percent of the total permitted Floor Area by the zoning code. In addition, residential development in the C2 zone is allowed at a density of 400 square feet of lot area per unit which would allow for the construction of up to 415 dwelling units on the project site. The project's proposed 147 condominium units are substantially fewer than the number of dwelling units permitted by zoning code. Furthermore, as shown as shown in Figure III-2 Proposed Site Plan, the proposed building would be setback in excess of the required side and rear yards. A front yard is not required in the C-2 zone; nonetheless, the proposed project would include a front yard setback. Thus, the proposed project would be consistent with the adopted City zoning classification and requirements for the project site.

### ***Land Use Compatibility***

The proposed project would be consistent with the land use designation and zoning for the project site. Further, the proposed project would be consistent with the land use pattern along Avenue of the Stars and Olympic Boulevard, which generally includes multi-family, high-rise apartments and condominiums, high-rise hotels, and high-rise office buildings. Furthermore, the proposed project is designed to be consistent with the design policies and guidelines of the CPA and the Specific Plan (see also Section IV.B, Aesthetics, regarding visual character). Therefore, no significant impacts would result from the proposed project with regard to land use compatibility.

The proposed project would not physically divide an established community but rather provide a transition from commercial and office uses along Avenue of the Stars into the multi-family residential uses to the southwest of the project site. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established surrounding community. No impact would occur.

## **CUMULATIVE IMPACTS**

Development of the 66 related projects is expected to occur in accordance with adopted plans and regulations. Development of the proposed project in combination with the related projects, specifically

the related projects in close proximity to the project site (refer to Figure III-9; related project nos. 47, 48, 49, 50, and 52) would result in an intensification of existing prevailing land uses in the project area. In addition, based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would be approved only if they implement and support important local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

### **MITIGATION MEASURES**

Because the proposed project is consistent with existing land use regulations and adjacent land uses, no mitigation measures are required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts associated with land use consistency and compatibility would be less than significant.