

Attachment 7
Recent Correspondence

Planning commission Meeting, June 25, 2012

Public Comment Re: "gateway project"

Fr: Joy and Milton Shefter, 40 year Beverly Hills Residents
(email:kimos5@yahoo.com)

There are numerous negative issues regarding the so-called "gateway" project:

Regarding the zone change from T1 to C3. What justification is there for the change? How does the community benefit vs. how do the developers benefit?

Currently, we lack adequate parking in this area of the city, so **these transportation parcels should be NOT be rezoned to C3?** They should remain T1 and developed T1 along with a green space. The pedestrian and traffic "mess" created during the construction phase will be unbearable.

Is there a need for more mixed use and office space in this area? The commercial area surrounding this "project" is littered with "for lease" signs. East on Wilshire from the intersection of Santa Monica and Wilshire there are 4 – 5 deserted/empty storefronts before you go one block to Linden. There are many beyond that street., and office buildings in this same area have numerous "for lease" signs. We need NO MORE mixed use or office space in this area now!!

The DEIR speaks of an "acceptable" increase in the residential traffic on the local streets in close proximity to the project, if it is below 12.5 %. For residents, families, and the high school near by no amount of increased traffic is "acceptable." The traffic in the area both on residential and commercial streets in this area is paralyzed during both the AM and PM commuting hours and only barely moving the rest of the day. **Our school children and other pedestrians are in jeopardy every day crossing the streets in this area now.**

If this type of rezoning and development is NOT needed or necessary, why should we allow this to impact our community environment either for the 20 months of construction or long term? Again, the residents have little to gain.

The developers bought the 3+ acres below market for BH because they are zoned T1. The change to C3 zoning or an overlay zone brings an increase in property value estimated to be at least 10X the original investment without one shovel of dirt moved.

If an over-lay zone is to be your compromise answer, then all setbacks and parking requirements MUST be met, and traffic problem solutions during construction time solved before they begin.

A "real" Gateway to the city here would include a green belt with benches, trees and a beautiful sculptures welcoming visitors to our city. **REZONING ..."NO."**
Give us a bucolic green space here for all to enjoy plus additional parking!!!

SOUTHWEST BEVERLY HILLS HOMEOWNERS ASSOCIATION

C/O 208 McCarty Drive
Beverly Hills, CA 90212

May 18, 2012

Beverly Hills City Council
455 N. Rexford Drive
Beverly Hills, CA 90210

RE: “Little Santa Monica” Proposed
“T-1” Rezoning

Dear Mayor Brien and Members of the Council:

The Southwest Beverly Hills Homeowners Association is concerned about the proposed Overlay Zone (C-PD-G) for the north side of “Little Santa Monica” from Moreno to Linden. We hope you will take the following concerns into account in making any decisions with respect to this proposal. Please also consider whether or not it makes good planning sense to change the zoning on these parcels NOW, before anyone knows what is going to happen re: the Wilshire/Santa Monica intersection, the subway and what parking/transportation needs in the area will be. For example, what if the preferred solution to the Wilshire/Santa Monica intersection involves a deceleration lane along Big Santa Monica or other land need that might be impossible to achieve after this property is re-zoned and/or developed?

1. Traffic: Obviously this “stretch” of Little Santa Monica is already incredibly packed with traffic, especially in the AM and PM peak hours. The AM peak traffic includes workers going eastbound to Century City, as well as students going to

the High School. The PM peak traffic is backed up for blocks with eastbound cars leaving Century City, Westwood, etc. No one who traverses these streets and intersections daily—like many of us do--could realistically come to a different conclusion.

a. The 37-story condo building apparently approved for the corner of Moreno and Little Santa Monica will simply exacerbate the existing problem, as will the already-approved 35+ story building at the corner of Avenue of the Stars and Santa Monica, the planned 35+ office tower at the corner of Avenue of the Stars and Constellation and the planned expansion of the Century Plaza land. It is “easy” to say that these developments in Los Angeles should not “prejudice” development in Beverly Hills; but to ignore those additional traffic and impacts would be to ignore the ability of both residents and shoppers to get around in our City.

b. Obviously expanding the buildable areas along Little Santa Monica is simply going to produce more traffic and put more stress on already over crowded streets. (*Please also see Paragraph 3 below.*)

2. “Big” Santa Monica: Clearly if there were an entrance to the future projects on the “T-1” [former railroad] site from “Big” Santa Monica, that would alleviate the principal concern that our HOA has. (*Please see Paragraph 3 below.*) We are told, however, that staff has not favored this because it would be an impediment to traffic along “Big” Santa Monica.

a. A “deceleration lane” leading into those future projects would likely not impede traffic on “Big” Santa Monica and could actually help by providing a right turn lane onto eastbound Wilshire.

b. But please understand the effect of a decision not to have an entrance from “Big” Santa Monica: That will simply place greater stress on “Little Santa Monica” bearing the entire brunt of ingress and egress to these future

projects and will, therefore, also place a much greater burden on the adjacent residential areas, such as ours. In other words, you would be forcing traffic from a major arterial onto both a much smaller roadway and, to a significant degree, onto our residential streets. That doesn't, in our view, make much sense.

(1) A potential solution, which our HOA strongly favors, would be to put a signal across “Big” Santa Monica for traffic to access the future projects, as well as accessing the Hilton and Wilshire.

3. Ingress and Egress to these Future Projects: The principal concern of the Southwest HOA is the manner of ingress and egress to the future projects. The plans we had previously seen all show a subterranean parking garage with its entrance/exit directly across from where Charleville dead ends. That will simply mean that—with all the traffic that will already be on Little Santa Monica at the morning and evening rush hours—a huge percentage of cars entering and exiting that garage will choose to take Charleville and then continue eastbound, take residential streets southbound, or take Charleville to ultimately go northbound. This is likely to further decrease the quality of residential life in the residential areas to the south and east of this area.

a. If you decide to grant a zoning change and additional development rights on the T-1 zoned parcels and along Little Santa Monica, you must protect the residential areas by requiring the entrance(s) and exit(s) from these future projects to restrict access to and from Charleville into their parking areas. And we ask that this be a part of any re-zoning and not simply left to “future consideration of a particular project.”

We note that there will be costs to any of these protective measures, but that the owners of the T-1 properties will presumably have their land holdings greatly increased by any such re-zoning as is contemplated.

We appreciate your consideration of our views and of our residential areas.

Very truly yours,

The Southwest Beverly Hills Homeowners Association

By: *Ken Goldman*

Kenneth Goldman, President

Cc: Board of Directors

Jeff Kolin

Jonathan Lait



March 22, 2012

BY HAND DELIVERY

Honorable Dan Yukelson, Planning Commission Chair
Honorable Members of the Planning Commission
City of Beverly Hills
455 North Rexford
Beverly Hills, CA 90210

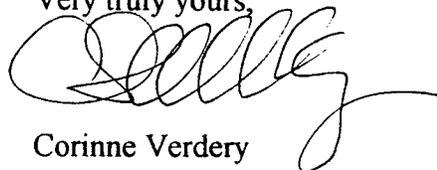
Re: Gateway Overlay Zone/T-1 Parcel Development Support

Dear Mr. Yukelson:

Oasis West Realty LLC would like to extend its support to the City's consideration of redevelopment of the T-1 zoned parcels, located directly adjacent to The Beverly Hilton on the southeast side of Santa Monica Boulevard. The Beverly Hilton is pleased with the direction that the City is taking to come to a creative solution that will eventually allow the development of these underutilized parcels. Given that the T-1 parcels are so unique, we support the implementation of an overlay zone that will allow flexibility for future development. The Beverly Hilton is especially pleased with the prospect that these parcels could contribute to a more pleasing aesthetic to the south and east of The Beverly Hilton.

We are hopeful that the redevelopment of the T-1 parcels will enhance the area for residents, visitors, and those who own the respective sites.

Very truly yours,



Corinne Verdery

cc: Mr. Jeff Kolin, City Manager
Ms. Susan Healy Keene, AICP, Director of Community Development
Mr. Jonathan Lait, AICP, Assistant Director of Community Development
Ms. Rita Naziri, Senior Planner
Mr. Maynard Brittan

From: omranihamid@aol.com [mailto:omranihamid@aol.com]
Sent: Thursday, May 17, 2012 7:43 PM
To: Michele McGrath
Cc: omranihamid@aol.com
Subject: Fwd: GATE WAY PROJECT

Date: 5/17/2012

From : Hamid Omrani

To : City of Beverly Hills

Department of Commiunity development

planning

planning commision

Regarding : Gate Way project

Proposed Poject :The raised pedestian promonade top of existing city parking structure and parcel

1 ,2 and 3 . from west end of the City to City Hall.

Proposed F.A.R. : Existing F.A.R. (0.5) +F.A.R. (2.0) under ground

Air Right to City of Beverly Hills top of proposed structure at 20' H.

For more information please visit our web site at : www.beverlyhills2000.com

Best regards

Hamid Omrani
E-Mail : omranihamid@aol.com
Tel : 310 - 560 6161

Attachment 8

Final Environmental Impact Report and Supplemental Reports

(previously provided under separate cover)