



Carthay Circle Neighborhood Association
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Luciralia Ibarra
City of Los Angeles Department of City Planning
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Re: Case Number: ENV-2013-1531 EIR
Academy Museum of Motion Pictures (the "Project")

Dear Ms. Ibarra:

The purpose of this letter is to express the serious concern of the Carthay Circle Neighborhood Association that if the Project is implemented as proposed it will have a material adverse impact on our neighborhood with respect to parking, traffic, light and glare, noise and overall quality of life.

The Carthay Circle neighborhood extends from the west side of Fairfax Boulevard to the west side of Schumacher Drive and from the north side of Olympic Boulevard to the north side of Warner Drive. It is an historic community dating from the 1920's consisting mostly of owner occupied single family residences but also includes one and two story multi-family residences. The character of the neighborhood is strictly protected by being designated as an Historic Preservation Overlay Zone.

We incorporate by reference the submission made this date to you by the Miracle Mile Residential Association (the "MMRA Submission") which discusses in detail the flaws, omissions, inconsistencies and inaccuracies in the Draft Environmental Impact Report for the Project (the "DEIR") and requests that it be corrected and recirculated to allow for public comment. The Carthay Circle Neighborhood Association believes that the MMRA submission accurately and correctly points out the deficiencies in the DEIR and concurs with the views

expressed in the MMRA Submission and its conclusion that the DEIR needs to be corrected and recirculated to allow for public comment.

In addition, as set forth below, in the view of the Carthay Circle Neighborhood Association, the DEIR has failed to adequately address the impact of the Project on the Carthay Circle neighborhood and in particular on each individual street in the Carthay Circle neighborhood west of Fairfax Boulevard and South of Wilshire:

- (1) Warner Drive, Del Valle Drive, Barrows Drive and San Vicente are in close proximity to the Project, and currently have no restricted parking at night or during weekends. They are the only residential streets –in any direction—adjacent to the Project that provide the opportunity for free parking. Yet no study was made of the impact that the Project would have on these streets.
- (2) Although 8th Street is designated a “collector” street in the DEIR, Del Valle Drive was not discussed even though Del Valle feeds directly into 8th street and has a light at Fairfax making it a “collector” for traffic going to the Project and to parking areas east of Fairfax. This omission is most glaring, since Del Valle also has been designated as an alternate route by Los Angeles Fire Department for use by emergency vehicles.
- (3) In light of the severe congestion that exists on all the major routes to the Project we believe the conclusion of the DEIR that drivers will not use every alternative route possible through the Carthay Circle community is patently unrealistic. With Google Maps, Waze and similar electronic traffic monitoring apps at their disposal, motorists will for sure cut-through our neighborhood streets seeking to avoid the gridlock that exists on the major routes. This is happening now without the Project – with the Project it will overwhelm our neighborhood.
- (4) Our neighborhood streets south of San Vicente, including Commodore Sloat Drive, Hayes Drive, Moore Drive, Schumacher Drive and Foster Drive also currently have no restricted parking at night or during weekends and provide the opportunity for free parking, for tour buses and limousines to congregate and idle and for drivers to cut through seeking to avoid the heavily congested main streets leading to the Project. Yet no study was made of the impact that the Project would have on these streets.
- (5) Currently, Fairfax Boulevard going north and south between Olympic and Wilshire Boulevards is horrendously congested at almost all times of the day. With thousands of more daily vehicle trips going to and from the Project and the increase in vehicle trips resulting from the building of the new Shalhevet campus and the new residential/retail development on the east side of Fairfax, north of Olympic, it is inevitable that the Carthay Circle streets will be used to avoid the gridlock on Fairfax and Wilshire, with North-South streets such as Crescent Heights (Carrillo), Foster Drive and Schumacher Drive inevitably experiencing a very large increase in traffic. Yet no study was made of the impact of the Project on these streets.
- (6) We strongly oppose permitting the creation of a Digital Sign District that would allow for the installation of digital signs and super graphics in connection with the Project. Electronic displays with scrolling, flashing and moving images, are incompatible with

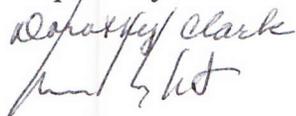
character of the surrounding residential neighborhoods as well as the other cultural institutions. To permit this would fundamentally change the character of the area from a cultural center into an extension of the Las Vegas strip.

- (7) Noise and light abatement measures must be put in place to insure that the quality of life in the adjacent residential Carthay Circle community will not be adversely impacted by the Project's late night activities. The DEIR does not adequately assure that this will occur.

Furthermore, to permit the Project to be created within an area that has existing, heavily utilized cultural attractions that draw large crowds, that produce substantial traffic congestion and that have existing significant parking difficulties (which will increase further when the Metro station at Wilshire and Orange becomes operative) without requiring that the Project include the construction of a garage that would park hundreds of vehicles is a fundamental error. The Project, when it was proposed for an alternative location in the Hollywood area included the construction of a garage for more than 850 vehicles -- no less is needed for the proposed location at Wilshire and Fairfax.

Because of these deficiencies, the DEIR needs to be corrected and recirculated to allow for public comment. Merely correcting the issues in the DEIR without recirculation would not allow for public comment.

Respectfully submitted,



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Cc: Councilmember Paul Koretz
John Darnell
James O'Sullivan
Scott Epstein