



William Lamborn <william.lamborn@lacity.org>

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## HHWNC Letter RE: 8150 Sunset Blvd.

1 message

**Mark Miller** <mark@corniche.com>

Fri, Jun 17, 2016 at 11:38 AM

To: "David.Ryu@lacity.org" <David.Ryu@lacity.org>, "lucy.ibarra@lacity.org" <lucy.ibarra@lacity.org>, "william.lamborn@lacity.org" <william.lamborn@lacity.org>

Cc: Sarah Dusseault <sarah.dusseault@lacity.org>, "julia.duncan@lacity.org" <julia.duncan@lacity.org>, "catherine.landiers@lacity.org" <catherine.landiers@lacity.org>, Orrin Feldman <vicepreident@hhwnc.org>, "president@hhwnc.org" <president@hhwnc.org>

Please see the attached letter from Hollywood Hills West Neighborhood Council President Anastasia Mann.

Kind regards,

**Mark Miller**

*Executive Assistant to HHWNC President - Anastasia Mann*



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Ms. Luci Ibarra  
City Planner - Major Projects

Mr. William Lamborn  
Planning Assistant - Major Projects  
200 North Spring Street, Room 750  
Los Angeles, CA 90012

Re: 8150 Sunset Boulevard  
Your case nos. VTT-72370-CN; CPC-2013—2551; and ENV-2013-2552-EIR)

Dear Ms. Ibarra and Mr. Lamborn:

The Hollywood Hills West Neighborhood Council (“HHWNC”) is one of the certified neighborhood councils in the City of Los Angeles. 8150 Sunset is located immediately adjacent to HHWNC’s area, and HHWNC has been the neighborhood council responsible for reviewing the proposed project at 8150 Sunset Boulevard. The site was never included in any neighborhood council’s area.

At a meeting of HHWNC Board on June 15, 2016, HHWNC’s Board voted (16-0) to:

- (i) support City Council Member David Ryu’s position in his letter to Vince Bertoni, LA’s Director of Planning, dated May 3, 2016, that the proposed heights of the buildings being proposed are out of scale with the site, the adjacent buildings and the surrounding commercial and residential areas;
- (ii) recommend that the City Planning Commission should not approve and/or certify the proposed project’s environmental impact report because the proposed project’s buildings are out of scale with the site, the adjacent buildings and the surrounding commercial and residential areas. The proposed project would be higher and taller than anything ever built along Sunset Boulevard from downtown to the Pacific Ocean, and it’s not appropriate to do so;
- (iii) recommend that the city Planning Commission should not approve and/or certify the proposed project’s environmental impact report for the additional following reasons:
  - (a) the traffic impacts are significant, and the proposed circulation plan and traffic impact mitigations are NOT feasible, especially since the City of West Hollywood told the hearing officer at the Planning Department’s hearing on May 24, 2016, and via a letter, that West Hollywood will not permit the installation of lights which the proposed project and its EIR seem to depend upon having in order to provide required traffic impact mitigation(s);
  - (b) the density bonus for the site, which is based on the proposed project’s site being within 1,500 feet of a transit stop in order to provide for a 3:1 density for this proposed project, rather than the 1:1 density which otherwise applies, erroneously treats the few busses running intermittently past the site and/or nearby as a mass transit hub when he site isn’t that at all. It’s questionable whether the site satisfies the actual rules for obtaining the density bonus. No adjustment or variance should be granted with regard to the proposed project under these circumstances. There also is an open question as to whether the Height District for the site supports the developer’s request for a 3:1 floor to area ratio.
  - (c) the proposed plan for integrating the current “island” at Sunset/Crescent Heights southwestern side in to the proposed project’s set is not justified nor properly mitigated for its traffic impact on both east bound and south bound traffic. East bound traffic on Sunset won’t be able to turn easily to go south on Crescent Heights. And, the south bound traffic flow from Laurel Canyon to Crescent Heights, which is tens of thousands cars daily, will be impeded significantly. Gridlock can be expected. The entire Sunset/Crescent Heights intersection warrants being redesigned for traffic and public safety reasons, rather than just incorporating the island area and the turning lane there into becoming part of the proposed project’s site. Treating that space as the proposed project’s open space is a give away of a public asset, and it’s unjustifiable for purposes of California CEQA analysis.

Additionally there are serious public concerns about whether the Lytton Bank Building, now a JP Morgan Bank branch, should be maintained on site or preserved. Those questions were not adequately explored and analyzed.

Very truly yours,

Anastasia Mann, President

cc: Hon. David Ryu [David.Ryu@lacity.org](mailto:David.Ryu@lacity.org)  
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