



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd development

2 messages

Michael F Hoover <mfhoover@pacbell.net>
Reply-To: Michael F Hoover <mfhoover@pacbell.net>
To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

Mon, May 23, 2016 at 5:17 PM

Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR
CEQA No.: ENV-2013-2552-EIR

A few thoughts, from the news: not enough power, not enough water, and traffic from one of the nether regions of hell. Why are we working so hard to increase further our population density?

Rolling Blackouts Hit California Again

Rolling Blackouts Hit California Again

For the first time since January, rolling blackouts were ordered in California today, turning out the lights in approximately 500,000 homes, including some in Beverly Hills. Officials at California's Independent System Operator (ISO), which monitors the state's

[View on abcnews.go.com](http://abcnews.go.com)

Preview by Yahoo

Water-use restrictions take effect in California; daily fines possible



Water-use restrictions take effect in California; daily ...

Tough new statewide regulations restricting outdoor water use took effect Tuesday, the same day millions of gallons of water gushed from a

[View on www.latimes.com](http://www.latimes.com)

Preview by Yahoo

Articles about Traffic Congestion - latimes

Articles about Traffic Congestion - latimes

Traffic Congestion News. Find breaking news, commentary, and archival information about Traffic Congestion From The latimes

[View on articles.latimes.com](http://articles.latimes.com)

Preview by Yahoo

Here's my take-away from all this: we haven't enough electrical power for everyone in Los Angeles, so we're probably going to have third-world country rolling blackouts.

There isn't enough water for everyone in Los Angeles, so we must conserve it carefully. Traffic is getting worse daily, resulting in losses to people's health, and financial losses to businesses... of course, the rotten condition of the streets doesn't help. Let us not forget our ancient and crumbling infrastructure... water lines and sewer lines put in a century ago, with absolutely no thought that Los Angeles would ever be as densely populated as it is now. Why all the new, high-density development in an area that cannot support them? Fast, vast profit.

There is a word for an organism that grows, uncontrolled, until it kills its host: cancer

Regards, and thank you,

Michael F. Hoover
8630 Lookout Mountain Ave
Los Angeles, CA 90046

William Lamborn <william.lamborn@lacity.org>
To: Michael F Hoover <mfhoover@pacbell.net>

Mon, May 23, 2016 at 5:21 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd. Save historic building

1 message

Cherilyn Smith <cheriks@ca.rr.com>

Mon, May 23, 2016 at 5:02 PM

To: councilmember.ryu@lacity.org

Cc: cd4.issues@lacity.org, William Lamborn <william.lamborn@lacity.org>, afine@laconservancy.org

Dear Councilman Ryu,

Please Help stop the needless destruction of a significant Modern bank building!

Developer Townscape Partners has proposed redeveloping the southwest corner of Sunset and Crescent Heights boulevards. The proposed project includes 249 apartment units and over 110,000 square feet of commercial retail and restaurant uses in two buildings ranging from two to sixteen stories.

The current project [calls for the demolition of the former Lytton Savings building](#) (currently Chase Bank), a 1960 Modern bank building distinguished by its zigzag folded plate roof.

Lytton Savings is a significant example of postwar-era bank design in Los Angeles and is one of the earliest that remain. We believe it is eligible for listing on the California Register of Historical Resources and as a Los Angeles Historic-Cultural Monument (HCM). [Learn more about its design and history](#)

Please help to keep this building from being demolished.

Thank you.

Cherilyn K. Smith
[323-816-5494](tel:323-816-5494)
cheriks@ca.rr.com

Sent from my iPhone



William Lamborn <william.lamborn@lacity.org>

Modern Bank building project - the southwest corner of Sunset and Crescent Heights Blvds.

2 messages

Beverly Robinson <bevrobins412@gmail.com>

Mon, May 23, 2016 at 5:00 PM

To: william.lamborn@lacity.org

Mr. Lamborn-

For the last 21 years I have lived in Los Angeles after a lifetime in old cities on the east coast. I was trained as an urban and regional planner. That background makes me exquisitely empathetic to trying to balance the best use of property to preserve its history while allowing new and conceivably better uses. It's a tough balancing act.

Recognizing that, I ask you to reconsider the Developer Townscape Partners proposed project at the intersection of the southwest corner of Sunset and Crescent Heights Boulevards to assure that preservation of a 1960s Modern Bank building. It was formerly the Lytton Savings building and is currently a Chase Bank.

The proposed project calls for the demolition of the 1960s Modern bank building distinguished by its zigzag folded plate roof. The building is one of the oldest examples of its kind in LA region.

Since the proposed redevelopment calls for buildings of various heights, it seems that the history of LA architecture could be preserved and demolition of a historic building avoided by integrating and reusing the bank building as part of the overall design.

When I moved here I thought LA had no culture ... and, mistakenly, thought that it had no architecturally historic buildings. Getting to see the few that remain has enriched my understanding of the history of California and the LA region in particular. Please think of what will be lost to future generations if the bank is demolished, not just what will be gained. Unless the proposed development is itself of superior architectural importance than preserving the bank, we and future LA residents will be the losers.

Thanks you in advance for your help in preserving L.A.'s history. You may be a lonely voice in this fight, but your efforts will be appreciated more than you know.

Sincerely, with hope,

Beverly Robinson

310-470-6939

William Lamborn <william.lamborn@lacity.org>
To: Beverly Robinson <bevrobinsn412@gmail.com>

Mon, May 23, 2016 at 5:19 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

impact

Renee Lamkie <reneelamkie@sbcglobal.net>

Mon, May 23, 2016 at 4:53 PM

To: william.lamborn@lacity.org

The size of this building, although altered, is still much too large for this neighborhood. More importantly, the added auto traffic will super impact an already overloaded area. Our beautiful area will be forever ruined.

Renee Lamkie
1408 North Orange Grove
West Hollywood, Ca 90046



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

Marc Fogel <marc5656@gmail.com>

Mon, May 23, 2016 at 4:24 PM

To: Lesley O'Toole <lesleyotoole@gmail.com>, william.lamborn@lacity.org, councilmember.labonge@lacity.org, member.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, julia.duncan@lacity.org, bruce@bruceremeck.com, rolay1@aol.com, Kathy Fogel 496 <m.fog@ca.rr.com>

My wife & I are vehemently opposed to this "unnecessary" new project at 8150 Sunset Blvd because:

1. We have lived on North Orange Grove Avenue LA Cal. 90046 (Spaulding Square) for the last 19 years & have witnessed the traffic situation & noise levels get worse almost every year.

2. We let in all those huge new hotel/retail store's by Sunset & La Cienega that we didn't need or want!!!

3. We can NOT tolerate ONE more building addition to our already horrendous traffic situation in our home area.

4. Please STOP these few greedy developers from further ruining the beautiful Spaulding Square HPOZ that we've lived in for 19 years.

5. How do these developers get all of these unnecessary, unwanted real estate projects approved???

6. Why do the desires of these few greedy developers always triumph over the wants & desires of the local citizenry who are most affected by these horrendous overbuilt real estate projects.

WE DON'T WANT OR NEED 8150 SUNSET BLVD!!!!

Marc & Kathy Fogel
1328 N Orange Grove Ave
L.A. Cal. 90046
(310) 684 0599

Marc Fogel <marc5656@gmail.com>

Mon, May 23, 2016 at 4:30 PM

5/23/2016

City of Los Angeles Mail - 8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

To: bruce@bruceremick.com, william.lamborn@lacity.org, councilmember.ryu@lacity.org

Subject: 8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

To: Lesley O'Toole <lesleyotoole@gmail.com>, william.lamborn@lacity.org, councilmember.labonge@lacity.org, member.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, julia.duncan@lacity.org, bruce@bruceremeck.com, rolay1@aol.com, Kathy Fogel 496 <m.fog@ca.rr.com>

[Quoted text hidden]



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

1 message

John Crosby <jc@johncrosbymanagement.com>

Mon, May 23, 2016 at 4:22 PM

To: "william.lamborn@lacity.org" <william.lamborn@lacity.org>, "councilmember.ryu@lacity.org" <councilmember.ryu@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "catherine.landiers@lacity.org" <catherine.landiers@lacity.org>, "julia.duncan@lacity.org" <julia.duncan@lacity.org>
Cc: "Bruce@bruceremick.com" <Bruce@bruceremick.com>, "lesleyotoole@gmail.com" <lesleyotoole@gmail.com>, "rolav1@aol.com" <rolav1@aol.com>

I live in Spaulding Square, within a stones throw from Sunset Blvd and Crescent Heights.
I've lived in Hollywood my entire life: Hollywood High School class of 1960.

So long in fact and I gurantee I'm the only one that ever went to Pandoras Box (the go to act in early 60's there was Preston Epps and his Bongos) and remembers the location of the Pandora's.
(See below):

LA Times

Closing of club ignited the `Sunset Strip riots'

"The club, painted purple and gold, was perched on a triangular traffic island in the middle of the Strip. Ensuing traffic jams annoyed residents and business owners, who pressured the city and county to get rid of the kids, the clubs and the **CONGESTION.**"

Traffic was so bad it eventually led to the Sunset Strip Riots.

Well City Council, you ain't seen nothing yet!! Mind you this corner was congested almost 60 years ago. Laurel Canyon was almost a "get away" back then.
and the population of the Valley so small. The entire population of the SF Valley in 1960 was 750,000.
Today the population of the SF Valley far exceeds
2,250,000. Wonder what the population is on our side (LA) of the hill these days?????

Either way, Laurel Canyon is the primary connection between the Valley and Hollywood. NO ARGUMENT.

This will be insane. The congestion on Laurel Canyon (on both sides of the hill) now is unbearable.
Can you imagine the Riots ahead of us, on this same location, in 2018?

IMAGINE.

I can't imagine a more horrendous development plan than this. What a disaster for not only West Hollywood but also Studio City. The commute will be **IMPOSSIBLE**.

**YOU ARE ATTEMPTING TO TURN WEST HOLLYWOOD AND THE SUNSET STRIP INTO DISGUSTING HOLLYWOOD BLVD.
WE CANNOT TAKE ANYMORE CONGESTION. THE STRUCTURE PROPOSED PREPOSTEROUS.**

**John Crosby
1357 N. Spaulding Ave
L.A, Ca. 90046**

No

“



ic@johncrosbymangement.com

1357 N Spaulding Ave Los Angeles, CA 90046

323 874-2400 (Office)



William Lamborn <william.lamborn@lacity.org>

Sunset Blvd & Crescent Heights

2 messages

Brian <bgroskam@yahoo.com>

Mon, May 23, 2016 at 4:19 PM

To: william.lamborn@lacity.org

Cc: Brian <bgroskam@yahoo.com>, afine@loconservancy.org

Dear Mr. Lamborn: Greetings. I am a life-long resident of Los Angeles, and currently live in Council District Four. I am writing about the proposed development project at the South-West corner of Sunset Blvd. and Crescent Heights Blvd.

I have two comments. First, the proposed project, as currently envisioned by the Frank Gehry design, is simply too large for the surrounding neighborhood, and is too tall. Throughout the City of Los Angeles (and its adjoining cities like West Hollywood), small, low-density commercial and residential properties are being “re-developed” with massive new projects, that are way too big for the surrounding neighborhoods. They block views, obstruct sunlight, and add to existing traffic and parking problems. And, each new project becomes the benchmark for the next project. That is, each time a new, large project is approved, the next project comes in bigger, denser, and taller. It seems like a non-stop struggle to allow growth without allowing too much growth. So, please do what you can to scale back the current proposal in total size, and height.

Second, the current proposal requires demolition of the Chase Bank building (formerly the Lytton Savings building). This structure is one of the few remaining examples of

the mid-century “folded roof” design that epitomized the late 50’s and early 60’s design esthetic. This structure should be preserved, if possible. Perhaps this structure could be named a Los Angeles Historic-Cultural Monument...?

Thank you for your time in reading this.

best regards,

Brian Roskam
9270 Sierra Mar Drive
Los Angeles, CA 90069

William Lamborn <william.lamborn@lacity.org>
To: Brian <bgroskam@yahoo.com>

Mon, May 23, 2016 at 5:12 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd. VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

deedub111@aol.com <deedub111@aol.com>

Mon, May 23, 2016 at 3:08 PM

To: william.lamborn@lacity.org

Cc: councilmember.ryu@lacity.org, julia.duncan@lacity.org, hollandc@me.com, bruce@bruceremick.com, donaldwasson@gmail.com, sbsierra@gmail.com

Dear Mr. Lamborn,

I join with Councilman Ryu and Sunset Square, my neighborhood homeowner's group, in asking that you downsize this project in height, density, and scale.

This intersection cannot support the increased volume of traffic that the project as it is will generate. This intersection is already gridlocked several hours per day, and our neighborhood fire station on Gardner uses Sunset Blvd. to travel all the way west to Doheny.

The whole city values the iconic views of the Hollywood Hills from his historic intersection at the bottom of Laurel Canyon, home through the years to famed hotels and music venues.

The neighborhood is not a regional center, and the transit within 1500 feet of the project does not qualify this project as currently planned. This intersection is neighborhood commercial. By no stretch can this project be considered a neighborhood project. Please do not ratify the EIR.

Thank you,
Julia Wasson
1601 N. Sierra Bonita
Los Angeles, CA 90046
Sunset Square

Bruce Remick <bruce@bruceremick.com>

Mon, May 23, 2016 at 4:14 PM

To: william.lamborn@lacity.org

Cc: councilmember.ryu@lacity.org, julia.duncan@lacity.org, hollandc@me.com, donaldwasson@gmail.com, sbsierra@gmail.com

Dear Mr. Lamborn,

I would like to join Councilman Ryu and Spaulding Square, my neighborhood homeowner's group, in asking that you downsize the 8150 Sunset Blvd project in height, density, and scale.

This intersection is already completely congested and gridlocked for several hours a day and simply cannot support the increased volume of traffic that this project will generate. Our neighborhood fire station, on Gardner, uses Sunset Blvd. to travel all the way west to Doheny and have complained about this to the City.

The whole city values the iconic views of the Hollywood Hills from his historic intersection at the bottom of Laurel Canyon, home through the years to famed hotels and music venues.

The neighborhood is not a regional center, and the transit within 1500 feet of the project does not qualify this project as currently planned. This intersection is neighborhood commercial. Please do not ratify the EIR.

Thank you,

Bruce Remick

1408 N. Genesee Ave

Los Angeles, CA 90046

Spaulding Square



William Lamborn <william.lamborn@lacity.org>

Email subject line: 8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

1 message

Stephen Steelman <stephensteelman@gmail.com>

Mon, May 23, 2016 at 4:09 PM

To: william.lamborn@lacity.org, councilmember.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, Julia Duncan <julia.duncan@lacity.org>

Cc: Bruce Remick <Bruce@bruceremick.com>, lesleyotoole@gmail.com, Valorie Keegan <rolav1@aol.com>

To Whom It May Concern,

I am a stakeholder in Spaulding Square, living at 1443 N Orange Grove. I moved in last January. I love this neighborhood and am all for new developments neighborhood, but I don't feel that the building being proposed at 8150 is the right fit.

It's way too tall and will block views of the hills that people in this neighborhood have enjoyed for years. It's going to add tons of congestion to the area. It's design isn't in keeping with the style of the neighborhood. This is just another project from greedy developers who have no consideration of how to make the neighborhood better, they just want to pack more units in and make more money.

We can do better than this. The rich history of Los Angeles and West Hollywood should be cherished. It really is an anomaly on this side of the country. Do we really need to add a monolithic eyesore that changes the feel of the city forever?

This is a design for downtown, not for LA and not for West Hollywood.

Please take my comments into consideration.

Thanks for your time.

Stephen Steelman

[310.801.2438](tel:310.801.2438)

Brigantine Films



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

1 message

Kristen Stabile <kmstabile@gmail.com>

Mon, May 23, 2016 at 4:02 PM

To: william.lamborn@lacity.org, councilmember.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, julia.duncan@lacity.org

Cc: Bruce@bruceremick.com, lesleyotoole@gmail.com, rolav1@aol.com

As a resident of Spaulding Square neighborhood, I would like to raise my concern for the increase in traffic congestion, construction delays and infrastructure stresses.

Our neighborhood will be required to weather several expansion projects in the next few years and 8150 seems to be the "johnny come lately" of these. There are infrastructure breakdowns of water, road and power maintenance in our neighborhood on a regular basis. Unless the new project intends on addressing these in a widespread manner, it seems simply out-of-line to add to the current stress of the infrastructure. I enjoy progress as much as the next person and I would invite new development to the area only when the infrastructure has seen an investment that would allow it to easily adjust to the new stressers.

I am not prepared to continue to be unduly burden by construction delays through the next several years. We have endured more than two years of the Sunset Blvd. "improvement." I can no longer assume that I can easily traverse my own neighborhood during normal business hours. Despite what business it has supposedly brought the area, I find myself consistently scheduling business lunches, shopping and other profit centers for the community away for the area.

Traffic is a known evil of Los Angeles. The area is highway locked in that east is the 101 and very south is the 10. This construction will introduce a minimum of 380 cars to the local neighborhood surface streets. That is simply too many for the footprint of land that the new structure will built upon.

In closing, I ask that our representative view the project as it is right now, a burden on our stressed infrastructure.

—

Kristen Stabile
Resident
1335 N. Genesee Ave.
Los Angeles, CA 90046

and
Executive VP, Production
A. Smith & Co.
[310.384.2677](tel:310.384.2677)



William Lamborn <william.lamborn@lacity.org>

Please help save the Lytton Savings Building.

2 messages

Sam Robertson <caldude53@att.net>

Mon, May 23, 2016 at 3:59 PM

To: william.lamborn@lacity.org

Cc: afine@laconservancy.org

Dear Mr. Lamborn,

As owners of a Los Angeles Historic-Cultural Monument (Ward-Berger House, 1939, Richard Neutra, HCM #1014), we appreciate the value of saving and repurposing LA's historic resources. More and more significant structures are being successfully incorporated into larger developments. The Chase Bank Building (formerly Lytton Savings), at Sunset & Crescent Heights, is a prime candidate for preservation and repurposing. We urge you to support this cause.

Did you know that the Wiltern Building was once threatened with demolition? It's unthinkable now, but there was a time when it was thinkable – and it almost happened!

Don't let the Lytton Savings Building go way of The Gardens of Allah Apartments, which ironically, sat on that very same corner.

Thank you.

Sam & Janet Robertson

3156 Lake Hollywood Dr.

Los Angeles CA 90068

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 5:10 PM

To: Sam Robertson <caldude53@att.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

Karen Klein <kkphonehome@gmail.com>

Mon, May 23, 2016 at 3:58 PM

To: William Lamborn <william.lamborn@lacity.org>

We are appalled and totally reject the impact this will have on our quality of life! This will overwhelm services & congest our streets. We have lived in the Spaulding Square neighborhood since 1995 but this will drive us out. Bigger us not better!

Linda Hunt and Karen Klein

Sent from my iPhone

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 5:08 PM

To: Karen Klein <kkphonehome@gmail.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Chase/Lytton Savings building, Sunset Blvd

1 message

Dan Silver <dsilverla@me.com>

Mon, May 23, 2016 at 3:53 PM

To: cd4.issues@lacity.org, councilmember.ryu@lacity.org

Cc: william.lamborn@lacity.org, afine@laconservancy.org

Dear Councilman Ryu:

I have enjoyed and appreciated this building for decades. It is an outstanding example of period architecture which adds context and history to the City. Given the flexibility inherent in this large site, there is no excuse not to incorporate the structure and perhaps an adaptive reuse into the redevelopment program. Los Angeles is known for its lack of imagination and commitment in regard to its history. Please change that.

Thank you very much,
Dan Silver, MD

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

[213-804-2750](tel:213-804-2750)
dsilverla@me.com
www.ehleague.org



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR

1 message

Vera Sergeeva <vsergeeva@lunaglushon.com>
To: "william.lamborn@lacity.org" <william.lamborn@lacity.org>

Fri, May 20, 2016 at 9:49 AM

William,

This is to follow up my voice message I left for you earlier this morning regarding the above referenced files.

I would like to make an appointment as soon as possible to review and copy the files.

Please let me know regarding this.

Thank you

Vera Sergeeva

Paralegal

LUNA & GLUSHON

16255 Ventura Boulevard, Suite 950

Encino, California 91436

Telephone: (818) 907-8755 Ext. 202

Facsimile: (818) 907-8760

E-mail: vsergeeva@lunaglushon.com

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Luciralia Ibarra <Luciralia.ibarra@lacity.org>

FW: 8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR

Vera Sergeeva <vsergeeva@lunaglushon.com>
To: "Luciralia.ibarra@lacity.org" <Luciralia.ibarra@lacity.org>

Fri, May 20, 2016 at 10:40 AM

Luci,

This is to follow up my voice messages I left earlier for you and William Lamborn this morning regarding the above referenced files.

I would like to make an appointment to review and obtain copies of the files as soon as possible in light of the coming up hearing scheduled for next **Tuesday, May 24, 2016 at 9:00 a.m.**

Please let me know regarding this.

Thank you

Vera Sergeeva

Paralegal

LUNA & GLUSHON

16255 Ventura Boulevard, Suite 950

Encino, California 91436

Telephone: (818) 907-8755 Ext. 202

Facsimile: (818) 907-8760

E-mail: vsergeeva@lunaglushon.com

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From: Vera Sergewa
Sent: Friday, May 20, 2016 9:49 AM
To: 'william.lamborn@lacity.org' <william.lamborn@lacity.org>
Subject: 8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR
Importance: High

William,

This is to follow up my voice message I left for you earlier this morning regarding the above referenced files.

I would like to make an appointment as soon as possible to review and copy the files.

Please let me know regarding this.

Thank you

Vera Sergeeva

Paralegal

LUNA & GLUSHON

16255 Ventura Boulevard, Suite 950

Encino, California 91436

Telephone: (818) 907-8755 Ext. 202

Facsimile: (818) 907-8760

E-mail: vsergeeva@lunaglushon.com

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William Lamborn <william.lamborn@lacity.org>

Fwd: FW: 8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR

1 message

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fri, May 20, 2016 at 1:47 PM

To: William Lamborn <william.lamborn@lacity.org>

forgot to cc you

----- Forwarded message -----

From: **Luciralia Ibarra** <luciralia.ibarra@lacity.org>

Date: Fri, May 20, 2016 at 1:44 PM

Subject: Re: FW: 8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR

To: Vera Sergewa <vsergeeva@lunaglushon.com>

Hi Vera,

This project is an Environmental Leadership Development Project (ELDP), which requires that the Lead Agency upload all application materials and correspondence online. You may do so by clicking on the following links:

EIR: <http://planning.lacity.org/eir/8150Sunset/8150SunsetCoverPg.html>

EIR References: <http://planning.lacity.org/eir/8150Sunset/References/>

Case file materials: <http://planning.lacity.org/eir/8150Sunset/listOfdocs.htm>

Correspondence: <http://planning.lacity.org/eir/8150Sunset/correspondence.htm>

All materials that are in the case files are available in the aforementioned links. If, however, you would still like to view the case file, you may do so on Monday. Will is out of the office today, but will return on Monday morning. Let me know when you would like to come in and I will make sure there is someone available to assist you.

Thank you,
Luci

On Fri, May 20, 2016 at 10:40 AM, Vera Sergewa <vsergeeva@lunaglushon.com> wrote:

Luci,

This is to follow up my voice messages I left earlier for you and William Lamborn this morning regarding the above referenced files.

I would like to make an appointment to review and obtain copies of the files as soon as possible in light of the coming up hearing scheduled for next **Tuesday, May 24, 2016 at 9:00 a.m.**

Please let me know regarding this.

Thank you

Vera Sergeeva

Paralegal

LUNA & GLUSHON

16255 Ventura Boulevard, Suite 950

Encino, California 91436

Telephone: (818) 907-8755 Ext. 202

Facsimile: (818) 907-8760

E-mail: vsergeeva@lunaglushon.com

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From: Vera Sergewa
Sent: Friday, May 20, 2016 9:49 AM
To: 'william.lamborn@lacity.org' <william.lamborn@lacity.org>
Subject: 8150 Sunset Boulevard Mixed Use Project; VTT-72370-CN / CPC-2013-2551-CUB-DB-SPR / ENV-2013-2552-EIR
Importance: High

William,

This is to follow up my voice message I left for you earlier this morning regarding the above referenced files.

I would like to make an appointment as soon as possible to review and copy the files.

Please let me know regarding this.

Thank you

Vera Sergeeva

Paralegal

LUNA & GLUSHON

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Luciralia Ibarra | Senior City Planner
Major Projects | Department of City Planning | City of Los Angeles
luciralia.ibarra@lacity.org | 213.978.1378



Luciralia Ibarra | Senior City Planner
Major Projects | Department of City Planning | City of Los Angeles

luciralia.ibarra@lacity.org | 213.978.1378

**Planning Environmental Review <planning.envreview@lacity.org>**

Support of the Frank Gehry Project

2 messages

Kristina Ellis <Kristina@obarinsurance.com>

Thu, May 19, 2016 at 6:24 PM

To: david.ryu@lacity.org

Cc: planning.envreview@lacity.org, cd4.issues@lacity.org, sarah.dusseault@lacity.org, julia.duncan@lacity.org, estevan.montemayor@lacity.org, yena.ji@lacity.org

David Ryu & Council Members,

Please approve the Frank Gehry designed structure, this design is wonderful and grants a glimpse back to the days of the Gardens of Allah with his inclusion of greenery and locating buildings on the same grounds, creating an open space. I also believe that the design of this building is unique enough to attract tourists and improve the reputation of the area. I'm looking forward to seeing that revenue come back into my community. Again, this is a wonderful project. Los Angeles is a place where people come to grow and chase their dreams. How can we support growth if we don't welcome change? I support this project I am writing to ask my councilmember and his staff to do what best for the people who support them by supporting us.

Thank You,

Kristina Ellis

9222 Kinglet Drive

West Hollywood, CA 90046

kristina@obarinsurance.com

Planning Environmental Review <planning.envreview@lacity.org>

Thu, May 19, 2016 at 6:25 PM

To: Kristina@obarinsurance.com

This reply is automatically generated. If you have specific questions or would like an immediate response, please contact the project planner identified on the notice directly.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Public comments

2 messages

Clive Whitcher <clwhitcher@earthlink.net>

Fri, May 20, 2016 at 10:49 AM

To: William.lamborn@lacity.org

As a resident of Mt. Olympus and former elected member of the Hollywood Hills West NC, I'd like to make a few comments about the proposed 8150 Sunset development as I will be unable to attend the public meeting.

1. I'm very supportive of the overall project, especially the Gehry design
2. Vehicular access: I understand from the last revision of the plans that the vehicle entrance and exit on Sunset has been removed. This leaves the only patron/employees/valet entrance and exit on Crescent Heights. This means that any entry traffic from Sunset eastbound will have to turn right onto Crescent Heights, further complicating traffic congestion if the proposed changes to the right turn lane and triangular median go ahead
3. It also means that traffic exiting the project that wants to go eastbound on Sunset would have to exit on Crescent Heights, make a difficult if not impossible, especially during peak hours, left turn on Crescent Heights, then cross two lanes of northbound traffic to get to the slip road that goes to eastbound Sunset. Otherwise, traffic will have to go down to Fountain and then double back on Havenhurst or Laurel which are residential and already congested streets.
4. I would advocate for the exit and entrance on sunset being restored, especially if the current slip road from eastbound Sunset to southbound Crescent Heights is modified or removed.
5. One last traffic point, it's already virtually impossible to exit the current mini-mall on Crescent Heights and go westbound on Sunset. I don't have a solution, but maybe traffic engineers can investigate this problem.

Thank you for your attention to my comments. Clive Whitcher

Clive Whitcher
2107 Mt. Olympus Dr.
Los Angeles, CA 90046
[323 850 7053](tel:3238507053) home
[323 333 0411](tel:3233330411) mobile
clwhitcher@earthlink.net

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:45 AM

To: Clive Whitcher <clwhitcher@earthlink.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

another letter regarding 8150..against

2 messages

N2SWIMNG@aol.com <N2SWIMNG@aol.com>

Fri, May 20, 2016 at 11:59 AM

To: william.lamborn@lacity.org

I am sure that you have gotten this but I am sending again.

Rory Barish
Lane 4 Real Estate
439 North Canon Drive #300
Beverly Hills, CA 90210
310 502-8797



8150SunsetBlvdDEIRCommentsweho.pdf

691K

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:46 AM

To: N2SWIMNG@aol.com

Thank you for your comments on the subject project. They have been received.

Regards,
William Lamborn
[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

CITY COUNCIL

LINDSEY P. HORVATH
Mayor

LAUREN MEISTER
Mayor Pro Tempore

JOHN D'AMICO
Councilmember

JOHN J. DURAN
Councilmember

JOHN HEILMAN
Councilmember

November 9, 2015

Srimal Hewawitharana
Environmental Analysis Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Email: planning.envreview@lacity.org

RE: Recirculated Draft Environmental Impact Report
8150 Sunset Boulevard Mixed-Use Project
Case Number: ENV-2013-2552-EI R

Dear Srimal Hewawitharana:

Thank you for hearing comments from the City of West Hollywood on the proposed development at 8150 Sunset Boulevard. We share the City of Los Angeles' desire to see this site become a more vibrant, successful property that embraces the culture of the Sunset Strip and addresses the 21st century realities and needs of the surrounding community.

Our City staff has offered official comment on the DEIR. In addition to their analysis, I would like to offer the following requests for consideration. They have come up in most of the conversations I've had with residents and leaders in my community with regard to this project, and appear to be the three most critical impacts that the adjacent neighborhoods have raised, in addition to a comprehensive construction mitigation plan coordinated with City of West Hollywood staff:

- 1) Height Limit – Since there appears to be an oversight on limiting the height on this parcel of land, we understand that the City of Los Angeles will consider a height that is taller than the current buildings. However, not enforcing a height limit to be compatible with the neighborhood will not serve either of our cities, as evidenced by comments from residents of both. Please consider reducing the height on the current proposal to be more mindful of and compatible with the surrounding neighborhood.
- 2) Sewer Impacts – Given that the project impacts West Hollywood's existing sewer system, a fair share payment should be provided to





the City of West Hollywood for the on-going maintenance and repair of the City of West Hollywood-owned sewer utility system.

- 3) Traffic Island/Dedicated Right Turn – Preserving the dedicated right turn lane on the eastbound lane of Sunset Boulevard is very important to the traffic flow of the intersection. Please consider modifying the proposal to include protection of the traffic island, which provides for the protected right-hand turn lane.

I recognize the ultimate decision on this project is that of the City of Los Angeles. My comments are intended to continue the conversation I've had with members your City's leadership, as well as the conversation that both of our communities are having. I thank you for the opportunity to provide comment on behalf of my community, who will share your roads and patronize your new businesses. Please let me know if I can answer any questions you may have.

Thank you,

Lindsey Horvath
Mayor



William Lamborn <william.lamborn@lacity.org>

8150 Sunset..Alternative 9.

2 messages

N2SWIMNG@aol.com <N2SWIMNG@aol.com>


Fri, May 20, 2016 at 1:49 PM


To: william.lamborn@lacity.org

More letters that were requested to be forwarded to you against 8150.

Rory Barish
Lane 4 Real Estate
439 North Canon Drive #300
Beverly Hills, CA 90210
310 502-8797

4 attachments

 **815011-9letter.docx**
835K

 **815011-9letter.pdf**
680K

 **SSBFINALLETTERnov.docx**
2362K

 **SSBFINALLETTERnov1.pdf**
2529K

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:46 AM

To: N2SWIMNG@aol.com

Thank you for your comments. They have been received, inclusive of the letters in attachment, and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



A COMMUNITY GROUP DEDICATED TO SCALED AND RESPONSIBLE NEIGHBORHOOD SERVING DEVELOPMENT.

Nov 7th, 2015

To the City of Los Angeles Planning Department, Mayor Garcetti, David Ryu, and Srimal Hewawitharana,

Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012-4801
Attn: Ms. Srimal Hewawitharana

In reference to City Case No. ENV-2013-2552-EIR

Please enter the following comments on the Draft Environmental Impact Report (DEIR) for the proposed project at 8150 Sunset Boulevard in the City of Los Angeles, California into the public record, and address each one. These comments were also submitted on the previous DEIR comment period but the new Alternative 9 as reviewed has not answered any of these questions to our satisfaction.

Please also enter into the public record that Save Sunset Boulevard is a coalition of neighbors who are horrified at the size, scale, mass, traffic, shading, and geological consequences of this project on our historic neighborhood. This letter is added to the over 250 (at last count) letters from our neighbors that have been submitted against Alternative 9, as well as the over 700 letters submitted against the other alternatives during the last comment period.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
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GENERAL NOTES AND COMMENTS:

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

The EIRs Executive Summary should lay out for the general public what is permissible under both the City's General Plan and the adopted Hollywood Community Plan of 1988 that is currently in force.

The EIR needs to be more accessible to the general public. The EIR consultants must evaluate each existing business side-by-side with each of the proposed new business uses in a chart or table. Specifically;

- What are parking requirements for each of the current land uses on site and for the proposed land uses based on floor area (square footage) and spaces allocated/required?
- What are the metrics for trips generated for each of the current land uses on site and for the proposed land uses, again with square footage, proposed patronage, and individual business or residential use related vehicle movements?
- These metrics should identify all the current commercial uses including Art Storage uses that are a substantial portion of the commercial uses currently.

If some of this information is already contained in the report please indicate where it is shown. If it is missing, please include this information in the revised draft.

The EIR completely fails to address three specific project alternatives that the community had asked to be included during the Consultant's initial scoping meetings. These were;

- Commercial only development up to the allowable 111,000sq ft
- Mixed use development up to the allowable 111,000sq ft (with the same commercial/residential ratio of the proposed project)
- Mixed use development with affordable housing bonus up to the allowable 111,000sq ft

Please objectively evaluate these project alternatives with respect to the parking requirements, traffic impacts, trip generations, considerations with or without affordable housing and construction-related impacts. Also would these project alternatives require that the applicant to request discretionary actions or variances in order to comply with the code?

Please have the Consultant evaluate each of these potential alternatives under the criteria for Environmentally Superior Alternatives.

Project Alternatives #3, #4, #5, #6 & #7 all involve development options that were NOT raised by the community during scoping process. There was no explanation as to why these were considered based on the public scoping process. Most if not all appear to non-code compliant options. Please disclose who generated these alternatives, and why they were considered as viable alternatives with respect to the General Plan or the Hollywood Community Plan considerations?

The DEIR (ref. Executive Summary, Page E5-10, paragraph 1) concludes that Alternatives # 4 and #5 are the environmentally superior alternatives. The Consultants should re-evaluate this conclusion as it is not supported in the Report

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET and in fact only Alternative # 2 is identified as reducing one of the impacts. A careful study of the three alternatives that were suggested by the community during the scoping meeting will yield different results. Please consider the environmental superiority of these options and then re-address the current conclusions.

Section D of the Executive Summary does not list "Hydrology" and underground water impacts resulting from the proposed new concrete parking structure and building foundation walls. The project is being built on a thick alluvial fan that during El Nino years will still contain massive amounts of run-off from the hills, and is within 100ft of the recently confirmed fault line. The consequences of these very serious dangers must be addressed clearly in the EIR.

The DEIR states that the developer is asking for 249 units of residential. The Hollywood Community plan specifies a maximum for Med-High Density Units - 40-60 per acre. Then the 2.55 of Site Acres would allow them just 151 units. If you add a 35% density bonus that is 52.85 (53) units, for a total of 204 units. This is the actual maximum number units allowed under the Hollywood Community Plan (1988) in the case that the project would be granted a 3:1 FAR.

Where is the developer getting the density figures from? How did the developers come at their figures?

The DEIR does not conform to the Hollywood Community Plan (1988) or CEQA

The DEIR admits that the Lytton Center on the project site "was found conservatively eligible as a City of Los Angeles Historic Cultural Monument as a historical resource. Therefore the Project Site is considered a historical resource under section 15064.5(a) (2) of the CEQA Guidelines and the Project would have significant and unavoidable impacts in historical resources due to demolition of the Bank."

Pg 143 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR

"If a project would render an eligible historic resource ineligible, then there would be a significant adverse effect under CEQA"

Pg 143 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR

Here the DEIR admits that its plan has significant adverse effects under CEQA since by demolishing the Lytton center it renders an eligible historic resource ineligible. Also, the demolition plan is against the clear language of the Hollywood Community plan to encourage preservation as quoted below.

The Hollywood Community Plan serves to "encourage the preservation and enhancement of the varied and distinctive residential character of the community" -pg.1, section 3

"There are twenty-nine known historical resources located in a ¼ mile radius of the project site" "eight historical resources are located within the visual viewshed or indirect impacts study area of the project site."

Pg 143 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

These 29 historical resources constitutes “varied and distinctive residential character”. The DEIR’s bare conclusions that the proposed project would have a less-than-significant impact on the existing character of the project site and vicinity and would not physically divide an established community is completely unsupported by the facts and obvious overwhelming impacts of building a glass and steel skyscraper of 216 ft tall in this modest Chateau, Spanish Colonial revival neighborhood of two to eight story buildings.

Context should be respected in the design of new buildings to be constructed near historic landmarks and in areas of established historical character. The new and old can stand next to one another with pleasing effects, but only if there is a similarity or successful transition in scale, building form and proportion. The detail, texture, color and materials of the old should be complemented by the new.

“Therefore the demolition of the mid twentieth century resources on the project site would not materially impact the historic setting” “ because the setting of these resources have already been compromised.”

Pg 151 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR

Here the DEIR claims that because there are newer buildings in the area, demolition will have no impact. This reasoning is disingenuous at best. There are 3 properties bordering the property on the National Register of Historic Places. The United States Federal Government found these properties worthy of preservation even though they border newer properties, as should the applicant.

There is no discussion of the jarring visual impact of the proposed project. The project makes no attempt to “fit in’ or to match the character of the neighborhood. Other principals and policies from the Hollywood General Plan should be discussed and reconciled with the project. The lack of any discussion and reference to the policies in the Hollywood General Plan makes the DEIR inadequate at best, and beyond the legal requirements at worst.

“Generally a project that follows the Secretary of the Interior’s standards for the treatment of historic properties guidelines for preserving, rebuilding, restoring, and reconstructing, historic buildings” “shall be considered as mitigated to the level of less than a significant impact on the historic resource.”

The DEIR goes on to say:

“Related to new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with historic materials features, size, scale, and proportion, and mass seeing to protect the integrity of the property and its environment.”

Pg 154-155 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR:

“The building is ‘generally compatible with the historic materials, features and massing of the adjacent buildings’.”

Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR.

Here the Appellant does not make a fair argument and no substantial evidence exists that proves it “Generally compatible”. The EIR is incomplete and inaccurate

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
without specifics. Most of the Appellant's assertions are purely speculative, with no proof in the record to substantiate these claims.

The DEIR violates its own standards even though it won't admit it. The historic buildings surrounding the building site do not make use of Glass and Steel modern architecture. They are not 20+ stories high. They do not make use of 3:1 FAR and off menu Multi-Use zoning. The building proposed does change the spatial relationship of the block by creating a 216 foot tall neighborhood dividing block of a building, especially separating all the neighboring low rise buildings from the hills, and blocking out the view of the community from all the adjacent buildings on the hill. There is no discussion of how this violates the specific policies in the Hollywood Community Plan (1988) and provides only inaccurate and speculative assumptions of "no impact" or "less than significant impact".

The DEIR should illustrate how it satisfies the laws objectives and policies in reaching its conclusions. Discussions of the violated policies should also be added to the DEIR to fully resolve the conclusions reached and how the facts and studies support the conclusions. The conclusions appear erroneous because the project appears to violate, at some level, nearly every aspect of the Hollywood General Plan and Policies. A full discussion in the DEIR of the policies and principals of the Hollywood General Plan and which are satisfied and which violated by the proposed project should be enumerated in the DEIR. The following principals and policies and objectives should be fully discussed in the DEIR: It is insufficient to simply state bare conclusions without a deeper discussion of the elements of the Hollywood Community Plan.

The established neighborhood character should also be respected. In some cases, formal height limits and other building controls may be required to assure that prevailing heights or building lines or the dominance of certain buildings and features will not be broken by new construction.

The Hollywood General plan mandates that we must:

"protect lower density housing from the scatted intrusion of apartments"
pg.1, section 3

"promote the preservation of views, natural character and topography of mountainous parts of the Community"
pg.1 section 7

And that;

"Transitional building heights should be imposed, especially in the Medium density housing designated area where this designation is immediately adjacent to properties designated Low Medium 1 or more restrictive"
pg 3

The immediate neighboring homes on Havenhurst Drive, some of which are not considered or specifically discussed in the DEIR, are between two and seven stories tall. Similarly, the conclusion that the proposed project would not conflict with an adopted land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect (The Hollywood Plan and its various Elements) is completely unsupported. The scale and mass of the project is Neighborhood Dividing and this is a major CEQA issue

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

“There are twenty-nine known historical resources located in a ¼ mile radius of the project site”

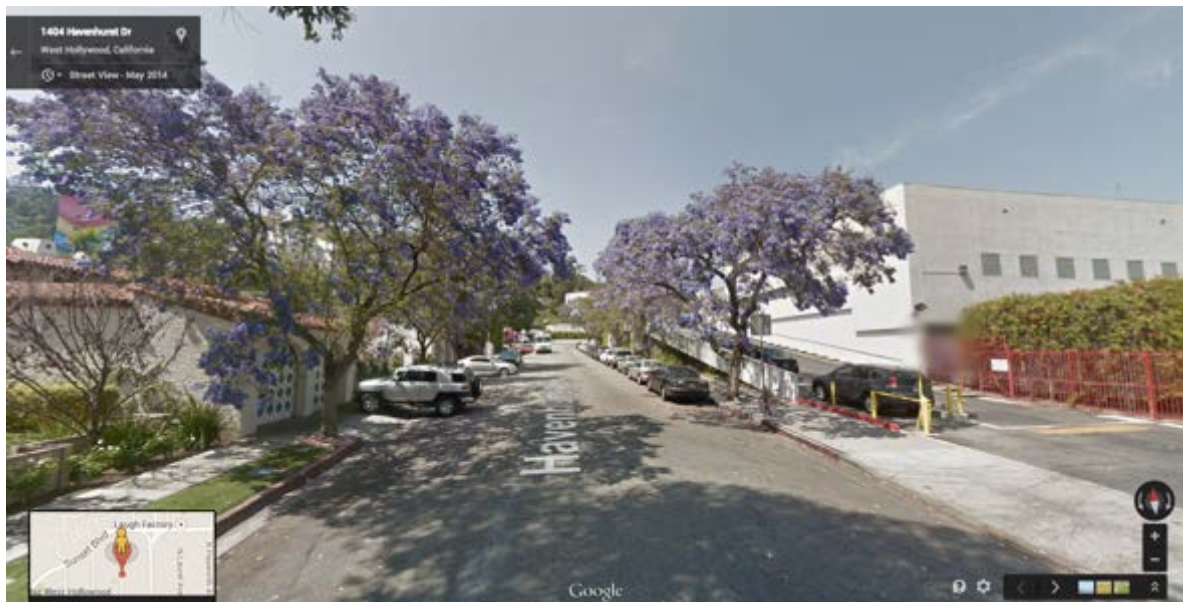
“eight historical resources are located within the visual viewshed or indirect impacts study area of the project site.”

Pg 143 of Appendix C3, Historic Resource Appendix Report, 8150 SUNSET DEIR

Of these twenty-nine historic buildings, the DEIR states that there is no impact, or no significant impact to any of them. The methodology for coming to this conclusion should be examined in detail, as it is not supported by the facts on the ground.

The DEIR is nearly devoid of any discussion of the potential impacts of a dramatic change in the zoning for one lot in a historic neighborhood. The DEIR inadequately discusses any of these important and directly applicable policies.

On the left is the 2 story National Historic Register building, The Andalusia; directly across the street is the 8150 project site where the 20+ story building will shadow it.



SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

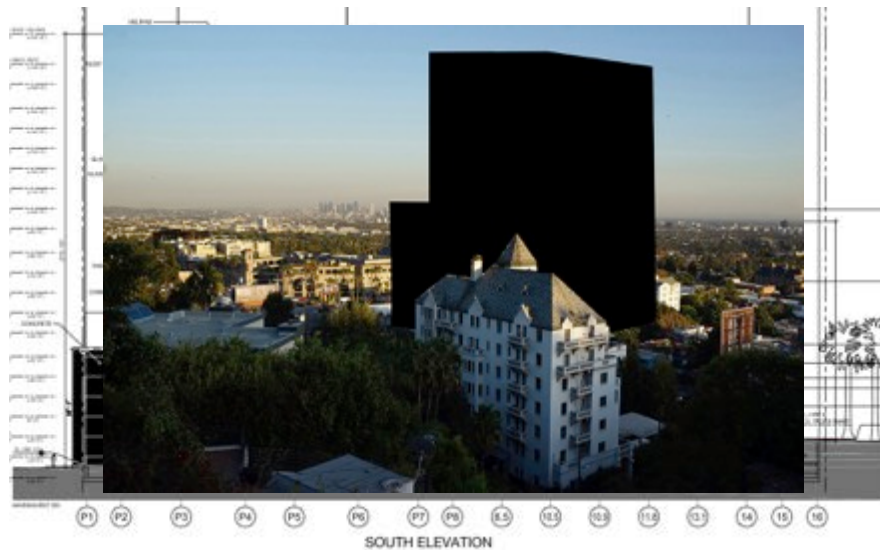


The views of and from The Colonial House (right), another National Historic Register building, will be gone once a 216 ft tall skyscraper is built on the left hand portion of these photos.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



A Two Story building directly bordering the 8150 project site. The project proposes a seven story concrete parking structure within twelve feet of this modest neighboring building.



Below is an illustration of how completely out of scale the proposed 220 foot (NOW 234 FEET) building is with the 2-8 story context of the neighborhood.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET ELDP

Where are the improvements mandated by ELDP? Does this project meet the threshold?

The ELDP states;

“The project creates high wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians” – page 15, appendix j, ELDP certification documents (City of LA Notice of Environmental Leadership Development Project)

The DEIR fails to state what type of high wage jobs it will be creating. The DEIR fails to certify that these will be new jobs and not just the high wage jobs that exist already in the 8150 site, particularly the jobs at Chase Bank currently in the Lytton building. The DEIR fails to adequately estimate the number of jobs being merely transferred from other parts of the community. Under ELDP the project must create high wage jobs, but the DEIR fails to subtract the amount of already existing, high wage jobs that already exist from operating to proposed tenants. Where are the specific figures for creating new jobs? Most importantly, can the people who work at the building afford to live at the building at current market rates?

THE DEIR fails to discuss in detail the wages and what type of jobs and what they will be paid. They said they would provide 300 jobs. Currently on site there is 217 jobs.

The DEIR fails to state the difference between creating and just transferring jobs.

The DEIR fails to state how many restaurant worker jobs will be created and if these are classified as high wage, highly skilled jobs.

The DEIR fails to state how many of these jobs part time or full time jobs.

The ELDP states that the project within ½ a mile of major, high quality transit stop. The nearest bus stop is on Fairfax. The DEIR misstates the nature of the transit stop Fairfax. The building is beyond the mandated 1500 feet of We have included pictures located on the subsequent pages

How does this project get the same streamlining as Apple’s new campus?

There are no solar panels because all the outside space is given to noise making activities that will destroy the community, and the building casts a massive shadow across a wide area, preventing the neighbors from going solar.

ZONING, HEIGHT, DENSITY, AND TRANSIT

- Zoning: **C4-1D**

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- FAR: **1:1** with "**D**" Height restriction
- Neighborhood Office Commercial - "**Neighborhood Commercial**"
- Regional Center or Neighborhood Center: **No**
- Mixed Use Boulevard: **No**
- TOD: **No**
- Alquist Priolo Earthquake Hazard Zone: **Yes**
- General Plan Framework - **City of Los Angeles**
- Community Plan: **Hollywood Community Plan 1988**
- Housing Element: **December 2013 City of Los Angeles**
- **Units per acre = 203 units**
- Med-High Density Units - 40-60 per acre @ 2.55 Acres = 151 units
- plus 35% density bonus 52.85 (53) units = **204 units** (Hollywood Community Plan 1988)
- Off Menu Requests: **Many**
- FAR Increase Request: **Yes**
- Air Rights Request: **Yes**
- Condo to Apartments: **?**

This area is not designated a "Regional Center", but the project is "infill" project. The City of Los Angeles can make tighter standards.. if they choose to do so.

It should be noted that pursuant to Senate Bill 743 ("SB 743"), recently passed by the California legislature, aesthetic and parking impacts of residential, mixed use residential, and employment center projects on infill sites within transit priority areas (such as the proposed Project) "shall not be considered significant impacts on the environment." However, SB 743 also states that local agencies may continue to set their own thresholds, including those for aesthetic impacts. As such, the analysis presented below evaluates aesthetics, views, light/glare, and shade/shadow impacts per the City of Los Angeles' local CEQA guidelines, which are contained in the Los Angeles CEQA Thresholds Guide, discussed below.

APPLICANT TEXT

b. Regulatory Framework

(1) State of California – Senate Bill No. 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas. The bill adds to the CEQA Statute, Chapter 2.7, Modernization of Transportation Analysis for Transit - Oriented Infill Projects, and in particular Section 21099. Pursuant to Section 21099(d)(1) "Aesthetic and parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment."

"Transit priority area" means an area within one- half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

“Major transit stop” is defined by PRC Section 21064.3 to mean a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The Project Site is located within approximately 1,500 feet of the intersection of Sunset Boulevard and Fairfax Avenue, which is served by two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods, including Metro routes 2, 217, 302 and 780.

The proposed Project meets the criteria set forth in Section 21099(d), and for this reason, the proposed Project’s effects on aesthetics, including views, and lighting and glare are not required to be analyzed under the State CEQA Statute.

4.A- 11

Chapter 5 of the General Plan Framework applies to urban form and neighborhood design. “Urban form” refers to the general pattern of building heights and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. “Neighborhood design” refers to the physical character of neighborhoods and communities within the City. With respect to neighborhood design, this chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The General Plan Framework also states that the livability of all neighborhoods would be improved by upgrading the quality of development and improving the quality of the public realm. **Urban form policies applicable to the Project Site include Objective 5.8, which applies to neighborhood districts and community districts.** This objective is to reinforce and encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian- oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

General Plan Framework Chapter 6, Open Space and Conservation, addresses outdoor recreation needs of the City’s residents. Objective 6.4 applies to the provision of usable open space and maximizing the use of public open space resources through private development.

4.A- 15 PAGE

b. Thresholds of Significance

(1) Visual Character and Aesthetics

(a) Appendix G to the State CEQA Guidelines

Appendix G of the State CEQA Guidelines provides sample questions for use in an Initial Study to determine a project’s potential for environmental impacts. According to the sample questions included in Appendix G under Section I, Aesthetics, a project would have a potentially significant aesthetic impact if it would:

- a. Have a substantial adverse effect on a scenic vista; or
- b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings or other locally recognized desirable aesthetic natural feature within a city- designated scenic highway; or

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

c. Substantially degrade the existing visual character or quality of the site and its surroundings.



Existing View



Proposed View

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



Proposed View

The DEIR for 8150 Sunset Blvd Project fails to provide information and or detail on many important transit and street improvements related to construction and general after construction operations. The project proposes very reduced vehicle parking with high use of limited close by transit, use of bikes and walking for the majority or users without needed improvements needed for operation

The project site, 8150 Sunset Blvd at Crescent Heights is not located in a regional center, mixed use boulevard, or center or such designated by the City of Los Angeles or Hollywood Community Plan. The project site is not an employment hub, or considered an entertainment center area. That is designated as such east of La Brea. The project site does not fit the common "transit oriented development" definition as the site is located almost two (2) miles from major rail transit - Red Line. While there is a local bus stops on Sunset Blvd, Laurel Canyon and Fairfax Ave has a local rapid bus stops at, this bus is constantly detoured due to numerous Hollywood Blvd street closures. The current local bus stop locations and sidewalks can not support or accommodate high volume transit riders without significant improvements to all bus-transit stop locations within the project vicinity.

- Intersections and street in the area surrounding the project site in the City of Los Angeles and City of West Hollywood are already operating a Fail during peak hours and beyond.
- Sunset Blvd, Crescent Heights and Laurel Canyon around the project site have No bike lanes now or planned. The sidewalks are narrow and not able to support bike riding. Therefore it would be expected that travel to and from the project site from the immediate neighboring hillsides and surrounding areas will be by car at all times of operation, especially during later night time hours..

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- The projects proposed height, size, density, design and proposed high volume use is incompatible with the neighborhood character and infrastructure capabilities.
- The projects proposed high volume commercial activity and late night use will have overwhelming and permanent negative impact on the surrounding community and daily commuter travelers on Laurel Canyon, Crescent Heights, Sunset Blvd and Fountain Ave.

The projects proposed height, size, density, design and proposed high volume use is incompatible with the neighborhood character and infrastructure capabilities. It proposes a high volume of commercial activity and late night use which will have overwhelming and permanent negative impact on the surrounding community and commuters on Laurel Canyon, Crescent Heights, Sunset Blvd and Fountain Ave.

The EIR fails to provide a complete description of the existing building uses on the site. The floor areas and parking counts currently allocated to each use, and to the proposed uses must be shown. This information should be in the "Master Land Use Application" online on the City's website link for this project.

The EIR fails to mention that the zoning was changed/downsized from 3:1 FAR to 1:1 FAR ("Q Condition") over a period of years, and that this was compliant and in accordance with the currently in use Hollywood Community Plan. For correct public and legal consideration, the EIR must show the reason the FAR was downsized.

Also please justify permitting a development with a height of 220 feet (NOW 234 FEET) on this site without a variance from Code Section SEC. 12.22.A.25.f.5 Specifically: (5) Height. A percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. This percentage increase in height shall be applicable over the entire parcel regardless of the number of underlying height limits. For purposes of this subparagraph, Section 12.21.1 A.10. of this Code shall not apply.

(i) In any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units.

New Residential Units

249 units for 505-528 new residents where there are currently none. The project plans or DEIR does not include or address onsite or local parks and necessities or amenities for children, seniors or pets that will live at the project site;

- What amenities and recreation play areas will be provided for children and where?
- What amenities and recreation area will be provided for seniors and where?
- What is the proposed rents for market rate and low income units?
- What amenities will be provided for the residents pets?
- Where will residents walk their dogs or pets, on Sunset Blvd and Crescent Heights?

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

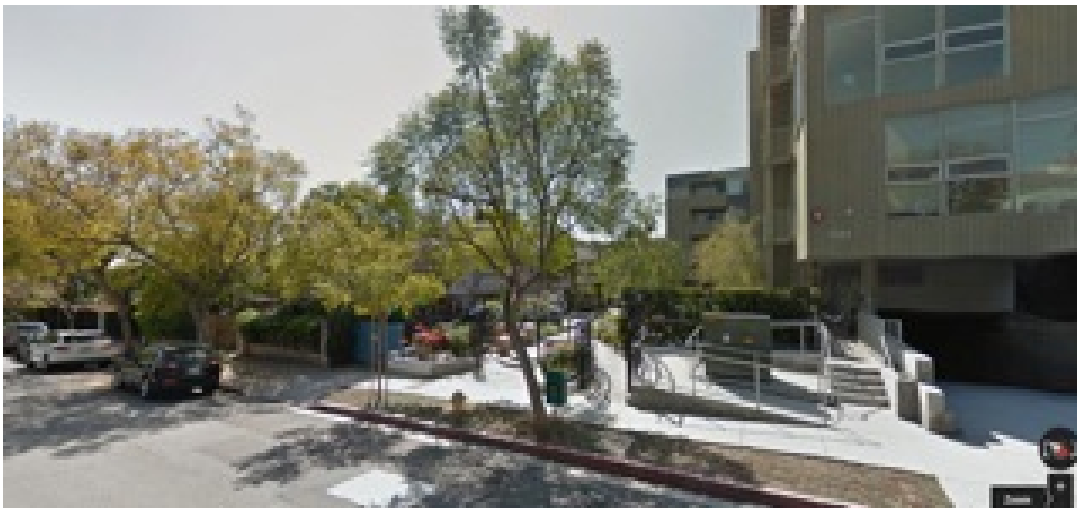
- Residents can rent additional parking spaces from where - the commercial parking or off site? What cost?
- Most project open space is proposed for entertainment and commercial type use. Where are the studies for noise pollution of these events? Where will the overflow parking be located for these events?
- What school or child care amenities will be provided?
- Will each apartment have a full sized parking stall?
- Will each apartment have a second parking stall?
- Where will residents guests park?
- Where is the commercial parking, on site or off site?
- What is the parking cost?

PARKS AND GREEN OPEN SPACE

The project site the Havenhurst Park as a local park to be used by residents. However Havenhurst Park is a Very small immediate resident serving pocket park, open from 9am to dusk and located in the City of West Hollywood. Hardly a major park, not even a small size park. The DEIR does not identify any other public open space or park space they would contribute to the existing community or that their residents would be using. Nor does the DEIR identify any contributions to editing parks and open space.

EIR applicant text:

The Project Site is also located within a quarter- mile of open space/park uses at Havenhurst Park. Pocket park images below.



COMMERCIAL USE AND JOBS

The EIR proposes 111,000 square feet of new restaurants and commercial use

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
with hundreds of permanent highly skilled, high paying jobs in addition to
construction jobs.

However the DEIR fails to provide information or detail regarding;

- The project projects net 94 new jobs over what the existing mall provided.
- Will the jobs be lower wage par-time restaurant and gym type jobs?
- Will jobs be local hire?
- What is the proposed average wage for the projects jobs?
- What family friendly restaurants and neighborhood serving retail is proposed?
- All restaurants are proposed to serve a full line of alcoholic beverages and remain open until 2am. This is neither neighborhood serving nor "family friendly".
- Will the average employee wage support being able to afford the projects market rate residential units on site?

TRAFFIC

The figures and metrics used to show traffic increases are laughably inaccurate. Our traffic consultant, Allyn Rikin, a former Bureau Chief of the LA DOT Planning Bureau, has calculated that the real figure for New Vehicle Trips generated by the project as it is proposed will be 11,693 using the I.T.E Trips Generation Manual, 9th Ed, Vol 6.

The absurdly inaccurate analysis in the EIR must be redone and recirculated. It goes without saying that since these figures are so flawed that the figures used for parking, both in the structure and its massive neighborhood destroying overflow, must also be recalculated and recirculated.

The DEIR for 8150 Sunset Blvd Project fails to provide information and or detail on many important transit and street improvements related to construction and general after construction operations. The project proposes very reduced vehicle parking with high use of limited close by transit, use of bikes and walking for the majority of users without needed improvements needed for operation

The project site, 8150 Sunset Blvd at Crescent Heights is not located in a regional center, on a mixed use boulevard, or center or such as designated by the City of Los Angeles or the Hollywood Community Plan. The project site is not an employment hub, or considered an entertainment center area. That designation is only to the east of La Brea.

The project site does not fit the common "transit oriented development" definition as the site is located almost two (2) miles from any rail transit (Red Line). While there is a local bus stop on Sunset Blvd for Laurel Canyon only Fairfax Ave has a local and rapid bus stops, but simple post in the pavement can not be described as a "regional transport hub" and it lies beyond the mandated 1500 feet from the development. That bus is also constantly detoured due to numerous Hollywood Boulevard closures.

The current local bus stop locations and sidewalks can not support or accommodate high volume transit riders without significant improvements to all bus-transit stop locations within the project vicinity.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

Intersections and streets in the area surrounding the project site in the City of Los Angeles and City of West Hollywood are already operating a “Fail” during peak hours and beyond.

The EIR is asking for ‘Green Bonuses’ for providing parking for over 1,000 bicycles. With each space taking 6 sq ft, that’s is a total of 6,000 square feet of encouraging the use of bicycles. However the EIR fails to recognize the unsuitability of the area for cyclists. The junction of Sunset Boulevard, Crescent Heights and Laurel Canyon is already one of the most dangerous in the City of LA, and has had several bicycle fatalities in recent years.

Despite this inherent danger of the main rounds and unsuitability of the steep hillside terrains narrow and already overcrowded streets, the EIR fails to make any mention of bike lanes being proposed or planned. The sidewalks are narrow and not able to support bike riding. Therefore it would be expected that travel to and from the project site from the immediate neighboring hillsides and surrounding areas will be by car at all times of operation, especially during later night time hours.

- Intersections and street in the area surrounding the project site in the City of Los Angeles and City of West Hollywood are already operating a Fail during peak hours and beyond.
- Sunset Blvd, Crescent Heights and Laurel Canyon around the project site have No bike lanes now or planned. The sidewalks are narrow and not able to support bike riding. Therefore it would be expected that travel to and from the project site from the immediate neighboring hillsides and surrounding areas will be by car at all times of operation, especially during later night time hours..
- The projects proposed height, size, density, design and proposed high volume use is incompatible with the neighborhood character and infrastructure capabilities.
- The projects proposed high volume commercial activity and late night use will have overwhelming and permanent negative impact on the surrounding community and daily commuter travelers on Laurel Canyon, Crescent Heights, Sunset Blvd and Fountain Ave.

This must be suitably addressed and circulated in the final EIR.

RESIDENT AND GUEST PARKING

Resident Parking.

- Residential Units 249 for 505-528 residents = 210

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- 233 resident will Not have parking
- Studio 73 units = 73 vehicle parking spaces
- One Bedroom = 130 vehicle parking spaces
- Two Bedroom = 76 vehicle parking spaces
- Three Bedroom = 16 vehicle parking spaces

-
- **Total Resident Vehicle Parking Spaces = 295**

Resident & Guest Parking

- **505-528 new residents where there are currently none.**
- 528 new residents minus (-) 295 resident / guest parking spaces =
- **233 residents with No on-site parking**
- Guest Parking = ? (zero)

The project assumes that 210 to 233 residents will not have a car, but will walk, ride a bike or take the bus. What about the Guests of the residents?

- One onsite parking space per Studio and One Bedroom - additional or second resident vehicle parking space would be available for rented or purchased.
- Where would the additional rented vehicle parking space come from - the commercial parking or off site?
- What will be the weekly or monthly charge to residents for a second or additional vehicle parking space on-site?
- What will be parking charges be for those in the affordable housing units?

These figures are completely out of step with all the City studies on parking. The consequence of the parking overflow in such a busy area will be massive and neighborhood destroying congestion and pollution. For the community to take the EIR seriously this must be addressed in a serious, sensible and realistic manner.

PARKING FOR RESTAURANT, EMPLOYEE AND RETAIL PATRONS

Commercial & Employee Shared Parking, 617 vehicle parking spaces further Reduced = **494 shared vehicle parking spaces.** 123 additional vehicle parking spaces were replaced with 380 more bike parking spaces.

- The projects DEIR and study assumes that more than half of residents, guests, employees and patrons **will not** have a car, but will ride a bike.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- The projects DEIR and study assumes that approximately **689** employees and patrons **will not** have a car, but will walk, ride a bike or take the bus.
- There are No bike paths or bike lanes now or proposed in the project plans. Due to the high volume vehicle traffic, safe, protected bike lanes for adults and children, with designated bike access from all surrounding streets to and from project site must be included for Sunset Blvd, Crescent Heights, Laurel Canyon, Fountain Ave and Havenhurst Dr.
- The DEIR fails to provide an adequate layout map of the parking. How many spaces will be tandem?
- The DEIR fails to provide an adequate community benefit to parking spaces being taken out on the sunset side of their property and being replaced by a taxi line. How does this benefit the community?
- The DEIR fails to address the traffic impact of a permanent taxi line on Sunset Blvd.
- Taxi line up on SUNSET Blvd, will take over the 3rd lane on sunset at havenhurst, there is no mention in the DEIR of the impact to traffic traveling east on sunset or residents trying to exit the building from Havenhurst on to Sunset.

The EIR assumes that more than half of residents, guests, employees and patrons of this 'high income destination' will not have a car, but will ride a bike. How this completely unrealistic figure arrived at and justified?

The EIR also assumes that approximately 689 employees and patrons of this 'high income destination' will not have a car, but will walk, ride a bike or take the bus. This is completely unrealistic and must be suitably addressed and circulated in the final EIR.

Bicycle Parking - Resident-Guest-Patron-Employee Parking

Bicycle parking space was further Increased by 380, by reducing 123 commercial vehicle parking spaces; On-site, mostly short term bike parking: **1,365 bike parking spaces** The DEIR fails to provide detail on bike parking:

- Where is short term bike parking?
- Will exterior bike parking be covered and lighted?
- Will bike parking areas provide 24 hours security?
- Will there be a fee or charge for long term or short term bike parking?
- Why is the charge of fee for all bike parking?
- Will shower and lockers be available to all employees?
- Will shower and lockers be available to all patrons?
- What times of the day will showers and lockers be open and available?
- Will there be a charge (fee) for use of showers and lockers?
- Will there be valet bike parking and at what charge?
- There are no bike paths or bike lanes now, or proposed in the project plans. Due to the high volume motorized traffic, putting 1,000+ cyclists in the dense and and dangerous traffic on Sunset Blvd, Crescent Heights, Laurel Canyon, even Fountain Ave and Havenhurst Dr without protected bike lanes for adults and children, is a public safety debacle. This must be suitably addressed and circulated in the final EIR.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- Designated bike access from all surrounding streets to and from project site must be included for, but the current layout of these streets makes this an impossibility. This must be suitably addressed and circulated in the final EIR.

Parking Charge-Valet Charge

The project states that all parking will be by Valet only. The DEIR does not provide details regarding the fees and charges for parking;

- Resident may rent or purchase an additional vehicle parking space. What would the weekly or monthly fee per space?
- What is the cost or charge to park and Valet parking? Long term - Short term
- Is self parking option provided?
- Will guests of residents be charged for parking or free parking? What cost?
- Will employees be charged to park? What cost?
- Will transit passes and discounts will be offered; What type - How many? What cost - for how many years? For residents, employees, patrons, guests?
- The developer tried out the pay parking at this location charging \$3 for 15 minutes to park. It Failed. Will the developer be charging these rates again?
- The project is proposing 100% valet. Does this apply to the low-income units as well? How will they pay for this service or will the other residents subsidize this cost in their charges?
- Please evaluate the street parking available in the area. Will there be conditions that can be applied to ensure no impacts to the adjacent streets? The site is currently self-parked with free parking. Please evaluate in the Report whether free, self-parked vehicles will help mitigate impacts on the adjacent streets.

Vanpool & Carpool

The project states that multiple van pool, ride home and car pool options will be available. The DEIR does not provide further information or operational detail of this proposal;

- Will these ride options be provided by the project or individual establishments?
- Van pool and ride share will be to and from where pick up - drop off?
- What times and frequency will this service be available?
- Will all ride share and ride home options be available daily, day & late night service and what charge / fee?
- Will the "Van Pool" service be available for residents, guests, employees and patrons?
- Three or more per car will be offered parking discounts-what discounts?
- How will that be available, to who and at what cost?
- The project requests 80% vehicles spaces to be Compact cars
- How many free parking spaces?
- What is the charge for Valet?
- Will valet charge increase at night or evening hours

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- Will parking be validated by on site commercial establishments - How many minutes at what charge?
- Handicap parking - free?
- Electric car spaces w/ plug in. How many - How many hours to charge - Discounts for?
- What protections to existing neighborhood residents will the project provide?

"Sunset Stripmall Owner Sued by Tenants Over Parking Fees | WEHoville

<http://www.wehoville.com/2013/04/17/sunset-stripmall-owner-sued-by-tenants-over-parking-fees/>

“Charging for parking is standard practice in Los Angeles, and most certainly in high demand areas like the Sunset Strip,” said the landlord, referred to as “AG-SCH 8150 Sunset.” “The plain language of each lease allows the landlord to charge for parking within the shopping center at rates that it determines are appropriate.”

VEHICLE TRAFFIC & CIRCULATION

APPLICANT TEXT:

Fountain Avenue is designated as a Secondary or Modified Secondary Highway within the City of Los Angeles and as a Collector Street within the City of West Hollywood. Within the study area, Fountain Avenue is typically striped to provide for two travel lanes in each direction, with left- turn lanes provided at key intersections, and limited on- street parking is permitted. However, along its western segments (generally between Havenhurst Drive and La Cienega Boulevard), on- street parking is allowed along the south side of the street throughout much of the day, reducing eastbound travel to one lane, with the exception of during the afternoon peak period, when such parking is prohibited, thereby allowing for a second eastbound lane.

CORRECTION

Fountain Ave is a Collector Street throughout the project study area, from La Cienega to La Brea and solely the City of West Hollywood. Fountain Ave as a "Modified" Secondary Highway within the City of Los Angeles starts at La Brea to the east. However, "modified" street standards as specified as part of the 2012 Hollywood Community Plan Update (HCPU) were terminated with the Superior Court Order to set aside the HCPU and therefore no longer in effect of all and any "modified" streets surrounding the project site. these streets include; Crescent Heights, Laurel Canyon, Hollywood Blvd, Fairfax Ave and Fountain Ave.

COMMENT

- Streets surrounding the project site should not have been studied as "modified" street standards for the project's traffic study.

The project proposes to use and incorporate the City of Los Angeles owned traffic island, street and right turn lane as part of their project.

The DEIR fails to provide information and detail on;

- Removal of the City owned traffic island, street and right turn would cause irreversible and severe negative impact on traffic for the entire surrounding area forever. This proposed change should be eliminated from the proposed project plan.

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- The lasting, negative effects of eliminating the City owned traffic island, City street and dedicated right turn lane and moving the Metro bus stop.
- The DEIR also fails to provide information and detail as to how the new increase in vehicle traffic, traffic flow, transit riders, pedestrians and bike riders would safely co-exists and move to and from the project site and throughout the neighborhoods and community.
- The current City of Los Angeles owned traffic island and function should remain and be improved to accommodate the new increase in transit user volume, pedestrians and bike riders. Traffic Island should not be incorporated into the project.
- Fire engine, police, ambulance and large truck would make the right turn how?
- Elimination of the traffic island would prevent, or at minimum, severely limit Metro and the City of Los Angeles from any future enhancements and additions of new transit service. Any future or new transit service that would require the right or left turn at Sunset Blvd and Crescent Heights would no longer be an option for the City or Metro.
- Elimination of the traffic island and current dedicated-sweeping right turn would make very dangerous conditions for vehicles attempting to make the right turn onto Crescent Heights and also vehicles turning left onto Sunset from Crescent Heights left.
- Pedestrians and bike rider safety would be at risk.

APPLICANT TEXT:

Approximately 60 percent of the Project's residential component inbound traffic is anticipated to enter the Project Site's Havenhurst Drive driveway from the south (via Fountain Avenue), with about one- half of this traffic (30 percent) turning onto Havenhurst Drive from both eastbound and westbound Fountain Avenue.

COMMENT

The project proposes a signal light at Fountain Ave at Havenhurst Dr to mitigate traffic.

The DEIR traffic study fails to provide detail regarding severe negative impacts due to vehicle back up on Fountain Ave;

- A dedicated left turn lane for eastbound vehicle travel on Fountain Ave would be required to accommodate the project's anticipated hundreds of new resident vehicles turning left (north) onto Havenhurst Dr. to access the project site. The absence of a dedicated left turn lane lane would cause extreme back up on Fountain Ave to the west, especially during hours of

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
the day when only One vehicle travel lane is available for eastbound traffic. This in addition to peak hours.

- Fountain Ave; Necessity of dedicated eastbound left turn lane at Havenhurst Dr. is not included in traffic study.

The project proposes to mitigate pedestrian and bike safety by prohibiting left turn from Crescent Heights into the project site.

However the DEIR fails to provide information on how this would affect traffic and circulation into and out of the project site;

- What type of left turn "blocking" measure would be added to Crescent Heights?
- How these added measures would impact regular high volume traffic flow?
- How Crescent Heights northbound vehicles and bikes will access the project site parking area and valet drop off area?

The project proposes the use of the current Crescent Heights street vehicle travel "merge" lane for their valet parking drop off and queuing.

However the DEIR fails to address or provide detail regarding safety issues;

- Valets in the street.
- Drivers exiting their vehicles along Crescent Heights.
- Mitigation and "blocking" measures that would prohibit U-Turns into the valet drop-off area from vehicles traveling from the north (Crescent Heights) turning into the valet drop off area.
- Access proposed valet queuing area from Sunset Blvd, around traffic island?
- Increase traffic making right hand turn on to Crescent Heights from Sunset Blvd
- Emergency service right turn and parking - Fire, Police, Ambulance
- Vehicle merge from Crescent Heights into on coming traffic

APPLICANT TEXT:

All of the Project's residential component trips must exit from the Havenhurst Drive driveway¹⁴ toward the north; approximately 10 percent of the Project's residential trips exiting the Havenhurst Drive driveway **are expected to utilize an "around the block" route to access Fountain Avenue, turning right from Havenhurst Drive onto eastbound Sunset Boulevard, and then turning right again onto southbound Crescent Heights Boulevard** before continuing along westbound Fountain Avenue.

COMMENTS CONTINUED

- The project proposes to eliminate the current traffic island, bus stop and traffic lights and streets lights.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- The project proposes to eliminate the current dedicated right turn lane from eastbound Sunset Blvd to southbound Crescent Heights.
- The project also proposes moving the bus stop further east away from the project site.
- The project also proposes the addition of 1,365 bicycles and new bike riders in addition to pedestrians.
- All residential vehicles must exit Havenhurst and travel north to Sunset Blvd. the vehicles that don't turn west on Sunset Blvd would have to turn east on Sunset Blvd, then **TURN RIGHT** around the tip of the traffic island (project's plaza) onto Crescent Heights in order to access Fountain Ave or travel south on Crescent Heights.
- Vehicles making the right turn from Sunset Blvd to Crescent Heights would be hundreds to thousands daily from residents, employees and vehicles to the valet drop off
- Right turns around the traffic island from new residents and vehicles using the project's Valet drop off on Crescent Heights would cause tremendous traffic back up on Sunset Blvd as right turning vehicles wait for pedestrians and bike to cross Crescent Heights at Sunset Blvd.
- It is anticipated that hundreds to thousands of passenger vehicles along with large delivery trucks and emergency vehicles would be attempting to make this right turn daily.
- Trucks and larger vehicles, including Fire Trucks would be forced into opposing traffic lane when attempting to make this very tight and unsafe right turn.
- Would impede already heavy traffic flow eastbound on Sunset Blvd, especially during very heavy PM peak hours
- Add hundreds more vehicles to a heavily trafficked intersection that already operates at "E" to "F".
- It makes No Sense in regard to traffic, traffic flow, turn capabilities and vehicle, pedestrian or bike safety to remove the current dedicated turn lane and traffic island. Especially with pedestrians, bike riders and bus-transit riders crossing the street at Crescent Heights to access and leave the project site.
- This is not safe or good practice. Moving the bus stop farther away from the project site, forcing transit riders to walk back and cross Crescent Heights is ridiculous.

APPLICANT TEXT:

Project component traffic is anticipated to travel to and from the Project Site along Fountain Avenue east of Crescent Heights Boulevard. **The Project's residential component is estimated to generate a total of approximately 1,564 net daily trips**, and therefore, would result in approximately **469 (northbound only) daily trips on the**

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET segment of Havenhurst Drive between the Project Site and Fountain Avenue), as well as a total of approximately 314 new trips per day on Fountain Avenue west of Havenhurst Drive, a total of approximately 313 new trips per day on Fountain Avenue between Havenhurst Drive and Crescent Heights Boulevard, and a total of approximately 78 new daily trips per day on Fountain Avenue east of Crescent Heights Boulevard.

Therefore, the Project's combined retail/commercial and residential components are estimated to add approximately 469 new (northbound only) trips per day to Havenhurst Drive south of the Project Site, along with approximately 654 new daily trips on Fountain Avenue west of Havenhurst Drive, a total of approximately 653 new daily trips on Fountain Avenue between Havenhurst Drive and Crescent Heights Boulevard, and a total of approximately 418 new trips per day on Fountain Avenue east of Crescent Heights Boulevard.

Table 4.J- 5, Local/Residential Street Traffic Impact Analysis Summary , it is recommended that the entry- only loading dock driveway on Havenhurst Drive be restricted to southbound left- turn moves only (requiring all trucks accessing the loading docks to enter via Havenhurst Drive from Sunset Boulevard). The trucks would then exit the Project Site from the exclusive truck driveway on Crescent Heights Boulevard immediately south of the Project's main Crescent Heights Boulevard driveway. Since most truck delivery traffic is expected to occur during off- peak periods when Project- related traffic (as well as traffic on Crescent Heights Boulevard) is reduced, the potential for conflicts with Project patron- related vehicles turning right out of the Crescent Heights Boulevard driveway are anticipated to be minimal. Therefore, no turn restrictions at this truck exit driveway are considered to be necessary.

COMMENTS CONTINUED

The project proposes all patron and employee vehicles, delivery trucks and service trucks will exit onto Crescent Heights turning left to Sunset Blvd and right turns to Fountains Ave. However the DEIR fails to address and provide information and detail regarding realistic traffic operations;

- Left turn vehicle safety issues
- Right turn vehicle safety issues
- Obstruction of current traffic flow
- Safety and traffic flow measures for turning vehicles and on coming traffic
- Vehicle merge and or waiting area operation
- Vehicle back up from cars attempting exit project site to cross Crescent Heights and turn left toward Sunset Blvd
- Vehicle attempting exit project site to cross and Crescent Heights and merge across lanes of traffic to turn right-west bound on Sunset Blvd
- Pedestrian and bike safety wile mixing with hundreds of vehicles exiting the project site on Crescent Heights

BIKE LANES and BIKE PARKING

The project proposes a further reduction in vehicle parking by 123 vehicle parking spaces to 494 vehicle parking spaces and further increase of 380 short term bike

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
parking to 1,365 short term bike parking spaces for employees and patrons. Further the project states the future studies for possible bike paths were suggested as part of a study farther east from the project site - Fairfax, Hollywood and Sunset Blvd.

However, With no bike paths or safe access for bikes provided at, around or surrounding the project site the DEIR fails to provide information or detail as to how the surrounding streets and sidewalks will accommodate 1,365 bike riders. Further the DEIR does not provide information or detail on future bike paths and which streets would accommodate safe bike travel and or exactly which street and how many surrounding streets would loose a vehicle travel lane for bike travel. Sunset Blvd, Crescent Heights, Laurel Canyon, Fairfax Ave, Hollywood Blvd ?

The DEIR fails to provide information and operation detail;

The project state that bikes lane and bike paths are being "studied" for future application, however the DEIR fails to provide information or detail on:

- The time horizon of the study. Five years, ten years, never?
- If in fact bike paths and bike lanes are planned and installed for the area immediately surrounding the project site and when. five years, ten years ?
- Who will be conducting the study and installation of the bike paths and bike lanes
- What streets the bike paths and bike lanes would be installed on? Sunset Blvd, Laurel Canyon, Crescent Heights, Hollywood Blvd, Havenhurst, Fountain Ave?
- Which and how many vehicle travel lanes will be removed to accommodate the new bike paths and bike lanes
- What is the location and safe bike path and passage that will feed directly into and out of the project site
- Will bike riders be expected to share the sidewalk with pedestrians?
- Will bike paths be actual protected bike paths and bike lanes or minimal non safety sharrows?
- Which streets surrounding the project site are proposed to have or will have bike paths?
- How many vehicle travel lanes and what length of the street will be lost on each street to apply new bike paths
- How will bike riders, including children bike riders safely access the project site and bike parking?
- Will bike parking be sheltered and lighted?
- Who will have use of showers an lockers; General public, patrons, employees?
- What constitutes "long term" and "short term" bike parking? Minutes, hours or days of parking use?
- Will a security guard be stationed at bike parking area all the time?
- Will the project be building bike paths surrounding the project site?

TRANSIT, CIRCULATION, IMPROVEMENTS

Local Bus Stop: **Yes**

Transit Stop: **Sunset and Fairfax**

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
Proposed Improvements to Transit and Transit Bus Stop: **None**
Bus Stop: ?
Dash Bus: **No**
Bike Lanes / Bike Path: **No**
Proposed Bike Lanes / Paths: **No**
Bike Access to Project Site: **None**
Bike Lane Improvements: **None**

APPLICANT TEXT:

(d) Public Transit

As discussed above under Project Characteristics, the existing Metro bus stop at the southwest corner of Sunset Boulevard and Crescent Heights Boulevard would be relocated to a new location east of Crescent Heights Boulevard as part of the Project. The new bus stop would still be located on the south side of Sunset Boulevard, approximately 400 feet east of its current location, and would continue to provide public transit service. The bus stop relocation would be completed prior to initiation of Project construction activities in order to ensure that uninterrupted transit service is provided throughout Project implementation. As such, no adverse impacts to public transit service associated with the relocation of the existing Metro bus stop would occur.

It is estimated that approximately 240 of the Project's retail/commercial daily trips would occur via the public transit services in the Project vicinity. Using an AVO factor of 1.2 to convert these vehicle trips to person trips, the Project's retail/commercial component could result in an increase in bus ridership of approximately 288 persons per day

In addition, it is estimated that approximately 156 of the Project's total daily residential trips could actually occur via the area transit facilities rather than in privately- owned vehicles.

Using the AVO factor of 1.2 persons per vehicle, the Project's residential component could result in a potential increase in area transit ridership of approximately 187 persons per day.

While it is acknowledged that bus utilization in the Project vicinity can be heavy during the peak weekday commute periods, this nominal level of new rider demand would likely be divided among the three bus lines (Metro Lines 2/302, and Metro Line 218) providing direct service to the Project Site.

COMMENT

Only local bus service is available! The project site is more than 1-1/2 miles from the closest rail line Hollywood & Highland-Red Line.

Metro Red Line

- 1.9 miles away or farther, not comfortable walking distance

The project states Dash Bus Service is an available available to the project site. However, the project must have used old and outdated information from the 2012 Hollywood Community Plan Update; The DEIR is not accurate in this transit information.

CORRECTION

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- There is No Dash Bus service in the area. Hollywood-West Hollywood Dash Bus was eliminated in 2010 and never reinstated.



The project states additional bus lines farther east to service the project site. The DEIR does not address the Metro Bus detours due to numerous street and lane closures on Hollywood Blvd. Bus riders must wait and transfer or walk the extra 1/2 mile to the nearest rail Red line at Hollywood & Highland.

Metro Service Changes | December 2013 Service Changes and Detours

<p>217</p>	<p>Hollywood/Vine Station -- Howard Hughes Ctr via Hollywood Bl -- Fairfax Av - La Cienega Bl</p>	<p>Establish regular detour route from Hollywood Bl/Highland Av via Highland Av, Sunset Bl to Fairfax Av on frequent days when Hollywood Bl is closed for special events.</p>
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<p>780</p>	<p>Metro Rapid - Washington/Fairfax - Pasadena via Fairfax Av & Hollywood & Colorado Bl</p>	<p>12/15/13</p>

Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

COMMENT

- Metro bus lines 2 / 302 and 218 are located on Sunset Blvd and Crescent Heights - Improvements to sidewalks, bus stop upgrades to waiting areas will be necessary in order to accommodate the hundreds of anticipated new bus riders, pedestrians and bike riders that will all share the sidewalk.

Re-location of Bus Stop

The project proposes the relocation of the local eastbound Sunset Blvd bus to 8000 Sunset during construction. However for operation function of 8150 Sunset Blvd this location would not be feasible, safe or practical.

The DEIR fails to provide information and detail for future operations, including improvements that will be provided as part of the project to bus stops, transit, transit safety, transit accommodation during, after and for the future.

- The proposed location and sidewalk could not accommodate the projects anticipated Hundreds of transit riders due to the narrow sidewalk. Nor could
- The current sidewalk could not accommodate bus shelters and benches, pedestrians, bike riders and probably not American Disabilities Act (ADA) compliant.
- Would not accommodate pedestrians and bus riders and bicycles
- Relocation of the eastbound Sunset Blvd bus would force riders to pass the project site, then walk back down a narrow sidewalk and have to cross Crescent Heights to access the project site.
- Relocation of the eastbound Sunset Blvd bus would also contribute to vehicle back up on Sunset Blvd, as right turning vehicles will have to wait for pedestrians and bike riders to cross the street.
- Relocation the local bus stop to the east side of Sunset Blvd would cause a traffic hazard, due to the north-east turn lane. Cars might not be able to merge prior to rear ending the bus.
- A stopped bus would cause a vehicle traffic back up on Crescent Heights for vehicle traffic making the semi blind right turn from Crescent Heights to Sunset Blvd.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- At completion, an upgraded sheltered, lighted bus stop should be located at the west side of Sunset Blvd (8150 Sunset Blvd.) This will allow for safer transit rider-pedestrian access going to and from the project site, without having to cross the Crescent Heights. Additionally the current bus location can accommodate significant improvements and upgrades for transit and bus-bike riders

BUS SERVICE

- Project proposes late night operations and events until 2am close.
- Local bus late night "Owl Service" only runs every hour after 11:30pm and limited weekend/holiday service - People will drive a car.
- No Rapid bus service nights or weekends or holidays
- Rapid bus redirected for Hollywood Blvd event closures - Sunset Blvd, then walk 1/2 mile to Red line

BUS STOP IMPROVEMENTS

Significant improvements required for all current bus stops on Sunset Blvd, Laurel Canyon, Crescent Heights and at Fairfax Ave & Sunset Blvd. The DEIR does not provide information or detail on what improvement are proposed for current bus stop location and when improvement will take place.

- The project anticipates hundreds of new residents, employees and patrons will travel by bus to and from the project site.
- All bus stops serving the project site Must be upgraded to be sheltered and lighted (Absolute minimum)
- Safety upgrades needed at all bus stops to accommodate Hundreds of new and future transit riders
- Sidewalk upgrades around all bus stops to accommodate Hundreds of new and future transit riders
- Moving the bus stop farther away from the project site, forcing transit riders to walk back and cross Crescent Heights is ridiculous, when the City owned traffic island could become a City owned "transit island" providing better, safe service for all transit riders. Disability service, seniors, children, transit riders with bikes etc.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



APPLICANT TEXT:

(e) Access

¹⁵Note also that these ridership estimates do not include the use of several additional bus lines that do not serve the Project Site directly but which provide stops within convenient walking distance (Metro Lines 217 and 780, and the West Hollywood CityLine), which would further reduce the potential new “per bus” ridership.

- **Sunset Blvd & Fairfax Ave bus stops are hardly acceptable to be "high quality or major transit stops"**
- The DEIR does not discuss the project's plans for improvements and upgrades to the current bus stops along Sunset Blvd, Crescent Heights, Laurel Canyon, Fairfax Ave and sidewalks that would be needed to accommodate the projects anticipated pedestrians, bike riders and future generated transit use.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



Bus Stop-Line 780 on **Fairfax Ave** - west side at Sunset Blvd



Bus Stop - eastbound on **Sunset Blvd** at Fairfax



Bus Stop-Line 780 northbound on **Fairfax Ave** - east side at Sunset Blvd

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

The proposed re-location of the local bus stop is to a narrow sidewalk that would not accommodate a bus stop with shelter

Would not accommodate pedestrians and bus riders and bicycles

Is not American Disability Act (ADA) compliant

The current bus stop location could:

- Completely accommodate the bus and anticipated hundreds of new bus riders and riders with bikes
- Have the bus stop at the project site, residents, employees, patrons don't need to cross the street
- Bus stop should be improved and enhanced using green technologies, such as solar shelter roofs of lighting.

ADDITIONAL TRANSIT COMMENTS

The Bus Stop location should be evaluated as part of the EIR as the adjacent streets are impacted by its location. Moving the location east to mid block between Crescent Heights and Laurel could work if the right turn lane and triangular median at the east lane of Crescent Heights were improved. Please study how this new location and improvements might help mitigate impacts for this Project.

Removing the traffic island on the northwest corner of Sunset/Crescent Heights will cause mobility issues for eastbound traffic on Sunset trying to turn south. The acute angle will make it impossible for large vehicles to make that turn, and in turn add congestion to Sunset by forcing all heavy traffic to remain on Sunset until Fairfax. This is not addressed at all in the EIR.

1) The dangers and increased congestion that will result in removing the current right turn lane, which eases traffic blockages at the Southwest corner of Sunset and Crescent Heights:

a) Having tried to turn right (as the DEIR recommends) from the eastern edge of the traffic island, a normal sized car (in my case, a Toyota Highlander Hybrid) cannot make the turn without invading the outside southbound lane of traffic - the lane closest to the northbound traffic. Thus, almost any vehicle will invade the second lane while making a right turn; and after experimenting again driving our Suburban, a vehicle of that size also invades the left turn lane of the NORTHBOUND traffic. A Suburban is not an extremely large vehicle - many standard pick-up trucks and freight trucks are larger than a Suburban - and ALL of them would be invading the left-turn lane of the NORTHBOUND traffic if the current easy-access right turn lane is closed. This would lead to a lane closure for the Northbound traffic on Crescent Heights as it moves North into Laurel Canyon.

b) An additional problem with the closure of the easy-access right turn lane is that when turning right around the triangle, drivers will be forced to wait for ALL PEDESTRIANS crossing Crescent Heights. A) This takes "forever" as there are always numerous stragglers paying little heed to the duration of the crossing light; so by the time the last pedestrian completes his crossing, the SOUTHBOUND vehicles on Crescent Heights are already crossing the intersection on their way to Fountain Ave., and it's impossible to break into this steady stream of traffic as one

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

tries - in vain - to complete a right turn to drive south. This results in a massive tie-up and build-up of the East bound traffic behind the vehicle making the slow, unto impossible right turn.

c) The traffic island acts as a "safety buffer" and several minutes of "free" time (as the pedestrians take a few minutes to cross the rather large triangle) for the easy-access right turning traffic to accomplish their turns into the Southbound Crescent Heights traffic flow. Kindly bear in mind, there is a STOP SIGN allowing "safe" passage into the Southbound traffic.

2) The misguided concept of adding yet another traffic light at the corner of Sunset and Havenhurst.

a) This concept, mentioned both in the DEIR and in the meeting on the 8th will have disastrous consequences for the already congested East-West traffic on Sunset Boulevard. First of all, besides the stoplight on Crescent Heights, there is another traffic light 2 and 1/2 blocks West on the Corner of Roxbury Road and Sunset Boulevard that creates traffic tie-ups during morning and evening rush hour traffic. The light seems perpetually badly timed as one often waits far too long for it to change; and Roxbury Road dies into Sunset, so traffic waits for the almost non-existent vehicles to turn onto Sunset (right and left) from a tiny, almost private road on which there are 4-5 residences. THREE TRAFFIC LIGHTS in a THREE-BLOCK area in two different municipalities seems fraught with further congestive issues.

b) Since two of these lights would be the province of the city of L.A. and the third (Roxbury Road) would be in West Hollywood, there is little hope of ever getting the two traffic departments to synchronize the lights - as they haven't been able to work it out since the Roxbury light was installed - approximately 8 years ago.

3) The DEEPLY misguided idea of installing a new light on the corner of Havenhurst and Fountain Avenue.

a) Again, the amount of feet from the stop light at Crescent Heights and a new one installed on the corner of Havenhurst seems to be less than 100 feet; it would be wise to measure this exactly; and to regulate traffic twice in such a short distance guarantees that there would be traffic trailing into the North-South traffic flow of Crescent Heights at almost every change of the light. There will always be drivers who think they can scrunch in to the traffic ahead of them to "beat" the light; and the result is to disrupt, not only the East=West traffic - but all the pedestrians crossing who will be endangered as they are required to walk around the cars blocking their crosswalk. And with less than 100 feet of squeeze-in space, cars will always "trail" into the intersection behind the two lights

b) This same "trailing" phenomenon will be exhibited at the Sunset and Havenhurst dual stoplights also.

The current site does not have a problem entering at Crescent Heights or exiting to the south. There appears to be a carriage or drop off lane proposed on Crescent Heights. If there is only an "insignificant increase in the daily trips, what is this for? Other projects in the area and on similar corners do not have this feature. Is this feature necessitated by recommendation from the Consultant allowing new northbound turns on to Crescent Heights?

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

There is no safe provision of entry, exit, or riding of the 972 bicycles they are proposing to park. Bike paths are not on Sunset. They are on Santa Monica Blvd. The ridership suggested by the number is not supported by any current use patterns on Sunset. This extraordinarily large quantity is clearly an unrealistic proposal. Real data needs to be evaluated much more accurately and carefully in the EIR.

DEIR fails to provide detail on the bus stop. While we understand relocating the bus stop on the east side of crescent heights during construction. Relocating the bus stop permanently will probably not be ADA compliant. You need 7 unobstructed feet; it is on a slope, not enough depth of sidewalk,

Mayor of West Hollywood John D'Amico on 8150 traffic

"I am very concerned about the mega development proposal that has been floated for the MTA lot at San Vicente and Santa Monica (<http://www.weherville.com/2013/02/01/cohen-brothers-mta-reach-exclusive-agreement-for-proposed-mega-complex-at-weho-depot/>) and the proposed development just outside our city borders at Crescent Heights and Sunset (<http://www.weherville.com/2015/01/06/study-projects-traffic-impact-fountain-avenue-8150-sunset-project/>). Developments like these have the potential to exact great harm on this part of the L.A. Basin and West Hollywood specifically. A development as large as these should not be considered until mass transit reaches the area, and West Hollywood should do all it can to fight the approval of these developments in their current incarnations. And developments like these should be brought to the voters for approval not simply presented to the council members for an up or down vote."

Source: weherville.com

The Hollywood General Plan states "no increase in density shall be effected by zone change or subdivision unless it is determined that the local streets, major and secondary highways, freeways, and public transportation available in the area of the property involved, are adequate to serve the traffic generated"

pg 4

The intersection of Sunset and Crescent Heights is rated a LOS F. How is a failing grade considered adequate? Does the criteria for defining "adequate" streets include the current traffic counts?

NOISE

APPLICANT TEXT:

The Project would include three areas where events could be held, including gatherings of 50 to 500 guests accompanied by amplified background music. Each is discussed in detail separately.

Sunset Terrace - 500 people (not including event staff, security/safety personnel, etc.).

According to the applicant, the operation hours of the Sunset Terrace would be **10AM to 10PM. (Sunday through Thursday)** and **10 AM. to Midnight (Friday and Saturday)**.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
Rooftop Lounge Terrace - The Rooftop Lounge Terrace would open as early as **10AM** to serve breakfast and **close as late as 2AM**. However, live music, amplified speech, or loud amplified music would be not allowed in the Rooftop Lounge Terrace.

noise levels generated by dining activities of approximately **500 people** with background music could be as high as 73 dBA at 40 feet from the boundary of the Rooftop Lounge Terrace.

Pool Terrace - Level 9 The residential component of the Project would include amenities such as a private pool/pool deck (Pool Terrace) on Level 9. The Pool Terrace is located approximately 94 feet above ground. The nearest residential uses (R4) is located approximately 20 feet from the Pool Terrace. However, the Pool Terrace is located approximately 74 feet above the top of the nearest residential uses (R4).

Internal Patios and Central Plaza

The operation hours of Internal Patios and Central Plaza would be **10AM to 2AM daily**. Noise generated by operation of the Internal Patios and Central Plaza generally **includes music (amplified) and crowds of people (applause and cheer)**. Noise from amplified music would be controlled by limiting the allowable volume level from equipment. Noise levels generated by crowds (applause and cheers), however, **could be as high as 86 dBA** (maximum sound level) at the back row of the event terrace based on measurements of similar events.

COMMENTS CONTINUED

The project states the mall, restaurants, bars, lounges and entertainment activity, will operate on multiple levels until 2AM. The DEIR does not provide information regarding noise mitigation for the residents.

The DEIR fails to adequately assess indoor pollutants and noise pollution created by the commercial and restaurant tenants that will affect the residential tenants. Including but not limited to noise from bar patrons, noise from loading and unloading trucks, noise from valet line, noise from taxi line. Indoor pollutants such as lingering smells, cooking pollutants, second hand smoke, amplified music, concerts and applause.

The DEIR fail to state what activity will be taking place on the roof now that the have withdrawn an application for rooftop restaurants and clubs.

The DEIR fails to state the hours of any resident only common area.

The DEIR fails to state is any of their spaces can be used for special event parties.

The DEIR fails to mention the noise generated by any rooftop or resident common areas and what hours will enforced and how

SOLAR TECHNOLOGY USE

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
The DEIR fails to provide detail regarding the project's use of solar technologies, panel use, placements, impacts to surrounding properties and any health affects to surrounding neighborhood and properties.

The DEIR fails to provide a breakdown and information or detail regarding impacts to existing buildings and properties surrounding the project site as to how many properties will no longer have the ability to use solar energy technologies and or the level of reduced capacity and capability surrounding property sites will have when utilizing solar technology in the future due to of shadowing effects from the projects building heights.

The DEIR fails to provide information and or detail regarding impacts to future use of solar for city street lights, bus stops and other infrastructure that would use solar technology as part of their sustainable upgrades.

Use of Solar panels in and close to High Fire Danger areas requires special specific planning and installation locations.

AFFORDABLE HOUSING

The project's residential unit count appears to be based on density bonuses provided under the City's housing policy. It appears that the total proposed amount of affordable housing at 11% of the total residential units. Research how the Applicant summarizes how the unit counts qualify for this bonus based on number of one and two bedroom units and number of very low and low-income units.

State Code Section 65915 discusses that the bonus should reflect what is necessary to offset costs.

This project does not appear to qualify of an off-menu incentive for Affordable Housing because it is more than 1500' from a major transit stop. The Applicant is asking for a Variance in order to qualify for an incentive/bonus density. How does this work legally? Why cannot even developer property owner ask for a variance to qualify for a bonus? Does this not put the City (and taxpayers) at risk of losing more expensive lawsuits?

The DEIR fails to adequately state where the affordable housing units will be placed with in the building? Will they be on a separate floor? Will the affordable housing tenants be given less desirable units? Will the affordable housing tenants have the same finishes and appliances as market rate units?

The DEIR fails to state at what price and how many affordable income units will sell if they choose to condo the building.

The DEIR fails to include adequate information on what services the affordable income tenants will be allowed to use.

The DEIR fails to state if the affordable income occupants will be able to use the resident valet for free without tip since at many times there will be no self park

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET option for them. How will free parking without tip, if provided to the affordable income tenants, be enforced by the owners in perpetuity through outside valet companies?

The DEIR does not state the layout and size of the affordable income units.

The DEIR does not state whether affordable income occupants and guests will be able to use the same door as “market rate” residents as proposed in their West Hollywood building. <http://www.latimes.com/local/westside/la-me-poor-doors-20140811-story.html>

EARTHQUAKE - SEISMIC STUDY

With the release of the latest data for the Hollywood Earthquake Fault, the community should be informed about the location or assumed location of the fault at this site. Please have the Consultant indicate, in Map form in the Report, where the testing was undertaken on the site and what were the results.

The DEIR fails to estimate emissions if trenching is needed as they are in the Alquist-Priolo earthquake zone.

The DEIR fails to state what emergency evacuation plans will be as they are in Alquist Priolo zone.

The DEIR fails to state what impact the valet only residential parking will have on evacuation measures. How will valet only parking effect the evacuation of the sick and disabled whose only viable means of evacuation might be by car?

The DEIR fails to state evacuation methods pursuant to ADA guidelines within an alquist priolo earthquake zone

The DEIR does not adequately define what trenching methods will take place on the property as it is in Alquist Priolo zone

COMMUNITY IMPACT

The DEIR is inadequate and contains insufficient information to allow the decision makers to reach correct conclusions and findings regarding the project’s impact on historical resources and the existing neighborhood. Cumulative impacts and the development of other sites are also completely unstudied based on completely incorrect information.

Placing a new 216 foot tall building with a bulk of 333,903 square feet next to a building of 14,318 square feet is overwhelming and the DEIR does not discuss adequately (except to draw the conclusion that it will not create a significant impact) how such a project complies with the Hollywood Community Plan

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

There is no discussion in the DEIR of the principals noted above from the Hollywood Community Plan---merely a conclusion that the building is not disruptive and causes no significant impact—a bare conclusion not supported by the facts, any reasonable discussion or reconciliation of the principals and policies and appears erroneous. An in depth discussion is needed as to how the proposed building is sympathetic to the scale and form of the existing neighborhood so as to reconcile the erroneous conclusions of no impacts or less than significant impacts.

The DEIR does not state the economic impact of more traffic, more shade, more glare on buildings on Havenhurst

The DEIR does not state the economic impact on hillside residents who open view will be impacted by a 216 ft. tower

The DEIR does not state what outside advertising there will be, or if they will have any digital displays facing the street causing light pollution and visual blight.

The DEIR does state whether cell towers will be placed on the site

The DEIR states that the Billboard on the site has been at one digital and/or illuminated. The billboard is lit up by spotlights at night but has never been a digital board.

The DEIR fails to address the “ respect other neighbors” policy in Hollywood Community Plan, There is a 10-story West Hollywood height limit that is not addresses in the DEIR.

The DEIR incorrectly labels the homes in the bordered by Selma, sunset and crescent heights as multi family units. All these homes are single-family residences.

FIRE AND SAFETY

The DEIR fails to use statistics and response time from fire station 41. It used only stats for Station 27. Please inquire why a station that also serves this area was not included? Please get the response times information from this Station 41.

LAFD requires 9000 gallon a minute from 4 hydrants known as the GPM flowing simultaneously. The hydrants currently at the site produce less then 4000 gallons per minute. This is insufficient according to the LA city fire code. The DEIR does not contain plans to remedy this oversight in public safety. (see LAFD letters)

The DEIR fails to accurately represent the reduced response time for fire and first responders traveling to and from adjacent Hillside Communities. The L.O.S. standards of measure for everyday drivers is not an accurate estimate of delay time for first responders when seconds count.

SAFETY DURING CONSTRUCTION

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



The community traffic will suffer an unavoidable "significant impact" during construction.

Can the applicant limit start construction later in the morning in order to correspond with our later commute time on Sunset Blvd. a 10:00am start time would be ideal.

Pedestrian safety during construction is not addressed in the DEIR

The DEIR fails to state mitigation efforts to reduce construction worker's cars idling and blocking lanes.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

La Cienega and Sunset Blvd. Construction worker pulled over the black SUV pictured, blocked half a lane, then ran across the street while leaving car idling.



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SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
PHOTOS



SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET



A NEW COMPREHENSIVE HISTORIC SURVEY MUST BE COMPLETED BEFORE CERTIFICATION

The Department's initial broad-brush analysis was that the project would have No significant impacts on nearby historic resources and that no mitigation measures are necessary, again stands as a bare conclusion without adequate discussion or support. Not only is this position wrong as a matter of law, even to the casual observer, it was obvious from the beginning that it was reasonable to believe that that the project, unless mitigated may lead to some adverse impacts.

These resources represent a variety of important architectural styles starting from the early 20th century; three on Havenhurst alone are on the National Register of Historic Places. This neighborhood also exhibits a consistent development pattern including height, scale, bulk, massing, rhythm, architectural detail and use of materials that creates cohesive groupings of buildings, districts and neighborhoods.

The DEIR indicates numerous potential and acknowledged historic resources but concludes that no impacts will occur because that previous development in the 50's and 60's has nullified a need to preserve our older buildings, and nullified the need to respect our buildings from the 20's and 30's. Therefore, the DEIR do not meet accepted professional standards. By design, a Survey or historic resources evaluation report is intended to prioritize the evaluation of properties that are directly impacted by the proposed project. The approach used here is inadequate as a matter of law. The full and complete analysis of the impacts of the project cannot be deferred or separated from approval and certification of the final EIR. In order to comply with law the DEIR must adequately and completely fully disclose all potential impacts to the historic resources in the area impacted by the project.

There is only dismissive analysis as to how this conclusion is reached. A specific analysis of the impact on the potential historic properties requires that a DEIR be adequate, complete, and a good faith effort at full disclosure per CEQA Guideline 15151.

It is unthinkable that this project could go forward without such a complete survey. The lack of comprehensive survey shifts the burden of monitoring to the neighborhood, creates a reactive process rather than proactively planning for the treatment of historic resources, and leaves open the potential for development decisions to be made about properties without the benefit of knowing whether they are historic resources.

CONCLUSION

The Department is presenting a DEIR to the public, which is incomplete. A request for certification on such a document is directly contrary to CEQA. "The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure." (CEQA Guidelines, 15151.)

The ultimate decision of whether to approve a project, be that decision right or wrong, is a nullity if based upon an EIR that does not provide the decision-makers, and the public, with the information about the project that is required by CEQA.' "

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET
(San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus, supra, 27
Cal.App.4th at pp. 721-722, quoting Santiago County Water Dist. v. County of
Orange (1981) 118
Cal.App.3d 818, 829 [173 Cal.Rptr. 602].) If the description of the environmental
setting of the project site and surrounding area is inaccurate, incomplete or
misleading, the EIR does not comply with CEQA. Without accurate and complete
information pertaining to the setting of the project and surrounding uses, it cannot
be found that the EIR adequately investigated and discussed the environmental
impacts of the development project.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

Policies: City of Los Angeles General Plan Framework

ADDENDUM 5 - LA City General Plan - Neighborhood Districts

Chapter 3. Neighborhood Districts

Chapter 3. Neighborhood Districts

<http://cityplanning.lacity.org/cwd/framwk/chapters/03/03203.htm#policy3.8.1>

Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Policies

Uses and Density

3.8.1

Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District" in accordance with Tables 3-1 and 3-4. The range and densities/intensities of uses permitted in any area shall be identified in the community plans. ([P1](#), [P18](#))

Table 3-4
Land Use Designation
Corresponding Zones
Neighborhood District
C1, C1.5, C4, [Q]C2

3.8.2

Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms). ([P1](#), [P18](#), [P34](#))

3.8.3

Encourage the owners of existing commercial shopping centers that contain chain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. ([P18](#), [P35](#))





Shopping center incorporating retail shops with upper level housing and pedestrian-oriented amenities district - Open air marketplace incorporated in neighborhood

Design and Development

3.8.4

Enhance pedestrian activity by the design and siting of structures in accordance [Chapter 5 Urban Form and Neighborhood Design](#) policies of this Element and Pedestrian-Oriented District Policies [3.16.1](#) through [3.16.3](#). ([P1](#), [P18](#), [P24](#), [P25](#))

3.8.5

Initiate a program of streetscape improvements, where appropriate. ([P30](#), [P31](#), [P32](#))

3.8.6

Encourage out door areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use. ([P17](#), [P24](#))

[Return to Multi-Family Residential | Chapter Contents | Advance to Community Centers](#)

Chapter 3. Implementation Programs

<http://cityplanning.lacity.org/cwd/framwk/chapters/10/10.htm#P17>

ORDINANCES

P18

Amend the Zoning Ordinance to implement the policies and standards of the General Plan Framework Element. The revisions provide tools needed to which are described below and are representative of the actions that may be taken.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- a. Revise land use and density classifications, zoning maps, and pertinent development standards (e.g, parking standards, design of multi-family units, pedestrian districts, development transitions, and other) to reflect the concepts contained in the Framework Element, appropriately applied through amendments of the community plans consistent with community characteristics.
- b. Establish incentives to stimulate the types of use desired (e.g., mixed-use, community facilities in centers, districts, and boulevards, and other) and development in appropriate selected targeted growth areas as defined in the community plans, such as density bonuses for mixed-use development, parking in proximity to transit stations and transit corridors, "by-right" entitlements with administrative review and approval for traffic or other necessary studies and mitigation, and other.
- c. Permit the incorporation of revenue-generating recreation facilities into communities, where such uses are feasible and where levying fees would not place an undue hardship on the users.
- d. Allow commercial structures and multi-family dwelling units destroyed by natural catastrophes to be re-constructed to their pre-existing use and density in any areas where permitted densities may be reduced by amendments to the community plans.
- e. Establish reasonable defensible space design requirements that will help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space (both public and private) and parking lots or structures. The code and design review amendments should address landscaping and lighting in addition to site design.

Responsibility: Department of City Planning, with assistance from the Departments of Transportation and Public Works and the Community Redevelopment Agency and the Los Angeles Unified School District

Funding Source: General Fund and State funds

Schedule: Within one year of General Plan Framework Element adoption and ongoing, as necessary.

DEVELOPMENT STANDARDS AND GUIDELINES

The following may be implemented through (1) guidelines to be adopted by the City Planning Commission (CPC) and/or Council, or (2) codification (ordinances) enacted by the City Council. The method of implementation should be determined after Framework Element adoption.

P24

Formulate citywide development standards that:

a. Enhance and/or conserve the appearance and functionality of residential and commercial areas, including appropriate applications for mixed-use structures that integrate housing with commercial uses. The following indicates a preliminary list of standards that may be considered.

(1) Encourage and facilitate the assembly of small lots for higher-density housing or mixed- use

(2) Encourage mixed-use development to locate on lots with side street access so that traffic flows and the pedestrian-oriented street frontage can be uninterrupted.

SAVE SUNSET BOULEVARD - DEIR COMMENTS ON 8150 SUNSET

- (3) Provide incentives for a mix of residential unit sizes in the R3, R4 and R5 zones through the replacement of the habitable room-based density range by a single density.
 - (4) Separate the measurement of intensity (floor area ratio/FAR) from building coverage and do not exclude required yards from the permitted FAR.
 - (5) Increase per-unit on-site space requirement for all multi-family residential buildings.
 - (6) Require transitional heights and buffers between higher-density housing and single-family homes.
 - (7) Provide landscape options: more but smaller size (e.g., 15 gallon) trees in lieu of fewer larger size (e.g., 24-inch box) trees.
 - (8) Protect residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management strategies.
 - (9) Require street trees at the minimum spacing permitted by the Division of Street Trees.
 - (10) Wherever possible, along secondary and major highways, require driveway access to buildings from side streets or alleys to minimize interference with pedestrian access and vehicular movement.
 - (11) For parking structures, screen architecturally or with landscaping, locate no more than one level above grade in residential areas, and screen direct views of headlights/building lights from building exterior.
- b. Enhance the appearance and function of public infrastructure and development, considering:
- (1) Sidewalk improvement standards; location, appropriate width, species and spacing of trees as well as street furniture and street lighting.
 - (2) Revise street tree standards, including species and placement to enhance pedestrian-oriented districts and centers with a continuous tree canopy. Broadleaf evergreen and deciduous trees should be used whenever feasible.
 - (3) Revise street tree maintenance and removal standards.

Responsibility: Departments of City Planning, Transportation, and Public Works

Funding Source: General Fund, Street Lighting Assessment Fund

Schedule: Initiate within 18 months of Framework Element adoption

Dear Srimal Hewawitharana, David Ryu, and Mayor Eric Garcetti,

Thank you for the opportunity to comment on the recirculated DEIR for 8150 Sunset Blvd project. This letter is being written in opposition to the DEIR, RDEIR and proposed development at 8150 Sunset.

Community outcry was been well demonstrated in the over 700 letters opposing the height, mass, and bulk in previous designs. Alternative 9 has only increased the height, increased the mass, and increased the bulk. Alternative 9 has equally angered the community. The over 650 letters and signatures on the [change.org](https://www.change.org) petition demonstrate a strong and continued stakeholder opposition.

This area is neighborhood office commercial, not a mixed-use area. This is not a regional center or downtown. Respect the present zoning. Alternative 9 is a manipulation of the zoning and would result in the elimination of what defines this area as a well established low rise, lower density neighborhood. This proposed development is not in harmony with the policies outlined in the General Plan

Public views are an irreplaceable natural resources as defined by CEQA. The hillsides are a beacon for Los Angeles. The perception of open space once lost, will alter the landscape permanently. Allowing a structure of this height and mass, would create a barrier and separation of the areas natural form. No development that blocks and diminishes public views of the Hollywood hills, should be permitted. The hills represent a directional landmark for all of LA and they are the identifying feature in the City of Los Angeles. The public view should be protected. The tallest building will be inhabited by only 30 condo owners on the top floors, the needs of the few should not outweigh the many in the grotesque impact on the neighborhood that will result.

In general, as was pointed out by members of the Hollywood Hills Neighborhood council, the logic employed in the DEIR is muddy and often simply not credible. In many ways as will be outlined, the DEIR fails to adequately address that fact or support its lack of discussion of the impacts of the project.

The Project Description is Flawed/Unsure/and Transitory/Public Input was Refused

Townscape has violated CEQA early on in this process by not striving to involve the community as much as possible, and seeking to exclude community participation and comment. Rather than seek open community input, Townscape has preferred back door politics by scheduling private meetings to preview the project to city officials and a select few before the DEIR alternative 9 was released.

Since the project and description is vastly different from the Notice of Preparation (NOP) of an EIR and is different from what was studied, many studies conducted for

the NOP are inadequate for the Alternative 9 option, this violates CEQA. The project description is supposed to remain stable and known. This project has been in flux since its inception. Frank Gehry is the third architect hired by the developer in the space of a year. Each notice to the community reads differently as does the project description in the DEIR, especially alternative 9. There have been three completely different building plan presentations to the Hollywood Hill Neighborhood Council. It is no wonder there is widespread confusion as to what this plan even is and its impacts.

LAND USE IMPACTS

The DEIR's bare conclusions that the proposed project would have a less-than-significant impact on the existing character of the project site and vicinity and would not physically divide an established community is completely unsupported by the facts and the obvious overwhelming impacts of the building in this lower rise neighborhood. The immediate neighboring buildings, which are not considered or specifically discussed in the DEIR, are only two and three stories tall. Similarly, the conclusion that the proposed project would not conflict with The General Plan is completely unsupported and undiscussed. The conclusions are unsupported as drawings or renderings contained in the DEIR do not show the directly neighboring buildings of 2 story and 3 story buildings in scale in an attempt to downplay how out of scale this project would be. Nowhere in the DEIR does it faithfully represent the surrounding neighborhood in scale or irreparable harm this development would cause.

The surrounding neighborhoods are some of the oldest in the area with many buildings dating from the early 1920's-1930s. Before the project goes forward a complete Historic Resources Survey of the buildings within a 3/4 mile radius should be completed and it should include private homes. The DEIR is inadequate and contains insufficient information to allow the decision makers to reach correct conclusions and findings regarding the project's impact on historical resources and the existing neighborhood.

Over 50 projects are currently underway or proposed for Hollywood in the City of Los Angeles and the City of West Hollywood. This DEIR makes no accounting for the cumulative impacts caused these developments will have on the neighborhood, city services, police, fire, medical, neighborhood cut through traffic, . It also doesn't account for the 21,000 truck trips that the neighborhood will suffer during construction of 8150 and how this will have a cumulative effect when combined with other concurrent development. The project, in calling for off menu incentives that would relax existing development standards will only, if approved, increase density and traffic problems in the area, as other developers seek the same

preferences, thereby threatening known and potential historic resources in historically sensitive neighborhoods. None of these cumulative effects are addressed in the DEIR.

The DEIR does not cite any single specific policy and provides only bare conclusions of “no impact” or “less than significant impact”. The DEIR should discuss and illustrate how it satisfies a majority of land use objectives and policies to affirmatively demonstrate how the bare conclusions were reached. Discussions of the violated policies should also be added to the DEIR to fully resolve the conclusions reached and how the facts and studies support the conclusions. The conclusions appear erroneous because the project appears to violate, at some level, nearly every aspect of the General Plan. A full discussion in the DEIR of which policies and principals of the elements are satisfied and which violated by the proposed project should be enumerated in the DEIR. The following principals and policies and objectives should be fully discussed in the DEIR: It is insufficient to simply state bare conclusions without a deeper discussion of the elements of the General Plan.

Building Height and Mass

Applicant description of project: “one tower at Havenhurst at 15 stories in height (or approximately 234 feet above grade as measured from the lowest point on the Project Site at the southwest corner of the property), Crescent Heights at 11 stories (or approximately 174 feet above grade as measured from the southwest corner of the property), one at the central portion of the South Building between the East and West tower elements at five stories (or approximately 110 feet above grade as measured from the southwest corner of the property), thereby creating an approximately 150-foot-wide, open north-south-oriented view corridor between the taller East and West tower elements that provides views southward across the Project Site from locations to the north and vice-versa.”

The towers heights in Alternative 9, are shown to be 234 feet, 174 feet and 110 feet above grade, and are substantially taller than the original proposed height, which was already too tall for this area and surrounding neighborhood. The Chateau Marmont Hotel is seven stories, built into the hillside. The Directors Guild is 75 feet high at about 8 stories (this project would be three times higher) and the new hotel construction at La Cienega in the City of West Hollywood is ten stories. The Hollywood Hills in this adjacent area, Laurel Canyon and Nichols Canyon, are more rural and are wildlife corridors, with the lower lying neighborhoods predominately very low to lower rise and historic residential neighborhoods. The narrow strip of neighborhood serving commercial use on Sunset Blvd is also significantly lower rise. This proposed development wants to be a beacon to stand out and be seen for miles. That it would be! Overshadowing the character of many well established neighborhoods far and wide. The current proposal is not in harmony with it's

surroundings and built environment. Developer also understates standard industry feet to number of stories conversion which if properly applied yields: 236 feet = 22 Stories (west tower), 174 feet = 16 Stories (east tower), 110 feet = 10 Stories (center building). We remind you, this makes the largest tower three times taller than the Chateau Marmont, long considered the anchor of the neighborhood. This project would dwarf it and be 12 stories taller than even the large development on Sunset Blvd at La Cienega in West Hollywood.

While the applicant cites views from the hills, the DEIR fails to address the public views of the hills. The Hollywood Hills are a major identifying feature of Hollywood, the entire area and City of Los Angeles. Public views of the hills and hillside landscape are seen from the south, east and west for miles and enjoyed by all residents and visitors to the city. Public views of the Hollywood Hills not only provide a needed sense of open space, but are the view "beacon" and should not be diminished, blocked or overshadowed by a development's heights, mass or bulk. We would like to point out that the project site is not in a downtown or regional center. If the developer would like to be a gateway to West Hollywood's Sunset Strip, something resembling the Sunset Plaza portion might be more in line and appropriate in terms of height, scale and mass for this location.

SCENIC RESOURCES

The California Environmental Quality Act mandates identification and protection of scenic resources. Identified resources include trees, historic buildings, rock outcroppings and similar features that are located within a designated state scenic highway. Under CEQA and the LAMC, decision makers have been able to require retention and protection of scenic features.

Through acquisition, park development and land use planning and development requirements the city has a major role in protecting land forms and scenic features and in making scenic features accessible to the public.

It is Los Angeles city policy to continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views as indicated in the following document:

CITY OF LOS ANGELES CONSERVATION ELEMENT Adopted
September 2001

The city encompasses 467 square miles of land area, including approximately 214 square miles of hills and mountains. The San Gabriel and Santa Susana Mountains bound the city on the north, the Santa Monica Mountains extend across the middle of the city, and the Palos Verdes Hills and Pacific Ocean are on the south and west. The topography rises from sea level to 5,074 feet (Sister Elsie station in the San Gabriel Mountain foothills in Tujunga). The Santa Monica Mountains are the most visible feature from many areas of the city. They are 60 miles long and stretch from Elysian and Griffith parks in Los Angeles to Point Mugu State Park in Ventura County. The Los Angeles River and its associated tributaries and flood plains also are prominent topographic features.

Land form protection. Several sections of the Los Angeles Municipal Code (LAMC) are specifically intended to encourage retention of existing land forms. These include the residential planned development supplemental district (LAMC Section 13.04), which encourages clustering of development in order to reduce grading and preserve existing natural terrain; the slope-density regulations (LAMC Section 17.50-E), which restrict density on the basis of the calculated average of the ungraded slopes at selected contours within a parcel that is proposed for divisions of land; the hillside overlay zone (LAMC 12.21-A.17) within which restricted densities and other requirements for neighborhood and environmental compatibility apply; and the Specific Plan For The Management of Flood Hazards (Ordinance 172,081), which contains hazard protection requirements. In addition, some community plans contain land form protection provisions. Under the California Environmental Quality Act, project design adjustments may be required to mitigate potential significant impacts on landform and unique site features. The California Coastal Act requires minimization of natural landform alteration by new development projects within the coastal zone, including minimization of activities that would contribute to erosion and geologic instability. Flood plain management is addressed by the general plan Safety Element.

Scenic features protection. Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, private and publicly owned sites and public rights-of-way.

The Transportation Element contains provisions regulating scenic highways which are not regulated by specific plans. The element contains a map of the designated scenic highways and guidelines for protection of natural scenic features and for aesthetic enhancement of the highways. Scenic protection provisions also are contained in the community plans. The LAMC contains provisions which potentially protect views. These include height limits and building setback requirements. Some scenic highways, including the Mulholland Drive Scenic Parkway, are regulated by specific plan ordinances that contain design provisions intended to protect natural ridge tops, neighborhood visual ambience, public views and other features.

The California Environmental Quality Act mandates identification and protection of scenic resources. Identified resources include trees, historic buildings, rock outcroppings and similar features that are located within a designated state scenic highway. Under CEQA and the LAMC, decision makers have been able to require retention and protection of scenic features.

Conclusion. Through acquisition, park development and land use planning and development requirements the city has a major role in protecting land forms and scenic features and in making scenic features accessible to the public.

N Loss of natural features of the terrain, especially in mountain and hillside areas.

N Loss of scenic features.

N Loss of visual or physical accessibility to view corridors, scenic features and areas.

Land form and scenic vistas objective, policy and programs:

Objective: protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

Policy: continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

Program 1: permit processing, enforcement and periodic revision, especially environmental review, grading, large lot zoning, clustering of structures, building height limits and other project design and construction methods for protecting natural terrain and features and protecting public view access.

Responsibility: departments of *Building and Safety, *City Planning and *Public Works and other agencies involved in city development permit review and/or processing.

A key policy under the California Environmental Quality Act (CEQA) is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history." 1. To this end, CEQA requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."

2. Courts often refer to the EIR as "the heart" of CEQA because it provides decision makers with an in-depth review of projects with potentially significant

environmental impacts and analyzes a range of alternatives that reduce those impacts.

3. Based on objective analyses found in the EIR, agencies “shall mitigate or avoid the significant effects on the environment whenever it is feasible to do so.”

4. The lead agency cannot merely adopt a statement of overriding considerations and approve a project with significant impacts; it must first adopt feasible alternatives and mitigation measures.

**CONSERVATION OF RESOURCES WHICH PROVIDE
A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM
OVERCROWDING.**

New development can enhance and preserve Los Angeles’ distinctive qualities if it is designed with consideration for the prevailing design character and the effect on surroundings. It is important to conserve important design character in historic or distinctive older areas, some uniformity of detail, scale, proportion, texture, materials, color and building form is necessary. Large buildings impair the character of older, small scale areas if no transition is made between small-scale and large-scale elements

The DEIR should set forth extensive discussions of how this project meets this criteria and how it does not create a large “separation” in the existing neighborhood. The present building on the site “fits in” because it is essentially two stories and creates a harmonious transition from the two story apartment buildings on Havenhurst and the three story apartment buildings on Crescent Heights that it directly borders. The proposed buildings will separate and divide the existing neighborhood just by its sheer size.

Visually strong buildings which contrast severely with their surroundings impair the character of the area. There is no discussion of this policy and of the jarring visual impact of the proposed project. The lack of any discussion and reference to these policies make the DEIR completely inadequate. Other policies which need to be reconciled include the principal that:

POLICY, Hollywood Plan, Feature, pg 4:

“The low-density residential character of many parts of Hollywood should be preserved, and lower density residential neighborhoods should be protected from encroachment by other types of uses”

Similar care should be exercised in the design of new buildings to be constructed near historic landmarks and in older areas of established character.

The new and old can stand next to one another with pleasing effects, but only if there is a similarity or successful transition in scale, building form and proportion. The detail, texture, color and materials of the old should be repeated or complemented by the new.”

The DEIR is nearly devoid of any discussion of the potential impacts of a dramatic change in the zoning for one lot in an area filled with historic buildings. The DEIR inadequately discusses any of these important and directly applicable policies.

Human Needs

In questions of scale, the height of buildings has received the greatest and most continuous public attention. Nevertheless, a citywide plan for building height has not existed prior to this time, and both residents and visitors have experienced stress and concern at the prospect that the appearance of the skyline may continue to change rapidly without further direction or any real planning.

Extremely massive buildings on or near hills can overwhelm the natural land forms, block views, and generally disrupt the character of the city. Low, smaller-scale buildings on the slopes of hills, at their base and in the valleys between complement topographic forms and permit uninterrupted views. The relationship between areas of low, fine-scaled buildings and areas of high, large-scaled buildings can be made more pleasing if the transition in building height and mass between such areas is gradual. Buildings which meet the ground and reflect the slope of the hill relate to the land form. A bulky building creates the most visual disruption when seen from a distance as the dominant silhouette against a background and/or foreground of much smaller structures.

There is no discussion in the DEIR of these principals---merely a conclusion that the building is not disruptive and causes no significant impact—a bare conclusion not supported by the facts, any reasonable discussion or reconciliation of the principals and policies and appears erroneous. An in depth discussion is needed as to how the proposed building is sympathetic to the scale and form of the existing neighborhood so as to reconcile the erroneous conclusions of no impacts or less than significant impacts.

These policies are completely ignored in the DEIR and the exact opposite conclusion is reached without adequate discussion or any facts or law to justify these erroneous conclusions.

“Affordable Housing”

Reviewing the 8150 Sunset Blvd Mixed Use Recirculated Draft EIR and the original draft EIR documentation, one is unable to locate a clear definition of “Affordable” for the “Affordable Units” being included in the project and therefore, as prepared, the documentation is incomplete because it has not adequately evaluated the Community Benefits the project will provide as an offset to the resulting zoning upgrades and potential environmental impacts associated with the proposed project **Therefore, the city must find the EIR deficient and unable to substantiate the proposed project.**

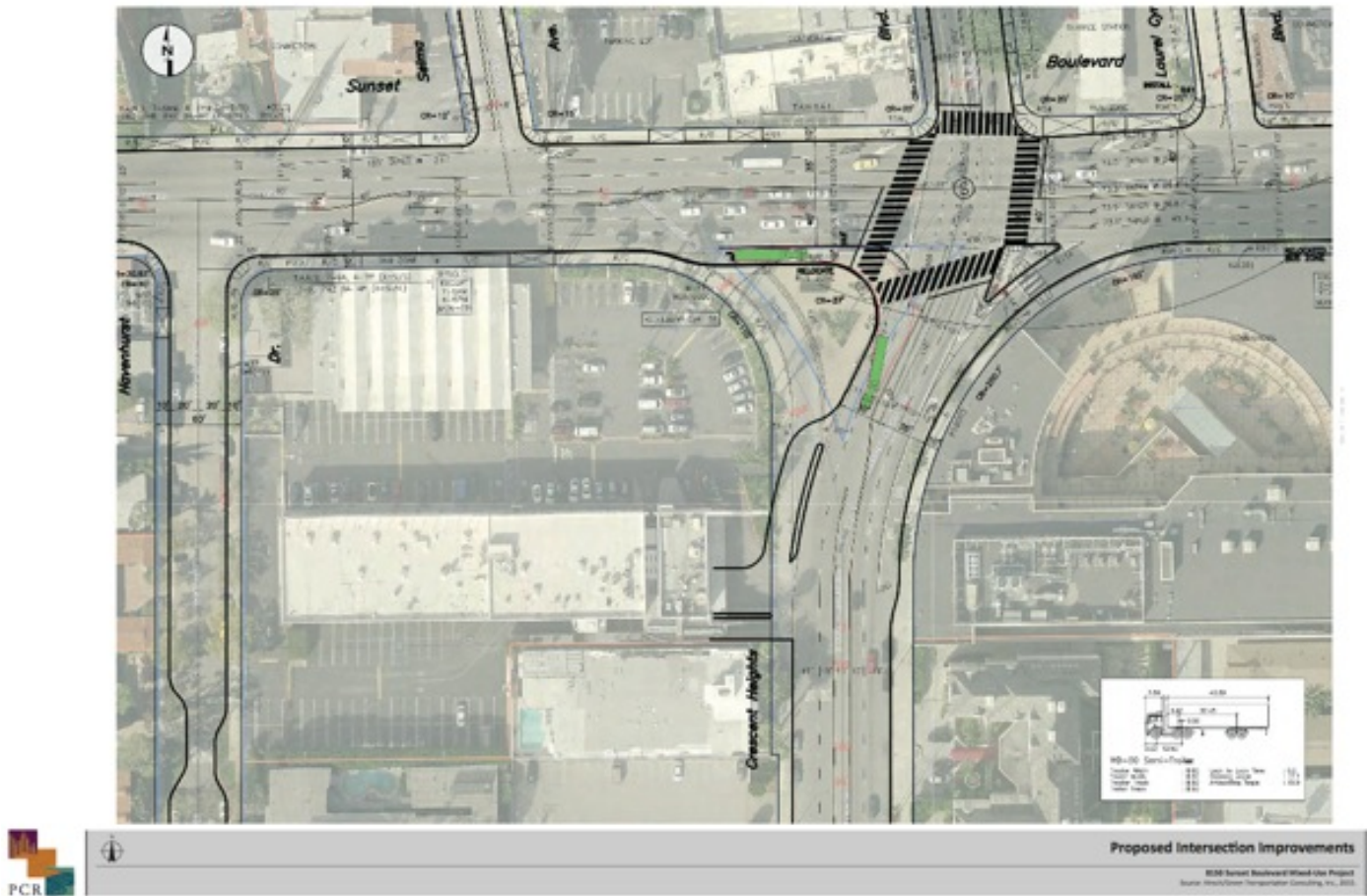
Specifically, the basic assumption is that by providing the Community with Benefits such as Affordable Housing, Parking, Bike Racks and Parks the Developer gets to ignore the underlying zoning on the site and build something much bigger and taller than otherwise possible. The bigger and taller part we’ve got, now – what’s the benefit? We know the number of units, but how much will they rent for and who will they be rented to? Without specific and transparent answers to this question, the EIR is fatally flawed and cannot / should not be approved.

Traffic Island and Current Sweeping Right Turn Moving the Bus Stop

The current triangle and sweeping right turn could be re-worked to allow pedestrian and bicycle passage, in addition to the stop lights and maybe even a cut out for the east bound Sunset bus to pull in out of traffic. Pedestrian refuge medians are being added back in many cities, including the City of Los Angeles. They provide a place for people to safely wait where intersections are busy and complicated. The intersection of Sunset Blvd and Crescent Heights has definitely become much busier and complicated with the new multi use resident, commercial retail, restaurant and event venue project.

The current sweeping right turn lane eastbound Sunset Blvd to southbound Crescent Heights allows for continual vehicle merging, which will be needed with the addition of 500 plus new residents, where there currently are none, commercial and new additional event traffic. Removing the current right turn lane would create a completely stopped right turn lane on Sunset Blvd. Right on red could not be accommodated due to pedestrian crossing and southbound oncoming traffic from Laurel Canyon. The local bus on Sunset Blvd should be kept at the location, or at minimum in front of 8150 Sunset Blvd.

SEE PHOTO BELOW: Semi Truck turn around traffic island - uses all lanes



Moving the Sunset Blvd Bus Stop

Moving the bus stop to 8000 Sunset Blvd as proposed forces pedestrians to cross the street and walk farther to reach the bus. Placing the bus on Sunset in front of 8000 Sunset would back up vehicle traffic turning east onto Sunset Blvd from Crescent Heights’ sweeping right turn. The sidewalk provided for bus rider waiting area is extremely limited at this location. There is minimal sidewalk space to add a bus shelter and or accommodate bus riders with bicycles. This is not a good location for a bus stop.

Fairfax-Sunset a Major High Quality Transit Stop?

PERMITS AND APPROVALS:

The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following: Affordable Housing Incentives, including the following off-menu Incentives:

(1) an off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii);

We do not agree that the project location, at 1,560 feet from a transit stop, entitles the project to a 3:1 FAR bonus. The transit stop at Fairfax and Sunset is a small, neighborhood-oriented bus stop. The transit services provided on Crescent Heights and Laurel Canyon with Metro Routes 2 and 302 do not qualify this project as "transit-oriented development." In addition, these services are not guaranteed to be provided in perpetuity, and could be terminated by Metro at any time. The DEIR says that Metro lines 217 and 780 on Fairfax serve this project, but as stated above, this route is not within guidelines of 1,500 feet.

Significant improvement will need to be made at all bus stops located at Sunset and Fairfax for this to be considered as a "high quality" bus, or major transit stop.

The Recirculated DEIR points out that the project is not within the required 1,500 feet of these very unimproved bus stops for FAR consideration. The DEIR does not mention what improvements will be made or at what locations to achieve a quality bus stop. Please provide more information on the major transit stops and improvements to be made. Failure to have done so makes this DEIR fatally flawed.

A well lit, ADA compliant bus shelter will be needed at this location, if it is to properly serve the new residents, guests, patrons, employees and general public. Restaurant employees and patrons who leave the project later at night and should not have to walk farther distance or be expected to wait at a dark, unsheltered bus stop during late night hours. People will not take the bus.

The rapid bus number 780 does stop on Fairfax south of Sunset Blvd, where the local bus runs on Sunset Blvd. However, the 780 bus does not operate on weekends, holidays or after 8pm during the week. All times that the project site would have heavy commercial use. Hardly a high quality Major transit stop. Santa Monica Blvd is the more major stop for the 780 bus but is even farther away and disqualifies this project from FAR consideration.

Performance Metric #3: Development Located Near Transit Stops

The City's strategy to accommodate growth, as expressed in the General Plan, is to direct most new development to designated centers and corridors well served by transit and other amenities. Locating new development near transit improves mobility, lessens vehicle miles traveled and therefore reduces air pollution and regional congestion associated with growth. The approach also protects the City's low density neighborhoods and encourages economic opportunities, affordable housing, and an improved quality of life.

Traffic objections to DEIR Alternative 9

The impacts from construction and operation are so far reaching in alternative 9 they are an untenable burden for not only residents but commuters who use Sunset Blvd, Laurel Canyon Hollywood Blvd, Laurel, Fairfax Ave and Fountain.

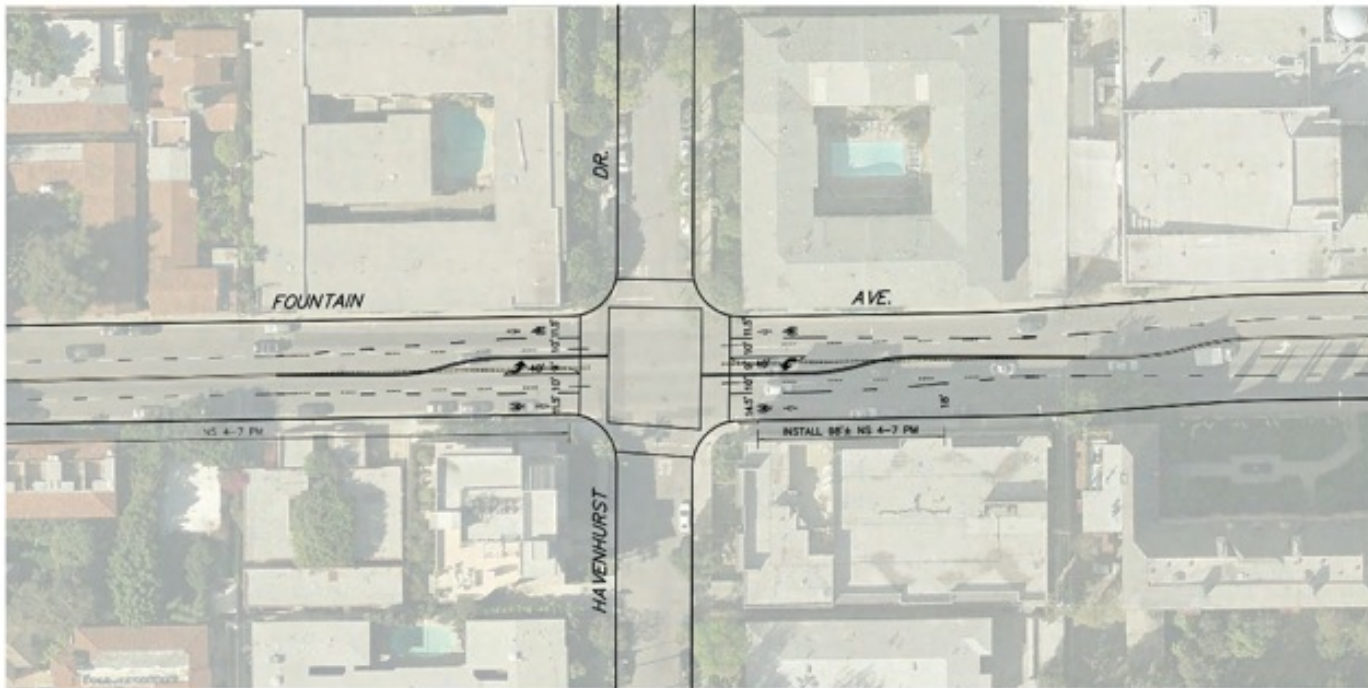
A layman's review of this proposed project can easily pick out numerous glaring issues, demonstrating the most basic operational aspects of this multi use development have not been vetted or thought through.

Alternative 9 is a completely different project, with completely new building configurations and significant changes to proposed traffic patterns and traffic flow than what the current Traffic Study was previously performed for. A New traffic study should be required and performed for this new Alternative 9, and any other configuration that changes or alters traffic flow, travel lanes, traffic circulation, ingress and egress to project site for vehicles, trucks and bicycles on Havenhurst, Fountain Ave, Sunset Blvd and Crescent Heights. The new traffic study needs to include cumulative impacts from other projects approved and planned within one and one half miles of the project site.

We have numerous concerns about traffic flow in and out of the project, and in turn lanes adjacent to the project. In recent years, both Crescent Heights and Fountain have joined Sunset Blvd. as major commuter routes, producing heavy cut through traffic on local neighborhood streets. We are additionally concerned with driver ability and safety of left turns in and out of the project on Crescent Heights.

One of the proposed changes is for Fountain Ave, installing left turn lanes and a traffic light at Havenhurst. Installation of new left turn lanes on Fountain Ave at Havenhurst would reduce the two existing east-west travel lanes to only one in each direction at all hours. Fountain Ave is already overflowing with traffic and backed up in each direction. Changing Fountain Ave to only one travel lane, would eliminate on street parking currently available to residents, further reduce emergency response times and would be disaster!

SEE PHOTO: Fountain Ave at Havenhurst



Conceptual Design for Proposed Left-turn Lane Improvement
at Fountain Avenue and Havenhurst Drive

8150 Sunset Boulevard Mixed-Use Project
Source: Golber Associates, 2013.

FIGURE
4.J-10

We do not believe that the traffic island, which belongs to the city, should be incorporated into the project. The current sweeping right turn lane eastbound Sunset Blvd to southbound Crescent Heights should be preserved as is. It allows for continual vehicle merging function which will be needed to accommodate the new 528 residents, volumes of drivers and delivery trucks going to and leaving the site and Crescent Heights parking garage. The traffic survey on this matter is inaccurate and misleading.

The DEIR is weak regarding pedestrians and silent regarding incorporations of bicycle riders.

Outdated statistics from 2013 do not include many recent building projects to the west and east of the project. We request a new traffic study by an independent company be done to more accurately and impartially assess the project's impact on traffic as this DEIR is fatally flawed in its methodology. All Traffic is estimated by theoretical models instead of empirical evidence. It is easy to do an actual count of

the daily traffic accounts in and out of the present shopping center but this has not been done. The present mall's Traffic estimations of over 7000 cars is a gross overestimate. Townscape's own site manager concludes that about 1500 cars visit the center daily. Real numbers based on empirical evidence, not theoretical numbers, should be used so the city and the public can then properly assess the DEIR traffic impacts.

Construction Truck Access and Street Closures

The DEIR states that construction trucks entering and exiting the project during construction will do so from Crescent Heights, making a left turn across all lanes of traffic up to Sunset Blvd. By the DEIR's own conclusions this will result in 21,000 one way trips or 42,000 in and out truck trips, each one that must cross all lanes of Crescent Heights to then make a right turn on Sunset. If each such effective lane closures of Crescent Heights results in a minute's disruption of traffic, then by the time the project is finished Crescent Heights will have suffered a cumulative 29 days of stopped traffic.

The traffic congestion effect on all surrounding streets, including local residential streets and cut through traffic will be severe. As well as a impacts to street surfaces and infrastructure from heavy load trucks. This is an unacceptable community impact.

Commercial Delivery Trucks

Emissions, noise and environment hazards from expected volume of daily delivery trucks will have a negative and severe effect on the health and welfare of the immediate and surrounding neighborhood, residents, pedestrians, local businesses, traffic circulation and roads.

The DEIR does not take into account in its traffic estimates the fact that the developers are proposing a high volume grocery store on the premises and a high volume gym. We ask that the DEIR be forced to include traffic numbers counted properly from similarly sized grocery stores and gyms.

The project proposes an internal truck delivery and loading dock area for its grocery and retail operations. The recirculated DEIR does not provide information or specifics regarding the actual operations and function for trucks and deliveries.

Multiple restaurant and retail stores will generate heavy delivery truck volume.

How many trucks (large, medium and smaller) can the internal loading dock area accommodate at one time? The DEIR leaves this undressed and so is fatally flawed.

Where would the truck waiting or staging area be located, while trucks wait for other trucks to leave the loading area and free up loading dock access and space? The DEIR leaves this unaddressed and so is fatally flawed.

Would there be a delivery truck waiting-staging location on Sunset Blvd, Havenhurst or other location?

Will there be some type of radio communications between the loading dock office and incoming / out going delivery truck drivers to alert the driver that the loading dock is already in use and at capacity ? The DEIR leaves this unaddressed and so is fatally flawed.

Havenhurst is a small local street. Most small local streets and under street infrastructure in the City of Los Angeles and City of West Hollywood were not designed or made to support the size and weight of large trucks or heavy volume truck traffic.

Would Havenhurst need to be widened and strengthened to support and accommodate the project's proposed heavy truck use and volume ?

Would Sunset Blvd access or regular traffic flow be blocked by trucks entering, exiting, turn maneuvers, or trucks waiting and lining up to enter the project's internal loading dock area on Havenhurst ? The DEIR leaves any of this unaddressed and so is fatally flawed.

Many deliveries for grocery and restaurants make deliveries in the morning, mixing with regular commuter AM peaks rush hours.

How will the project site handle this additional truck volume coming and going from the Havenhurst loading dock area, in addition to approximately 100 plus resident vehicles leaving the project's same vehicle exit location, also traveling north to Sunset Blvd during the same morning peak rush hour time?

Grocery stores in particular get their deliveries during night and very early morning hours. The noise from trucks accessing the project site during the night time and early morning hours (3:30-5am) could be disruptive to residents trying to sleep.

What type of operational noise barriers will be constructed ? The DEIR leaves this unaddressed and so is fatally flawed

The DEIR has represented that only "residential traffic" will be allowed to enter the project from Havenhurst, a tiny residential street. Yet it also states that all truck deliveries are to enter and exit the internal loading dock area from Havenhurst via Sunset Blvd. This includes large daily truck deliveries to the grocery store, restaurant, retail deliveries, garbage trucks etc.

Can such a small residential street such as Havenhurst accommodate this type of large truck maneuvering, turning radius and volume of trucks to back in to the internal loading dock?

It is a reasonable expectation that the most simple access delivery trucks servicing smaller restaurants and retail establishments will stop and park on Sunset Blvd in front of the project site or Crescent Heights on the side of the project site to make their deliveries. Unloading of goods would take place on the public sidewalks, then wheeled into the plaza area and to the restaurant and retail stores. However, this would eliminate vehicle lane use on Sunset Blvd or Crescent Heights for residents leaving in the morning via Sunset Blvd and patrons and employees entering and exiting during the day. The DEIR offers no solutions to this and in fact states only three spaces will be provided in the internal garage for such deliveries as well as taxis, uber, and personal drop-offs. This is a vast underestimation of the likely demand for unloading space created by such deliveries.

Delivery trucks parked on Sunset Blvd would also greatly shorten turn lane length availability for the proposed Sunset Blvd right turn lane and vehicles turning from Sunset Blvd to southbound to Crescent Heights. The right turn lane on Sunset Blvd would overflow to other lanes making Sunset Blvd access for new residents, patrons and all regular vehicle travel near impossible. The DEIR does not address this and is deficient.

Additionally, delivery trucks parked on Crescent Heights would hinder ingress, egress to and from the parking garage access and block vehicle site view on oncoming traffic from Laurel Canyon. Crescent Heights parking garage is proposed to be a very high volume use from employees, patrons, valet set up, residents and residents guests turning left and right into and out of the Crescent Heights parking garage. The DEIR does not address this and so is fatally flawed.

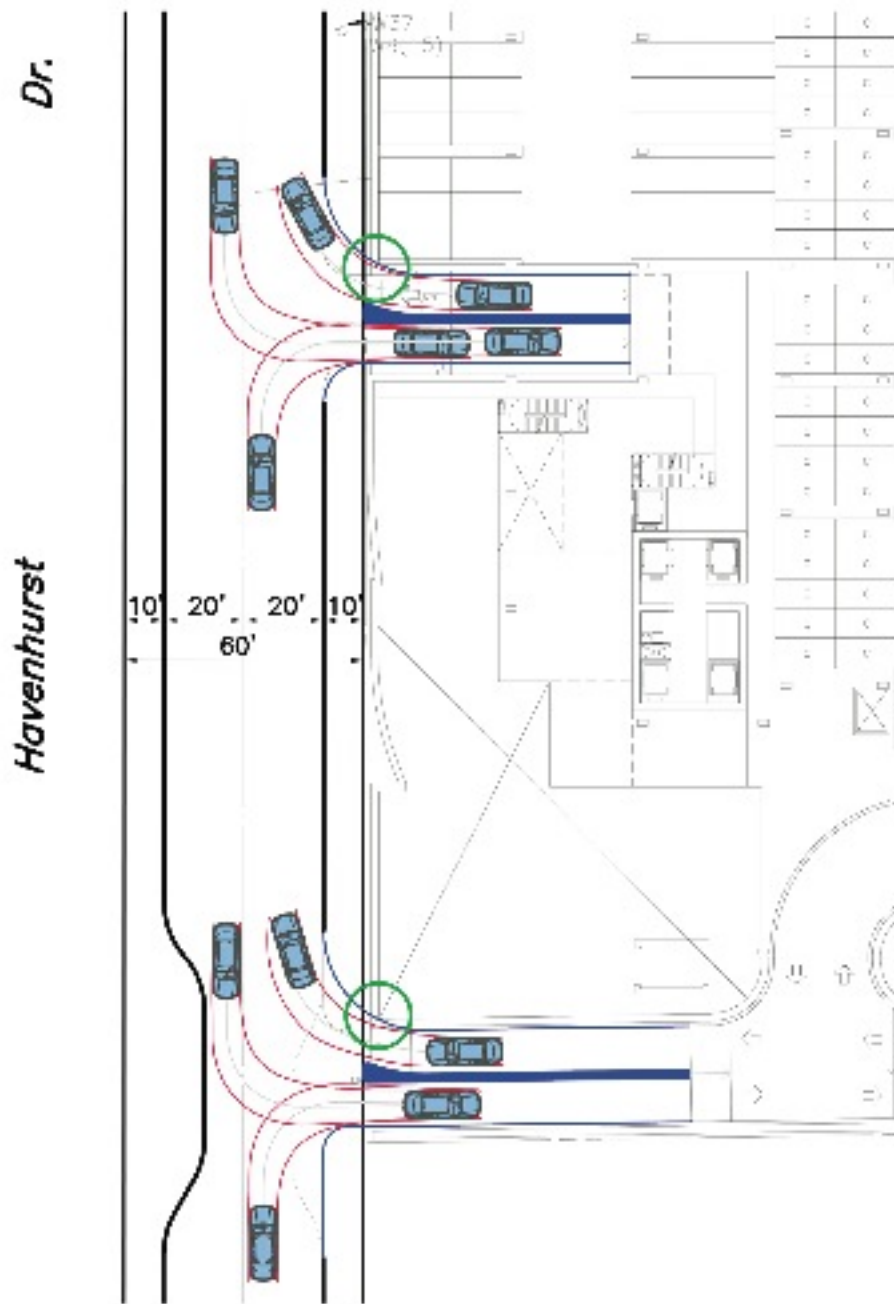
Delivery trucks parked on Sunset Blvd and Crescent Heights would also eliminate or hinder use of a curbside resident, patron and employee passenger pick up and drop off for ride services like Taxi, Lyft and Uber. Easy passenger pick up and drop off areas will be essential for smooth east-west travel on Sunset Blvd and north-south travel on Crescent Heights. An off street cutout area is necessary for Sunset Blvd to accommodate passenger drop off and pick up with out adding more strain on Crescent Heights parking garage access and surrounding neighborhood streets. The DEIR does not address this and so is fatally flawed.

Uber, Taxi, personal deliveries, UPS etc. are inside the parking garage where no one will use them. This is utterly inadequate.

Additionally, the recirculated DEIR doesn't mention if residential moving vans and trucks and daily residential packages deliveries would also be using the Havenhurst

access as well. No mention is made in the DEIR how Havenhurst, a tiny residential street, will be impacted by taxis and personal pick-ups being made for residents at the Havenhurst entrance to the project.

SEE PHOTO BELOW: Havenhurst parking and truck garage access



**Conceptual Design for Proposed Left-turn
Prohibition Improvements at Havenhurst Drive**

8150 Sunset Boulevard Mixed-Use Project
Source: WestGreen Transportation Consulting, Inc., 2013.

FIGURE
4J-5

Parking

PERMITS AND APPROVALS:

The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following: Affordable Housing Incentives, including the following off-menu Incentives:

(2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC Section 12.21-A,5(c), with attendant parking for both commercial and residential parking;

Parking Option 1, pursuant to Section 12.22-A,25(d)(1), which allows parking to be provided at a ratio of 1 space for each studio and one- bedroom unit, and two spaces for each two- and three-bedroom unit, and provides that required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units;

The DEIR states that Mixed Use buildings are permitted to sell or rent parking spaces, but does not provide specifics as to how many spaces will sold or rent or at what cost.

The DEIR also states parking will be provided by valet only or shuttle for events, but does not provide information of cost per vehicle.

The DEIR states that parking discounts will be given for vehicles with 3 or more occupants, but patrons going to a grocery store, gym or bank generally don't travel with 3 or more people per car. Sunset Blvd, Havenhurst and Crescent Heights already has little to no available extra street parking. If parking and valet charges are high, vehicles will not park at the complex, but will circle the neighborhood streets looking for parking, causing more emissions, noise and congestion. Townscape Partners previously demonstrated their desire for high parking fees in 2013 with disastrous outcome for neighborhood serving establishments and local patrons.

This proposed development shows real probability of overrunning and overwhelming the surrounding neighborhood. Availability, accessibility and affordability of parking, for this location are important details to provide. Parking spaces for residents, guests, employees and patrons for separate establishments, along with the cost or charge for a parking spaces, parking and valet charges should be provided and included in the DEIR and RDEIR. Additionally, local neighbors of the project site, are hillside residents who will need to drive to the location.

Will a self park option be available ?

Will free parking be available ?

Will guests of residents be charged for parking ?

Will service workers, (painters, repair people, construction workers etc.) housekeepers for residential units and condos be charged to park on site ?

The DEIR does not address any of this and so is fatally flawed.

Event Venue Parking and Traffic Circulation

Applicant - Page ES-45. Modify text; PDF-Traffic-2, During occasional large special events on-site, the Applicant shall (1) require that all event-related parking is valet-only or (2) secure off-site facilities (including shuttle service to and from the off-site parking area (s) for event guests), or a combination of valet-only and off-site parking.

The Project says the site, in addition to residential and commercial mix, will also be an event venue. While there are residential uses located close by high volume, high intensity event venues, generally residents don't live at event venues. This is not usually a compatible mix.

The DEIR states that guests coming for events will only valet park or be shuttled for off site parking locations, but does not say what type of events, how many people would be attending, what the hours events would take place, or where the off site event parking is located.

The corner of Crescent Heights and Sunset Blvd is not an appropriate location for large high volume, high intensity public or private events.

High volume event traffic with many guests arriving at the same time by car trying to access the valet parking garage on Crescent Heights would over flow the southbound and northbound vehicle travel lanes waiting to turn left and right into Crescent Heights garage.

High volumes of vehicle would block exiting vehicles from turning left onto Crescents Heights and general traffic flow on Crescent Heights and Laurel Canyon.

How many events would take place monthly or annually ?

What type of events would be held at the location ?

Would events be private events or open to the general public?

During what hours and days would events take place ?

Would events take place during late night hours ?

How will residential uses be separated from event use ?

Will event use of location and parking access be separate from residential and general neighborhood commercial use ?

Will the plaza area, retail and restaurant use be closed to general public during

events ?

If the plaza area is used for private events, that don't include the on site residents, how do residents access their units from the plaza area ?

More information regarding traffic flow, shuttling and access during events and in general should have been provided, making this DEIR fatally flawed.

Public Safety

Increased response times for fire/paramedic units will be further slowed into the neighborhood by the increased traffic this project will generate. The responding agency, LAFD, has already submitted to the city a finding that the size and density of the proposed project, coupled with reduced response times, would render fire protection for the project and its residents **"inadequate"**. It goes on to state the following **"Adverse effects"** the project will generate: **"Project implementation will increase the need for more fire protection and emergency medical services in the area"**. This letter is signed by the fire chief of the LAFD.

Who will pay for this? At what point does the cost to the city for the supposed benefits of a few affordable apartments become outweighed not only by the damage done to an entire neighborhood's quality of life but real cost outlays for additional fire and ambulance personnel or even a new fire station to handle the unnecessary density the project creates? The DEIR is utterly silent on this and therefore must be considered fatally flawed and be rejected.

Operation Impacts

It is reasonable to assume that residents of a Frank Gehry building would be affluent tenants and owners who would want a separate, more private residential pedestrian access other than having to walk out through the parking garage or directly into and through a public plaza space.

The project has a large residential component, but doesn't appear to have a residential relationship to Havenhurst or Crescent Heights, which are residential streets. The rendering included in the DEIR only shows a residential relationship with the commercial public plaza, rather than a defined front door for residents and their guests.

Resident pets

It is reasonable to presume that of the 249 new units and with 505-528 new residents, the project would be home to approximately 100 plus new resident dogs. The project rendering does not show amenities or place for these resident pets, such as an on site dog run dog, making the DEIR flawed.

Further, the DEIR doesn't not address how these resident pets / dogs will access or

leave the project site for their daily walks other than out through the parking garages on Havenhurst or Crescent Heights, or through the public plaza entry points on Sunset Blvd, thus mixing with shoppers coming and going and people dining. While I'm sure the dogs would enjoy participating in plaza dining, this would not be the best access or safe route for excited pets or patrons.

More consideration should be paid to providing wider sidewalks. Mixed use is just that, a mix of residential function and commercial function and event venue function. Mixing multiple functions requires more effort. The current sidewalk renderings cater more to the current commercial use, rather than the new increased use and basic daily function for 528 new residents, their pets, rideshare drop off and pick up, transit bus waiting areas and substantially increased commercial use. This makes the DEIR flawed.

Required park space

Affordable housing is not the only "community benefit" on which this project's DEIR bases its approvability. Other "community benefits" include park space. The developer is counting private resident terraces as community park space. The developer is also counting its legally mandated setbacks as community park space. The developer is using hoped-for annexed city land that it does not own as park space while taking away a much needed transit island. This does not constitute true public park space in any real form and does not meet the city's own criteria for community park space. Will the affordable housing residents have their own terraces, or will they be given the worst units on the bottom of the project with no outdoor space to speak of? Will they be shuttled through a "poor door", which was proposed by the same developers on their last project at 8899 Beverly Blvd?

Specifically, the basic assumption is that by providing the Community with Benefits such as Affordable Housing, Parking, Bike Racks and Parks the Developer gets to ignore the FAR on the site and build something much bigger than otherwise possible. What is the Community benefit? Where is the Public offsite Park space other than interior plaza space on site? Why has the "community benefiting public park space" been put mostly on the private residential terraces up in the towers? How will this park space benefit the community if they can not access it? How come the city owned large traffic island is being gifted to the developers, then given back to the community in the form of a Set Back/park space? Why hasn't the developer shown a proposal that only uses the land it actually owns, instead of annexing city land in all alternatives? We know the number of affordable units, but how much will they rent for and who will they be rented to? Without specific and transparent answers to this question, the DEIR is fatally flawed and cannot / should not be approved.



William Lamborn <william.lamborn@lacity.org>

re the May 24 meeting

2 messages

Micki Sauer <mickisauer@aol.com>

Fri, May 20, 2016 at 6:00 PM

To: William.lamborn@lacity.org

To Whom It May Concern,

Since I am unable to help by attending the meeting about the Sunset / Crescent Heights proposed development, I would like to at least give my opinion on it by email. Thank you for providing this address for me to do so.

I am a Los Angeles native. I know how great this city is. I seem to be in a diminishing group that believes it can be ruined. Yes, more and more people want to live here - that's always been the case. But the development that is going on these days is above and beyond what would serve anyone currently living here and the infrastructure equipped to handle it - AND is not what this city needs in the way of growth.

The loopholes and promises and eyes looking the other way has got to stop! Fix what is here. Repair the pipes and roads that are here and having a hard time dealing with the population at its current numbers. Put money towards more police and firefighters to help protect the people who are here in this city Now. Update neighborhoods with renovations that fit in with the current scale and design.

The notion that low income housing allotments in these high rises will make things "fair" is a joke. It is a way for developers to make their money by way of a compromise that will only alienate tenants and add to hostility and anger that is doing just fine on its own these days.

I have never felt so suffocated in this city or neighborhood as I do now. Keep this city great but don't overbuild and create more madness for all of us here trying to make it.

Thank you.
Micki Sauer

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:47 AM

To: Micki Sauer <mickisauer@aol.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset hearing

2 messages

Joe Eastwood <j.eastwood310@gmail.com>

Sat, May 21, 2016 at 2:05 AM

To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

I am very concerned about traffic on Havenhurst. Do not allow the developer to have an exit on our already crowded street.

That island is CRUCIAL to traffic flow on Sunset.

They are not planning enough parking.

Thank you for your time.

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:48 AM

To: Joe Eastwood <j.eastwood310@gmail.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

8150

1 message

Phyllis Present <ppresent@aol.com>
To: William.lamborn@lacity.org

Sat, May 21, 2016 at 2:28 PM



William Lamborn <william.lamborn@lacity.org>

8150 Crescent Heights

2 messages

Phyllis Present <ppresent@aol.com>

Sat, May 21, 2016 at 3:34 PM

To: William.lamborn@lacity.org

It is with great regret I will not be able to attend the hearing, as I have at others. It is a sad reflection on the current inconsideration of the "ordinary person" living experience. Residing in Los Angeles for 49 years and watching money talk over the wishes of those trying to drive a car in this vicinity is outrageous.

1) Difficult to see from the renderings as to whether the "triangle" will be incorporated. Very much against that. The slip road onto Crescent Heights South from Sunset should remain and City property should not be allowed for private use, be it rental or not. It had been maintained by our taxes for many years.

2) Traffic flow and impact on neighboring residential streets, i.e. Sunset, Crescent Heights, Hollywood Blvd, Laurel Canyon, and ALL the residential streets North and South that run off these as far as La Brea. I do not believe that the amount of traffic generated by such a complex, that will have Residential spaces, has been considered.

3) The so-called entrance to "The Strip" design is so outrageous that we will well deserve the term "Lala Land". Also the whole project is so crowded without the City taking into account the Parking spaces allowed will be mainly Compact with so many cars being SUV's they will take up two spaces at a time.

4) A restaurant Roof Top restaurant...does that mean music and noise for this living in the area?

5) What is meant by "affordable housing"? Just curious, when a Studio in Hollywood is \$1,200 per month.

6) Whatever happened to height restrictions in Los Angeles? Is this still not earthquake country with no proof, as yet, that our Earthquake Standards" will hold in a "big one"?

I feel so discouraged by all these questions. With all the building that is being allowed on Sunset Boulevard with little restrictions, mainly with West Hollywood projects, is there a plan in progress that motorist lives will be considered for the better, instead of sitting in traffic for hours?

Sincerely,

Phyllis Present

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:48 AM

To: Phyllis Present <ppresent@aol.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset

2 messages

Jeremy Gardiner <jeremy.gardiner@gmail.com>

Sun, May 22, 2016 at 12:44 PM

To: William.lamborn@lacity.org

Dear Mr. Lamborn,

I'm writing as a life long Hollywood resident and Laurel Canyon home owner for the last seven years. I'm presently working on location out of state, otherwise I would attend Tuesday's 8150 meeting, but hoped you would have a few moments to read and consider this email.

Plain and simple, the proposal is grossly over sized when compared to every other building in the neighborhood. When the developer bought the property they knew it was zoned for four stories. Their decision to purchase should have been based on how much they could make off of a four story development, not how much they could push the zoning laws around to maximize their profit to the detriment of everyone around their development. Their profit is not more important than the impact this proposed development will have on those directly around it and those who will suffer from the increase in traffic congestion, delays to safety teams arriving for fire and medical emergencies in the surrounding hills and canyons and loss of views to the homes in the hills directly behind it.

If you approve this project's request to exceed the zoning heights that came with the purchase of this property, you will be allowing one developer to reap unjustified rewards to the detriment of 1000's of area residents and 10,000's of LA residents who use Sunset and LC Blvd on their daily commutes. Their EIR is so inaccurate when it comes to detailing the developments impact of traffic, safety and quality of life that it is reason enough to reject all the developer's proposed mitigations and remedies as insufficient. Plus, you know in your heart that one day, perhaps soon, someone will die because of the traffic delays this specific development's oversized nature will cause to those in the hills and canyons who need emergency services delivered to them in a timely manner.

When Schwab's, the property across the street was re-developed, that developer followed the zoning laws and was able build a financially successful four story complex that serves the neighborhood, didn't grossly impact traffic patterns and provided for return on their investment. There's no reason why 8150's developer can't accomplish the same while being held to the height restrictions that were in place when they purchased the property. The neighbors of 8150 Sunset and the citizens of Los Angeles need your support and protection from this kind of gross manipulation of the zoning codes.

Sincerely,
Jeremy Gardiner
8751 Wonderland Park Avenue
Laurel Canyon, CA 90046
(323) 899-4505 c
jeremy.gardiner@gmail.com

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:49 AM

To: Jeremy Gardiner <jeremy.gardiner@gmail.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset

2 messages

Larry Boring <larrydaleb1@gmail.com>

Sun, May 22, 2016 at 1:52 PM

To: William.lamborn@lacity.org

It is still too high.

Respectfully,
Larry Boring

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:50 AM

To: Larry Boring <larrydaleb1@gmail.com>

Thank you for your comments. They have been received.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

No to 8150 Sunset

2 messages

Lyn Healy <lynhealy@me.com>

Mon, May 23, 2016 at 8:35 AM

To: William.lamborn@lacity.org

Hello Mr Lamborn

As a long time resident of laurel canyon, i am violently opposed to this huge development at the corner of sunset and crescent heights.

Traffic is horrible as it is, the area and infrastructure cannot handle this sort of population/car burden

Please contact me if you would like to hear more.

Lyn Healy

8112 Gould Ave.

LA 90068

323 646 3995f

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 8:51 AM

To: Lyn Healy <lynhealy@me.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]

—



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

Comment on Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR / CEQA No.: ENV-2013-2552-EIR

2 messages

Ben Nichols <bennichols1@yahoo.com>

Sun, May 22, 2016 at 10:22 PM

Reply-To: Ben Nichols <bennichols1@yahoo.com>

To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

Dear Mr. Lamborn,

I live in Laurel Canyon and I have to make my way through the Laurel Canyon/Crescent Heights and Sunset Blvd. intersection every day. The traffic in this intersection during peak commuting times is already strained to the limit! Have traffic engineers determined how traffic will be affected if the traffic island is given to the developer to incorporate into his project as he wishes? If eastbound traffic on Sunset Blvd. is not allowed to flow to the south in the open lane which currently separates the island, the effect will be a NIGHTMARE for commuters who have no choice but to drive through this intersection!

I am not opposed to development, but I am opposed to giving away city-controlled property to the detriment of citizens. Please DO NOT APPROVE this EIR in its current form. Please protect us from undue congestion at this critical intersection which will negatively affect thousands of citizens on a daily basis!

Thank you for your time and consideration on this very important matter.

Sincerely,

Ben Nichols
8419 Edwin Drive
Los Angeles, CA 90046
[\(323\) 656-6823](tel:3236566823)

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 9:13 AM

To: Ben Nichols <bennichols1@yahoo.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:2139781470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Comment on Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR / CEQA No.: ENV-2013-2552-EIR

Ben Nichols <bennichols1@yahoo.com>
Reply-To: Ben Nichols <bennichols1@yahoo.com>
To: William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 10:02 AM

Thank you for listening, Mr. Lamborn! I appreciate the work you do on behalf of our city.

Ben
[Quoted text hidden]



William Lamborn <william.lamborn@lacity.org>

8150 Sunset project

2 messages

Victoria Miller <vickyreps@mac.com>

Mon, May 23, 2016 at 9:36 AM

To: william.lamborn@lacity.org

Mr Lamborn,

IT is really beyond my comprehension that this project is being considered. The greed of one vs the well being of an entire community. We live in Laurel Canyon and travel the Susnet route every day.

The traffic is already unimaginable and short trips that would take 7 minutes end up being a frustrating bumper to bumper parking lot of 15 to 20.

I see no reason to approve this monstrosity of a project in such a key intersection that is already overwhelmed by traffic and over capacity.

What is this going to bring to an already congested area? Remember what happened to Highland and Hollywood? ITs just a huge mess now and what we have is a little frequented shopping area with all the same retail outlets several blocks away. Mediocre restaurants... its a mess.

Do the right thing and STOP this porject now. This overdevelopment is ruining our city and making it unbearable to live here.

Thanks

Victora Miller

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:27 PM

To: Victoria Miller <vickyreps@mac.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Project

2 messages

Justine Schmidt <justine@schmidt.net>

Mon, May 23, 2016 at 10:54 AM

To: William.lamborn@lacity.org

I can safely speak for the residents in the Hollywood Hills. We can't afford more traffic. It is already impossible to drive down Sunset. When there is a disaster like an earthquake or fire we will be stuck and dangerously sacrificed because of the greed of the developers. You must reduce the size and the height of those buildings for the sake of the people that live in the area. Thank you.

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 1:38 PM

To: Justine Schmidt <justine@schmidt.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

On Mon, May 23, 2016 at 10:54 AM, Justine Schmidt <justine@schmidt.net> wrote:

I can safely speak for the residents in the Hollywood Hills. We can't afford more traffic. It is already impossible to drive down Sunset. When there is a disaster like an earthquake or fire we will be stuck and dangerously sacrificed because of the greed of the developers. You must reduce the size and the height of those buildings for the sake of the people that live in the area. Thank you.



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd.

2 messages

Kent McCord <rockymc@earthlink.net>

Mon, May 23, 2016 at 10:54 AM

To: William.lamborn@lacity.org

Dear Mr. Lamborn,

My name is Kent McCord and my wife and I have been residents in the immediate area of this intersection for 50 years. Since 1970 we have lived on Orange Grove Avenue just north of Hollywood Blvd. The proposed development at 8150 Sunset, an intersection that on any give day in the morning and evening is already gridlocked, would be a disaster. This project is totally out of scale with the density that was on this site when it was the Garden of Allah and the mall that has been there the past decades.

With the one club that currently exists on the northwest corner, we frequently hear music playing well past midnight.

This project cannot be allowed to go forward in its current size and scope.

Sincerely,

Kent and Cynthia McCord

Sent from my iPhone

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 1:38 PM

To: Kent McCord <rockymc@earthlink.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

8150 Sunset Project and my Down syndrome son

2 messages

Marne Carmean <marne.poet@gmail.com>

Mon, May 23, 2016 at 11:19 AM

To: William.lamborn@lacity.org

Dear Mr. Lamborn,

I have lived at 1354 N. Havenhurst Drive, #11, for thirty-eight years with my Down syndrome son. Which is to say the drastic change on Havenhurst that would be incurred with approval of this project, would create a hostile environment with the increase of traffic resembling Fountain Avenue.

Too much, too fast for him.

Thank you for your time and attention.

Marne Carmean

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 1:39 PM

To: Marne Carmean <marne.poet@gmail.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd

2 messages

Greg Morrow <gmorrow13@yahoo.com>

Mon, May 23, 2016 at 1:18 PM

Reply-To: Greg Morrow <gmorrow13@yahoo.com>

To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

To whom it may concern,

I'm not the kind of person who normally gets involved in this sort of thing, but I've been a Laurel Canyon resident for over 50 years, so I feel compelled to say something.

WHAT ARE YOU THINKING! This project is only going to make an already overly congested intersection untenable. You can't tell me that adding all that retail and residential space is not going to adversely impact traffic. Not to mention the property values of the people who live on the hill behind the tower, whose views of the city are being blocked. Or the people who are going to have to live in the shadow of that monolith.

Who's benefiting from this project? the developers? the city tax base? Certainly not the people who live in the area. The way I see it there's more than enough convenient retail locations already and more already under construction.

Frank Geary is currently one of the best architects in the United States, but I don't care if Frank Lloyd Wright himself is designing this complex, YOU JUST DON'T GET IT! In its current configuration it just doesn't work.

Respectfully submitted,

Greg Morrow
8766 Arlene Terrace
Los Angeles, CA 90046
gmorrow13@yahoo.com

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 1:39 PM

To: Greg Morrow <gmorrow13@yahoo.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

Tamara Bergman & Michael Schwartz <sbsierra@gmail.com>

Mon, May 23, 2016 at 2:06 PM

To: william.lamborn@lacity.org, David Ryu <councilmember.ryu@lacity.org>, Councilmember David Ryu <david.ryu@lacity.org>, ryu <julia.duncan@lacity.org>

Cc: Cheryl Holland <hollandc@me.com>, bruce remick <Bruce@bruceremick.com>

Dear Mr. Lamborn,

We are writing on behalf of Sunset Square Neighborhood Org (a pending HPOZ). We have over 600 residents and homeowners living between 3 and 10 blocks from this project. This IS our neighborhood. Below in Blue bullet points are our comments and requests. **We support Councilmember Ryu's letter to you requesting that this project be down sized in height, density and scale.** Also, this intersection already has an F and is extremely crowded at all hours. Adding such a volume of cars to this area will have a hugely negative impact on its own and cumulatively with all of the other current and proposed projects along Sunset in the city of Los Angeles and West Hollywood. There is no way to mitigate the volume of this traffic that will be added by this oversized project.

We urge you to not certify the EIR at this time and to ask the developer and the city to go back to the table and make the plans for this project more compatible with the surrounding area and the capacity of the property.

All of the surrounding properties are under 3 stories.. The Directors Guild building at 7920 is 8 stories but this is not a public building and it has relatively few visitors. Also the requested inclusion of the traffic island at Crescent Heights and Sunset is a "taking" of property from the citizens of Los Angeles. This should not be allowed to become part of the property for this project. That island allows people and buses and ER vehicles traveling east on Sunset to turn right at Crescent Heights Blvd. If you eliminate it, traffic will be even more congested and backed up coming east on Sunset. We have a real problem with access for ER vehicles. Sunset is the main artery for them to get to all of the area west of Crescent Heights and up into the hills all the way to Doheny. All of that area is covered by Fire station #41 at Gardner and Sunset. The response times are becoming longer than ever. Please consider what we are saying because this station also services the area from La Brea to Crescent Heights from the City of West Hollywood border up into the hills to the north. We are all highly impacted by slow

response times as they keep the station from responding to other calls as well.

Thanks you in advance for your consideration of our comments in this email and in the section below.

Cheryl Holland and Tamara Bergman

1525 N Ogden

1521 N Sierra Bonita

LA CA 90046

President and Treasurer - Sunset Sq Neighborhood Org

Pending HPOZ

REQUESTED ACTION:

The Deputy Advisory Agency will consider:

1. Pursuant to Section 21082.1(c) of the California Public Resources Code, certification of the **Environmental Impact Report**, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for ENV-2013-2552-EIR, SCH No. [2013091044](#);

- Do not certify the EIR.
- Do not certify Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program.
- Proposed mitigation measures are not clear, viable or funded.
- City of Los Angeles does not have Mitigation Monitoring Program for this project.
- This is Not a "Regional Center" that supports a new entertainment venue.
- 8150 Sunset Blvd is "Neighborhood Office Commercial".

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 17.03, **Vesting Tentative Tract Map** No. VTT-72370 to permit the merger and re-subdivision of a 111,339 square-foot site into one Master Lot and 10 airspace lots, and for a mixed-use development consisting of 249 residential apartment units, including 28 affordable units, and 111,339 square feet of commercial retail and restaurant uses. The project request includes Haul Route approval for the export of approximately 58,500 cubic yards of material.

The City Planning Commission Hearing Officer will consider:

1. Pursuant to Section 21082.1(c) of the California Public Resources Code, the adequacy of the **Environmental Impact Report**, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for ENV-2013-2552-EIR, SCH No. [2013091044](#), for the following actions:

- Mitigation measures and Mitigation Monitoring Program are not adequate to support this project size and intensity.
- Strict and tested measures must be in place, to not further deteriorate local emergency services surrounding the project site, high fire danger hillside neighborhood and City of West Hollywood.
- The surrounding low intensity neighborhoods, including the City of West Hollywood can not support the height, noise and intensity of this proposed new entertainment venue.
- The Hollywood Community Plan of 1988 and 2012 specify to direct growth of new high density, high intensity development to regional centers where growth can be accommodated. This is not a regional center, but local "neighborhood office commercial".

2. Pursuant to LAMC Section 12.24-W,1, a **Conditional Use** for the sale and/or dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with four restaurant/dining uses, and the sale of a full line of alcoholic beverages for off-site consumption in conjunction with a grocery store;

- Do not approve full line of alcoholic beverages for this project. It is unknown what type of restaurant / entertainment uses will be onsite.
- LAPD Hollywood Division and LAFD does not have additional resources to support a project of this size and intensity, not in the regional center.
- Strict and tested measures must be in place, to not further deteriorate local emergency services surrounding the project site, high fire danger hillside neighborhood and City of West Hollywood.

3. Pursuant to LAMC Section 12.22-A,25(c), a 22% density bonus to provide 45 additional units, in lieu of the 35% density bonus, where 11% (28 units) of the total units will be set aside for Very Low Income Households, and the utilization of **Parking Option 1** to allow one on-site parking space for each Residential Unit of zero to one bedrooms, two on-site parking spaces for each Residential Unit of two to three bedrooms, and two-and-one-half on-site parking spaces for each Residential Unit of four or more bedrooms. The applicant is requesting two **Off-Menu Affordable Housing Incentives** as follows:

a. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to allow the lot area including any land to be set aside for street purposes to be included in calculating the maximum allowable floor area, in lieu of as otherwise required by LAMC Section 17.05; and

- Deny the Off-Menu incentive to allow lot area including any land set aside for street purposes.
- It would be irresponsible for the City of Los Angeles to give away and valuable and desperately needed street asset.
- The local bus on Laurel Canyon ends operations at 8PM. No transit available for north south travel during evening and night time hours.
- Rapid bus on Fairfax Ave does not operate during evening and night time hours. No bus
- Local Sunset bus only runs on the hour after 11:30pm - Very Limited night time service.

b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to allow a 3:1 Floor Area Ratio for a Housing Development Project located within 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in LAMC Section 12.22-A,25(f)(4)(ii);

- Deny the Off-Menu incentive to allow a 3:1 FAR
- Project is 1.9 - 2 miles from rail metro.
- Is not within 1,500 feet of Fairfax Ave
- The project proposes zero upgrades for bus stops.
- The local bus on Laurel Canyon ends operations at 8PM. No transit available

for north south travel during evening and night time hours.

- Rapid bus on Fairfax Ave does not operate during evening and night time hours. No bus
- Local Sunset bus only runs on the hour after 11:30pm - Very Limited night time service.
- The project proposes to move the bus farther way from their project site. Proposed location does not have sidewalk width and not ADA compliant.
- This project does not meet the requirements and location can not support allowing the proposed height, density and intensity of use.
- Deny the Off-Menu incentive to allow a 3:1 FAR

4. Pursuant to Section 16.05 of the LAMC, **Site Plan Review** for a project which creates or results in an increase of 50 or more dwelling units and 50,000 gross square feet of nonresidential floor area.

The purpose of the hearing is to obtain testimony from affected and/or interested persons regarding this project. The environmental document will be among the matters considered at the hearing.

The Deputy Advisory Agency and the Hearing Officer will consider all the testimony presented at the hearing, written communication received prior to or at the hearing, and the merits of the project as it relates to existing environmental and land use regulations. The Advisory Agency may act on the Vesting Tract Map during the meeting, or may take the tract map under advisement and render a decision at a time thereafter. Following the hearing, the Hearing Officer will prepare a report, including the recommendation of the Department of City Planning, which will be considered by the City Planning Commission at a later date.

Proposed new bus stop location at 8000 Sunset Blvd-away from the project site



Proposed new bus stop location-away from the project site

This is the proposed " High Quality Transit Stop"



Bus stop Fairfax Ave south bound at Sunset-No shelter or amenities

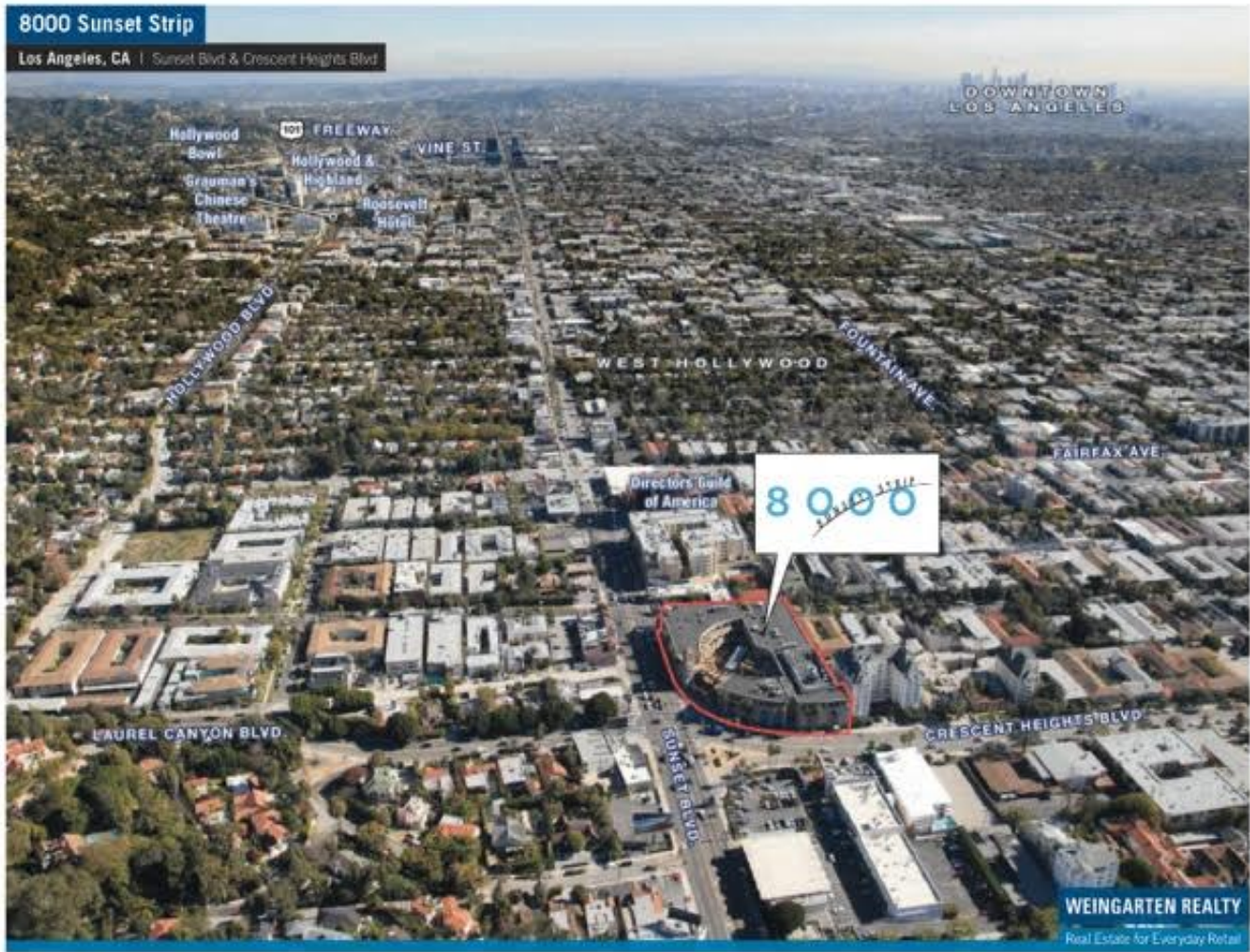


Sunset Blvd local bus stop at Fairfax Ave-No shelter or amenities

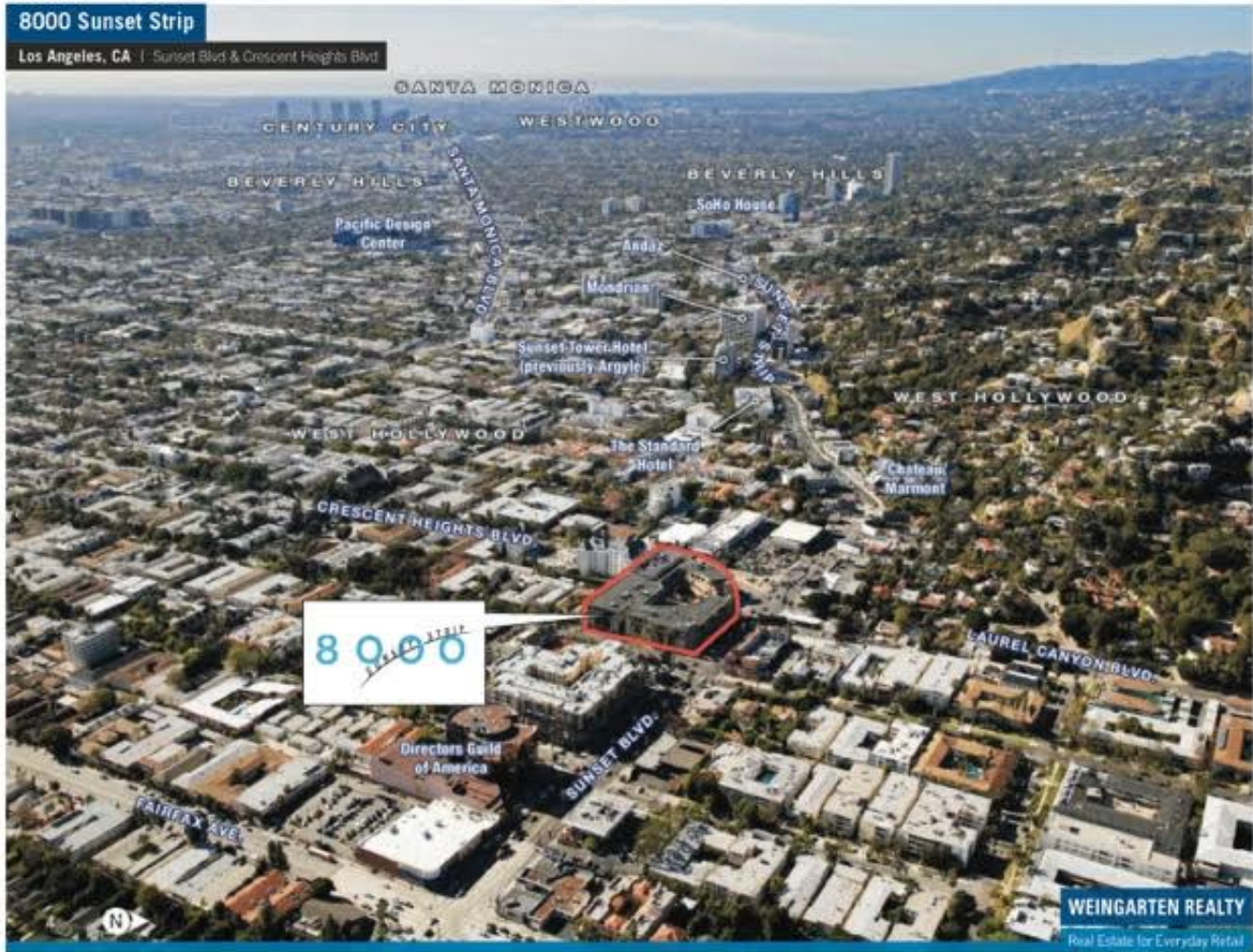


Sunset Blvd local bus stop at Fairfax Ave-No shelter or amenities

8000 Sunset THREE (3) STORY BUILDING



8000 Sunset-south east corner of Crescent Heights and Sunset Blvd
Looking east to adjacent single family HPOZ neighborhoods



8000 Sunset-south east corner of Crescent Heights and Sunset Blvd
 Looking south and west west to Hollywood Hills and City of West Hollywood

William Lamborn <william.lamborn@lacity.org>
 To: Tamara Bergman & Michael Schwartz <sbsierra@gmail.com>

Mon, May 23, 2016 at 4:34 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
 William Lamborn
 [Quoted text hidden]



William Lamborn
 Major Projects
 Department of City Planning
 200 N. Spring Street, Rm 750
 Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Chase Bank - Sunset & Crescent Heights

2 messages

EDWYNA RENNIE <rennie58@att.net>

Mon, May 23, 2016 at 2:11 PM

Reply-To: EDWYNA RENNIE <rennie58@att.net>

To: cd4.issues@lacity.org

Cc: councilmember.ryu@lacity.org, william.lamborn@lacity.org

Good Afternoon,

Please, let's be smart about preserving our buildings, architecture. L.A. is notorious for obliterating its history.

We know better now, don't we?

Development is going rampant and ruining character of so many neighborhoods - we talk about it all the time.

These buildings, every bit of history...all important.

Thank you for considering options!

Edwynna Rennie

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:36 PM

To: EDWYNA RENNIE <rennie58@att.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Redevelopment Sunset and Crescent Heights

1 message

Rachel Foyt <rachel_foyt@hotmail.com>

Mon, May 23, 2016 at 2:16 PM

To: "cd4.issues@lacity.org" <cd4.issues@lacity.org>, "councilmember.ryu@lacity.org" <councilmember.ryu@lacity.org>

Cc: "afine@laconservancy.org" <afine@laconservancy.org>, "william.lamborn@lacity.org" <william.lamborn@lacity.org>

Dear Councilmember Ryu,

I am writing in regard to the redevelopment planned for the southwest corner of Sunset and Crescent Heights boulevards.

The current project calls for the demolition of the former Lytton Savings building (currently Chase Bank). I strongly object to the needless demolition of a historic building that could otherwise be integrated and reused as part of the overall design. Please press for a preservation-based solution instead of tearing down a historic Modernist building.

Please help!

Thank you for your kind attention.

Sincerely,

Rachel Foyt



William Lamborn <william.lamborn@lacity.org>

Lytton Savings Building

2 messages

Brigid Bjorklund <brigidesign@gmail.com>

Mon, May 23, 2016 at 2:42 PM

To: william.lamborn@lacity.org

Hello Mr. Lamborn,

One of the things I love most about Los Angeles is its distinctive architecture. I'm proud to have once been a resident of a city with such a vibrant and interesting architectural history and counted myself among its many like minded residents who cherish the landscape as well. I feel like losing this building would be a huge loss to the community, as well as to the owners of the site, who are holding a gem in their hands. To simply destroy this classic piece of California architecture instead of using it to everyone's advantage is a huge waste. Please help the city move toward including this beautiful piece of Los Angeles' history, instead of needlessly destroying a part of its legacy.

Thank you,
Brigid M Bjorklund

[Brigid Bjorklund, IIDA](#)

Interior Designer

[212.260.6397](tel:212.260.6397)

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:41 PM

To: Brigid Bjorklund <brigidesign@gmail.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Chase Bank / Lytton Savings Building in Echo Park

1 message

Ken Tambe <kentambe@gmail.com>

Mon, May 23, 2016 at 3:05 PM

To: cd4.issues@lacity.org, councilmember.ryu@lacity.org, william.lamborn@lacity.org

Cc: afine@laconservancy.org

Please seek a preservation based solution for the redevelopment of this site.

This is one of the buildings that create the culture and fabric of this community, that establish Echo Park as a recognized destination, and a desirable place to live, work, and enjoy.

When we lose these buildings, these communities lose their history and identity.

Thank you,

Ken Tambe



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

Cherilyn Smith <cheriks@ca.rr.com>

Mon, May 23, 2016 at 3:06 PM

To: William.lamborn@lacity.org

8150 Sunset Boulevard Mixed-Use Project

Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

CEQA No.: ENV-2013-2552-EIR

Dear William,

Re: May 24, 2016 hearing for 8150 Sunset mixed-use proposed project as noted above.

As has been previously conveyed this proposed project and community impacts are deep. The previous traffic was vague. Therefore, a request was made to have a new study done by an independent agency to reflect the true impact. So far it doesn't appear a new study has been completed. Losing the right hand turn lane on to Crescent Heights will compromise the flow of traffic, including Fire and Emergency trucks, delivery trucks etc., increasing even more the existing gridlock on Sunset, Crescent Heights, Laurel Canyon and Havenhurst Drive, which is already graded F, so will only get worse! This piece of city property should not be incorporated into the project.

I attended meetings where the developers where the public requested a scale down of this this project to reduce the height and size. Councilman David Ryu also requested the same when he met with the developers. Even though there's no height limit on Sunset Blvd., the project is so out of scale with the historic core and look of the residential neighborhood on Havenhurst Drive, surrounding neighborhoods, as well as the nearby buildings such as the Chateau Marmont and the other beautiful one and two story older buildings.

The really sad part is losing our historic cores of Los Angeles, the very fabric that visitors far and wide come and want to see.

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:42 PM

To: Cherilyn Smith <cheriks@ca.rr.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

Lesley O'Toole <lesleyotoole@gmail.com>

Mon, May 23, 2016 at 3:06 PM

To: william.lamborn@lacity.org, councilmember.ryu@lacity.org, david.ryu@lacity.org, julia.duncan@lacity.org, catherine.landiers@lacity.org

Cc: Cheryl Holland <hollandc@me.com>, Bruce Remick <Bruce@bruceremick.com>, sbsierra@gmail.com, Valorie Keegan <rolav1@aol.com>

Dear Mr. Lamborn,

We are writing on behalf of Spaulding Square HPOZ.

We have over 400 residents and homeowners living between 3 and 8 blocks from this project. This IS our neighborhood. Below in Blue bullet points are our comments and requests. **We support Councilmember Ryu's letter to you requesting that this project be downsized in height, density and scale.** Also, this intersection already has an F and is extremely crowded at all hours. Adding such a volume of cars to this area will have a hugely negative impact on its own and cumulatively with all of the other current and proposed projects along Sunset in the city of Los Angeles and West Hollywood. There is no way to mitigate the volume of this traffic that will be added by this oversized project.

We urge you to not certify the EIR at this time and to ask the developer and the city to go back to the table and make the plans for this project more compatible with the surrounding area and the capacity of the property.

All of the surrounding properties are under 3 stories.. The Directors Guild building at 7920 is 8 stories but this is not a public building and it has relatively few visitors. Also the requested inclusion of the traffic island at Crescent Heights and Sunset is a "taking" of property from the citizens of Los Angeles. This should not be allowed to become part of the property for this project. That island allows people and buses and ER vehicles traveling east on Sunset to turn right at Crescent Heights Blvd. If you eliminate it, traffic will be even more congested and backed up coming east on Sunset. We have a real problem with access for ER vehicles. Sunset is the main artery for them to get to all of the area west of Crescent Heights and up into the hills all the way to Doheny. All of that area is covered by Fire station #41 at Gardner and Sunset. The response times are becoming longer than ever. Please consider what we are saying because this station also services the area from La Brea to Crescent Heights from the

City of West Hollywood border up into the hills to the north. We are all highly impacted by slow response times as they keep the station from responding to other calls as well.

Thank you in advance for your consideration of our comments in this email and in the section below.

Lesley O'Toole and Bruce Remick

Administrator and President - Spaulding Sq HPOZ since 1996

REQUESTED ACTION:

The Deputy Advisory Agency will consider:

1. Pursuant to Section 21082.1(c) of the California Public Resources Code, certification of the **Environmental Impact Report**, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for ENV-2013-2552-EIR, SCH No. [2013091044](#);

- Do not certify the EIR.
- Do not certify Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program.
- Proposed mitigation measures are not clear, viable or funded.
- City of Los Angeles does not have Mitigation Monitoring Program for this project.
- This is Not a "Regional Center" that supports a new entertainment venue.
- 8150 Sunset Blvd is "Neighborhood Office Commercial".

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 17.03, **Vesting Tentative Tract Map** No. VTT-72370 to permit the merger and re-subdivision of a 111,339 square-foot site into one Master Lot and 10 airspace lots, and for a mixed-use development consisting of 249 residential apartment units, including 28 affordable units, and 111,339 square feet of commercial retail and restaurant uses. The project request includes Haul Route approval for the export of approximately 58,500 cubic yards of material.

The City Planning Commission Hearing Officer will consider:

1. Pursuant to Section 21082.1(c) of the California Public Resources Code, the adequacy of the **Environmental Impact Report**, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for ENV-2013-2552-EIR, SCH No. [2013091044](#), for the following actions:

- Mitigation measures and Mitigation Monitoring Program are not adequate to support this project size and intensity.
- Strict and tested measures must be in place, to not further deteriorate local emergency services surrounding the project site, high fire danger hillside neighborhood and City of West Hollywood.
- The surrounding low intensity neighborhoods, including the City of West Hollywood can not support the height, noise and intensity of this proposed new entertainment venue.
- The Hollywood Community Plan of 1988 and 2012 specify to direct growth of new high density, high intensity development to regional centers where growth can be accommodated. This is not a regional center, but local "neighborhood office commercial".

2. Pursuant to LAMC Section 12.24-W,1, a **Conditional Use** for the sale and/or dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with four restaurant/dining uses, and the sale of a full line of alcoholic beverages for off-site consumption in conjunction with a grocery store;

- Do not approve full line of alcoholic beverages for this project. It is unknown what type of restaurant / entertainment uses will be onsite.
- LAPD Hollywood Division and LAFD does not have additional resources to support a project of this size and intensity, not in the regional center.
- Strict and tested measures must be in place, to not further deteriorate local emergency services surrounding the project site, high fire danger hillside neighborhood and City of West Hollywood.

3. Pursuant to LAMC Section 12.22-A,25(c), a 22% density bonus to provide 45 additional units, in lieu of the 35% density bonus, where 11% (28 units) of the total units will be set aside for Very Low Income Households, and the utilization

of **Parking Option 1** to allow one on-site parking space for each Residential Unit of zero to one bedrooms, two on-site parking spaces for each Residential Unit of two to three bedrooms, and two-and-one-half on-site parking spaces for each Residential Unit of four or more bedrooms. The applicant is requesting two **Off-Menu Affordable Housing Incentives** as follows:

a. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to allow the lot area including any land to be set aside for street purposes to be included in calculating the maximum allowable floor area, in lieu of as otherwise required by LAMC Section 17.05; and

- Deny the Off-Menu incentive to allow lot area including any land set aside for street purposes.
- It would be irresponsible for the City of Los Angeles to give away and valuable and desperately needed street asset.
- The local bus on Laurel Canyon ends operations at 8PM. No transit available for north south travel during evening and night time hours.
- Rapid bus on Fairfax Ave does not operate during evening and night time hours. No bus
- Local Sunset bus only runs on the hour after 11:30pm - Very Limited night time service.

b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to allow a 3:1 Floor Area Ratio for a Housing Development Project located within 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in LAMC Section 12.22-A,25(f)(4)(ii);

- Deny the Off-Menu incentive to allow a 3:1 FAR
- Project is 1.9 - 2 miles from rail metro.
- Is not within 1,500 feet of Fairfax Ave
- The project proposes zero upgrades for bus stops.
- The local bus on Laurel Canyon ends operations at 8PM. No transit available for north south travel during evening and night time hours.
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hours. No bus

- Local Sunset bus only runs on the hour after 11:30pm - Very Limited night time service.
- The project proposes to move the bus farther way from their project site. Proposed location does not have sidewalk width and not ADA compliant.
- This project does not meet the requirements and location can not support allowing the proposed height, density and intensity of use.
- Deny the Off-Menu incentive to allow a 3:1 FAR

4. Pursuant to Section 16.05 of the LAMC, **Site Plan Review** for a project which creates or results in an increase of 50 or more dwelling units and 50,000 gross square feet of nonresidential floor area.

The purpose of the hearing is to obtain testimony from affected and/or interested persons regarding this project. The environmental document will be among the matters considered at the hearing.

The Deputy Advisory Agency and the Hearing Officer will consider all the testimony presented at the hearing, written communication received prior to or at the hearing, and the merits of the project as it relates to existing environmental and land use regulations. The Advisory Agency may act on the Vesting Tract Map during the meeting, or may take the tract map under advisement and render a decision at a time thereafter. Following the hearing, the Hearing Officer will prepare a report, including the recommendation of the Department of City Planning, which will be considered by the City Planning Commission at a later date.

Proposed new bus stop location at 8000 Sunset Blvd-away from the project site



Proposed new bus stop location-away from the project site

This is the proposed " High Quality Transit Stop"



Bus stop Fairfax Ave south bound at Sunset-No shelter or amenities

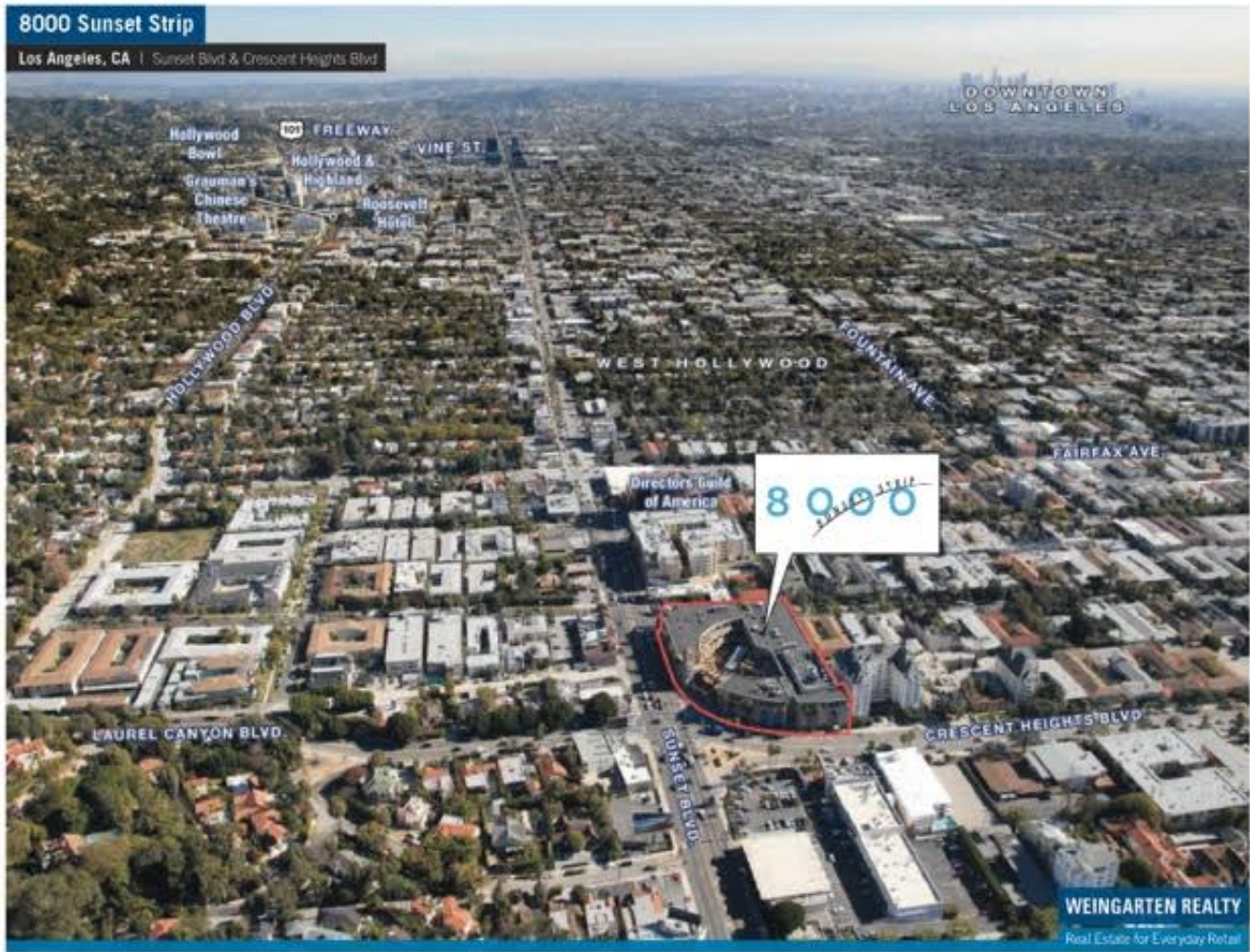


Sunset Blvd local bus stop at Fairfax Ave-No shelter or amenities

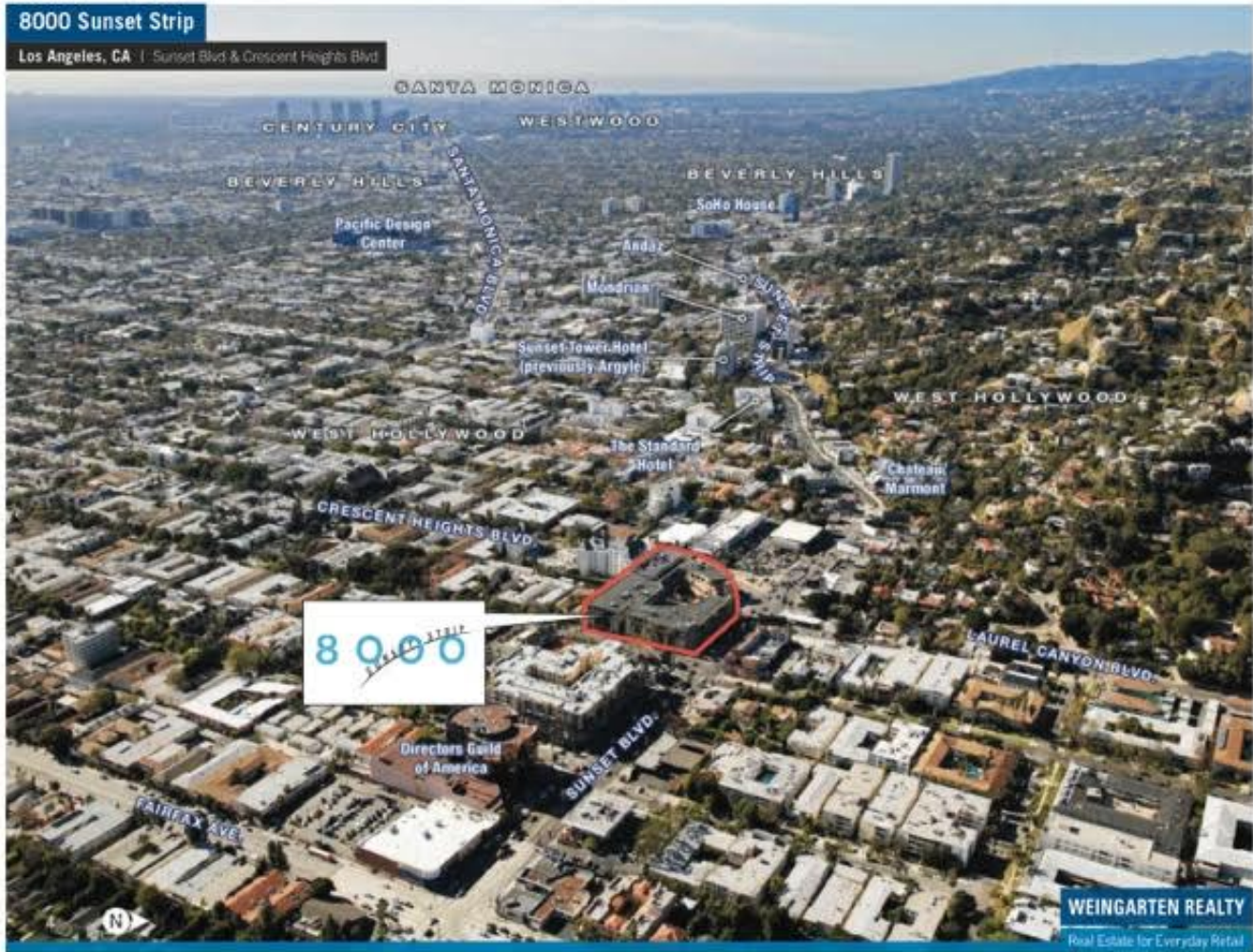


Sunset Blvd local bus stop at Fairfax Ave-No shelter or amenities

8000 Sunset THREE (3) STORY BUILDING



8000 Sunset-south east corner of Crescent Heights and Sunset Blvd
Looking east to adjacent single family HPOZ neighborhoods



8000 Sunset-south east corner of Crescent Heights and Sunset Blvd
 Looking south and west west to Hollywood Hills and City of West Hollywood

Lesley O'Toole
 Los Angeles
 office: 323 882 6268
 mobile: 323 397 6319

William Lamborn <william.lamborn@lacity.org>
 To: Lesley O'Toole <lesleyotoole@gmail.com>

Mon, May 23, 2016 at 4:50 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
 William Lamborn
 [Quoted text hidden]



5/23/2016

City of Los Angeles Mail - 8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd.

2 messages

Nancy Langdon <nancy@nancylangdon.net>

Mon, May 23, 2016 at 3:11 PM

To: William.lamborn@lacity.org

Cc: council@weho.org

Dear Mr. Lamborn,

We are unable to attend the meeting on this project but want to voice our strong objections to the excessive scale, lack of sufficient parking for the residential units planned, the use of West Hollywood streets for the entrance and exits from the project and the utter lack of thought for the surrounding neighborhood residents and those who need to navigate this already congested area.

We live and own property within the zone most affected by the increase in traffic but are also concerned that it seems with almost all overscaled Los Angeles projects the developers ignore all the restrictions put in place to control the excesses that we are seeing in this project and the city of Los Angeles chooses to make exceptions for private developers at the expense of everyone else. The residents most affected by this project are in West Hollywood and while a project by Frank Gehry would be a welcome addition it should be in a scale which does not overwhelm and destroy the existing neighborhood.

Sincerely,

Nancy Langdon

Frank Pennino

1400 North Crescent Heights

West Hollywood

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:51 PM

To: Nancy Langdon <nancy@nancylangdon.net>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]

--



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

Preserve Lytton Savings Building

2 messages

gfrkas@aol.com <gfrkas@aol.com>

Mon, May 23, 2016 at 3:11 PM

To: william.lamborn@lacity.org

Cc: afine@laconservancy.org

Dear Mr. Lamborn,

The Lytton Savings (Chase) postwar-era bank design is one of the earliest in Los Angeles that remain. This significant example of Modernist 1960 architecture at the corner of Sunset/Crescent Heights could be integrated and reused as part of the mixed use overall design proposed by Townscape Partners.

We highly encourage your consideration in bringing forth an equitable solution to maintain the historical integrity of the existing architecture. It is unacceptable to demolish this significant structure, especially when it otherwise could be retained and incorporated as part of the proposed project.

Sincerely,

Greg Rehner and Kirk Solomon
Member of Los Angeles Conservancy
225 S Grand Ave
Los Angeles, CA 90012
[323-605-8890](tel:323-605-8890)

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:52 PM

To: "gfrkas@aol.com" <gfrkas@aol.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn

[Quoted text hidden]

—



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

Preserving Iconic MCM / Sunset & Crescent Heights

2 messages

Dahlia <dgeldin@att.net>
To: william.lamborn@lacity.org

Mon, May 23, 2016 at 3:11 PM

Dear Mr. Lamborn,

Please help preserve our cities' wonderful post modern architecture!

The existing zigzag roofed bank building at the corner of Crescent Heights and Sunset could be integrated into the design of the planned mixed use development. If done in a thoughtful way, this could be a win-win for all.

Please help us and future generations by supporting a preservation-based solution!

Thank you in advance for your consideration.

Regards,

Dahlia Gold

Sent from my iPad

William Lamborn <william.lamborn@lacity.org>
To: Dahlia <dgeldin@att.net>

Mon, May 23, 2016 at 4:54 PM

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

Case No.: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

2 messages

maria gritsch <mariafgritsch@yahoo.com>

Mon, May 23, 2016 at 3:13 PM

Reply-To: maria gritsch <mariafgritsch@yahoo.com>

To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

Dear Mr. Lamborn,

I, Maria Gritsch, and my husband, Warren TenHouten, are very opposed to the planned project at Sunset and Crescent Heights.

We ask you to please deny the density bonus. The City of LA would be acting irresponsibly if the EIR is certified, please do not certify the EIR.

The City would be reckless and short sighted to give the traffic island to the developer. That is not in the interests of citizens.

Our local bus service on Sunset Blvd only runs once per hour after 11:30pm.

The location is "neighborhood office commercial" and the venue would need to close by midnight.

Hollywood Division of LAPD does not have the needed extra resources to serve this venue.

Thank you for noting our objections.

Sincerely,

Maria Gritsch and Warren TenHouten

8854 Lookout Mountain Ave
Los Angeles, CA 90046

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:56 PM

To: maria gritsch <mariafgritsch@yahoo.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,

William Lamborn

[Quoted text hidden]



William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

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William Lamborn <william.lamborn@lacity.org>

8150 Sunset Blvd.

2 messages

sharonmcn@juno.com <sharonmcn@juno.com>

Mon, May 23, 2016 at 3:18 PM

To: William.lamborn@lacity.org

Please include my name in any and all lists re: the oversized development of 8159 Sunset Blvd. I am unable to attend the Tuesday meeting to vote AGAINST this monstrosity.

Sharon McKnight
registered voter
1725 Camino Palmero
Los Angeles, CA 90046

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:56 PM

To: "sharonmcn@juno.com" <sharonmcn@juno.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

Chase Bank at Crescent Heights and Sunset

2 messages

Chloe Ross <trstrap@aol.com>

Mon, May 23, 2016 at 3:23 PM

To: william.lamborn@lacity.org

Please save the Chase Bank at Crescent Hts and Sunset. It is a part of the landscape and should be incorporated into what even scheme is being planned for this corner.
I bank with Chase and I am a resident of West Hollywood and this is an important architectural treasure for us.
Thank you for your time

Sincerely,
Chloe Ross
7553 Norton Avenue #4
West Hollywood, CA 90046
[323-874-3044](tel:323-874-3044)

William Lamborn <william.lamborn@lacity.org>

Mon, May 23, 2016 at 4:59 PM

To: Chloe Ross <trstrap@aol.com>

Thank you for your comments. They have been received and will be added to the public record for the subject project.

Regards,
William Lamborn
[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

VTT-72370-CN CPC-2013-2551-CUB-DB-SPR / 8150 Sunset Boulevard Mixed-Use Project

2 messages

Olim, Catherine (LAN-ENT) <Catherine.Olim@pmkbnc.com>
To: "William.lamborn@lacity.org" <William.lamborn@lacity.org>

Fri, May 20, 2016 at 10:13 AM

I am unable to attend Tuesday's meeting because I cannot get out of work to do so. I wanted to voice several concerns in absentia:

-The size of the project dwarfs other buildings in the neighborhood, in terms of height and span. It is vastly oversized.

-The corner of Crescent Heights and Sunset is already a too-heavily-trafficked intersection, with a major boulevard crossing the entry to a major canyon drive. The additional impact of traffic from the project will create an even bigger traffic logjam and the danger of even more traffic accidents.

-The complex adds to the over-development already going up on that strip of Sunset Blvd, again severely impacting the traffic flow

-The surroundings neighborhoods are residential, with a lot of single family housing, and this project disrupts and clashes with that esthetic, not to mention the fact that it will trigger traffic cut-throughs in these neighborhoods, full of families, children, pets...

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William Lamborn <william.lamborn@lacity.org>
To: "Olim, Catherine (LAN-ENT)" <Catherine.Olim@pmkbnc.com>

Mon, May 23, 2016 at 8:45 AM

Thank you for your comments on the subject project. They have been received.

Regards,
William Lamborn

[Quoted text hidden]



William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: [213.978.1470](tel:213.978.1470)

Please note that I am out of the office every other Friday.



William Lamborn <william.lamborn@lacity.org>

VTT-72370-CN CPC-2013-2551-CUB-DB-SPR / 8150 Sunset Boulevard Mixed-Use Project

Olim, Catherine (LAN-ENT) <Catherine.Olim@pmkbnc.com>

Mon, May 23, 2016 at 3:30 PM

To: William Lamborn <william.lamborn@lacity.org>

Cc: "councilmember.ryu@lacity.org" <councilmember.ryu@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "catherine.landiers@lacity.org" <catherine.landiers@lacity.org>, "julia.duncan@lacity.org" <julia.duncan@lacity.org>, "Bruce@bruceremick.com" <Bruce@bruceremick.com>, "lesleyotoole@gmail.com" <lesleyotoole@gmail.com>, Valorie Keegan <rolav1@aol.com>

Thank you for the acknowledgement. I neglected to copy others, so am doing so now

From: William Lamborn [mailto:william.lamborn@lacity.org]

Sent: Monday, May 23, 2016 8:45 AM

To: Olim, Catherine (LAN-ENT)

Subject: Re: VTT-72370-CN CPC-2013-2551-CUB-DB-SPR / 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

Glenn Williamson <glenn.williamson@gmail.com>

Mon, May 23, 2016 at 3:31 PM

To: william.lamborn@lacity.org, councilmember.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, julia.duncan@lacity.org

Cc: Bruce Remick <Bruce@bruceremick.com>, lesleyotoole@gmail.com, Valorie Keegan <rolav1@aol.com>

Dear City Council Member and Officials,

I'm writing because I'm out of town and can't attend the meeting in person.

As a resident of Spaulding Square (1351 N. Genesee Ave.) I'm writing to express my extreme opposition to the 8150 proposal.

Basically, enough is enough...development can't be the only thing driving how this city evolves. I don't want increased traffic in our neighborhood, a large building looming over us..it just isn't appropriate at all and so many other large buildings have gone in nearby I don't think the streets can bear all this additional traffic.

Please vote no, it is the right thing to do for all your constituents in the neighborhood.

All the best,

Glenn Williamson



William Lamborn <william.lamborn@lacity.org>

8150 Sunset - VTT-72370-CN CPC-2013-2551-CUB-DB-SPR

1 message

Nathalie Samanon <nathalie.samanon@gmail.com>

Mon, May 23, 2016 at 3:52 PM

To: william.lamborn@lacity.org, councilmember.ryu@lacity.org, david.ryu@lacity.org, catherine.landiers@lacity.org, julia.duncan@lacity.org

Cc: Bruce@bruceremick.com, lesleyotoole@gmail.com, rolav1@aol.com

Hello,

I live on north Orange Grove avenue, in Spaulding Square, just below Sunset. I wanted to voice my disapproval of yet another project in our neighborhood.

And this one is MASSIVE and will greatly increase the already congested traffic and the overcrowding of this area. In addition, when I look at the picture of this proposed project, I don't think that it fits the scale of the buildings in this area. It obstructs the view and is an eye sore in the Hollywood landscape, regardless of who puts his name on it. I hope it will be voted against and that David Ryu whom I voted for because he was against these development projects, and his staff, will take into consideration the voice of the Spaulding Square residents.

Sincerely,

Nathalie Samanon

1444 north Orange Grove avenue

LA, CA 90046



Virus-free. www.avast.com