



Fwd: Traffic, Havenhurst and 8150 project.

2 messages

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

Sun, May 8, 2016 at 5:11 PM

To: william.lamborn@lacity.org

I will be at the Public Hearing on May 24.

I just first wanted to say that I saw a letter written to you in favor of the project from Andrew Macpherson.

Andrew was one of the fiercest fighters AGAINST the project all along and on our Board of Save Sunset Blvd. He was non stop posting pictures on Facebook of a looming monolith dwarfing and choking the neighborhood and writing everything that was wrong with the project until...

The developers paid him a very long visit and after that, Andrew did a 360 turn.. Very transparent as to what happened here and a lot of speculation from a series of people. Please note this for your records.

But I would like for you to take a look at this letter that I just generated to the councilman, city planner, mayor.....with pictures...This will tell you a lot. I will also attached my comments to the city in the next mail, which have not changed regarding the project in the DEIR. So many untruths.

This project which looms over the city at 234 ft above grade is supposed to have been smaller than the last Alternative and that was 217 ft. They still maintain that it is. How do you figure?

They say it is "only" 16 stories..(which is massive for the neighborhood) How is that possible when the Capitol Records building is 13 stories and 150 ft? This is 20 stories Mr. Lamborn. And when everyone is now up in arms about the two massive structures that have just been built on LA Cienega and Sunset...well, they are only eight stories high! This will be almost 3 times the size. It is not about how many or little apartments are in the structure... (if you have open spaces in the building it will be less floors or two story apts, counting as one...) it is about the height.

When you keep increasing the # of units in the community without increasing the number of traffic lanes you are inviting a huge safety and traffic catastrophe.

The FAR Ratio they want increased to 3.1 but the City downgraded the zoning at this site approx 15 years ago precisely because of density and traffic conditions. Why would anybody even consider increasing this ratio when the traffic conditions have gotten so much worse, along with more accidents (no more lanes added in the 15 years but more cars) and there is more density than ever before? And now you are adding density!

And to ask for an exception to an Off-menu incentive which they are not eligible for takes a lot of nerve and entitlement. So what they really want is a variance and to get that they have to meet criteria but now they want an exception to that criteria...so this is like a variance for a variance. Absurd! The answer should just be NO. Why exceptions?

If you are on the 1 yd line, this does not count as a touch down. They do not get a touchdown here.

Regarding very low income...this is just a way around getting the FAR increased. When the developers reps talked about caring about the low income people, I asked them, why then..the "poor door policy" which they were made to reverse on their project on Beverly Blvd. They were embarrassed and speechless when I brought this up. Just a way of increasing the density, not caring.

When I challenged them on the fact that they were getting around the parking with bicycle spaces they also had no words. They stated that there were existing bike lanes or proposed ones.. There are neither. I confirmed this (the proposed ones) with a city planner in the meeting. And why would you want to throw any bicycle rider onto one of the most dangerous intersections and portions of sunset to begin with.

I am opposed to this project. This will destroy the neighborhood.

City officials should meet with us at the site and the decide.

Thank You.

Rory Barish
310 502-8797
1416 Havenhurst Drive #1E
West Hollywood, CA 90046

From: N2swimng@aol.com
To: vbertoni@cityofpasadena.net, david.ryu@lacity.org, lauren@meister4weho.com, planning.enreview@lacity.org, Jonathan.Brand@lacity.org, info@lamayor.org
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Sent: 4/22/2016 8:27:15 P.M. Pacific Daylight Time
Subj: Traffic, Havenhurst and 8150 project.

Hello there,

This is not just an exceptional day on Havenhurst between Sunset and Fountain, it is life on Havenhurst now. The traffic is so bad that I had to cancel two appointments today because it was impossible to leave my building (1416 Havenhurst Drive...The Colonial House) and I knew that I would not be on time. At least 28 cars were backed up and could not get to congested Sunset. This is a huge cut through street and it is getting worse appearing on sites such as Waze.

I am writing to all of you so that you seriously consider how detrimental the proposed 8150 "Gehry" project on Sunset will be if allowed to be built. To allow a project the size of a Vegas complex on a postage stamp size lot (to include towering skyscrapers, supermarket, gym, retail), to dump most of its traffic onto a residential street is complete insanity. Vegas mega complexes have a 6 lane thoroughfare to accommodate traffic and they do not dump its traffic onto residential streets with historic buildings. Sunset Blvd at this location, with one of the most dangerous intersections is choking with traffic now with the existing strip mall that abuts the street and.....it is mostly vacant and has only 2 stories! The infrastructure is simply not here to accommodate this McMonster or Vegas impersonator.

The developers told complete untruths in the DEIR as to the amount of cars that would be added to this existing nightmare.

I am now being told by various sources that at the Gehry exhibit at Lacma, P.R. people for the project are handing out positive feedback brochures that are meant to go to Councilman Ryu's office. Hmmmmm. These people who see this model as an art piece should consider what it is like to live on Havenhurst and the surrounding areas. I invite each and every one of them to the view the site to see how ridiculous the

scale is in relation to the lower scale neighborhood . They will have a long viewing period as they sit in the unbearable traffic. I would bet that after such an excursion, they would retract their positive feedback brochures. As a matter of fact, I have had the pleasure of taking one such art lover to my street and the site after viewing the out of context model at Lacma and they were horrified. They felt that they were presented with a false sense of what the project represents and not fed the truth.

Please read below the email to me from Michael LoGrande after having lunch with me and other members of " Save Sunset Blvd" and please look at the picture of him pointing to the site with the traffic behind him. This was at after lunch and not even traffic hr.

What has happened since this meeting? Why the sudden change of heart? Because Gehry 's name is attached to this project now and people are enamored with him? Or because the Mayor's office is so enamored with density that they do not care about the safety and welfare of the neighborhood? Try getting an emergency vehicle through this mess. If there was a call today of someone going into cardiac arrest, surely they would have died:(

I implore you to not let this proposed project be built as is and to respect the scale and infrastructure of the neighborhood. At the very least, we need a cul-de-sac on Havenhurst between Sunset and Fountain at the West Hollywood border (where the ramp from 8150 leads to Havenhurst). Just like what exists on Alta Loma in West Hollywood between Sunset and Holloway. If retractable bollards are put in, emergency vehicles could have the code.

Thank you,
Sincerely,

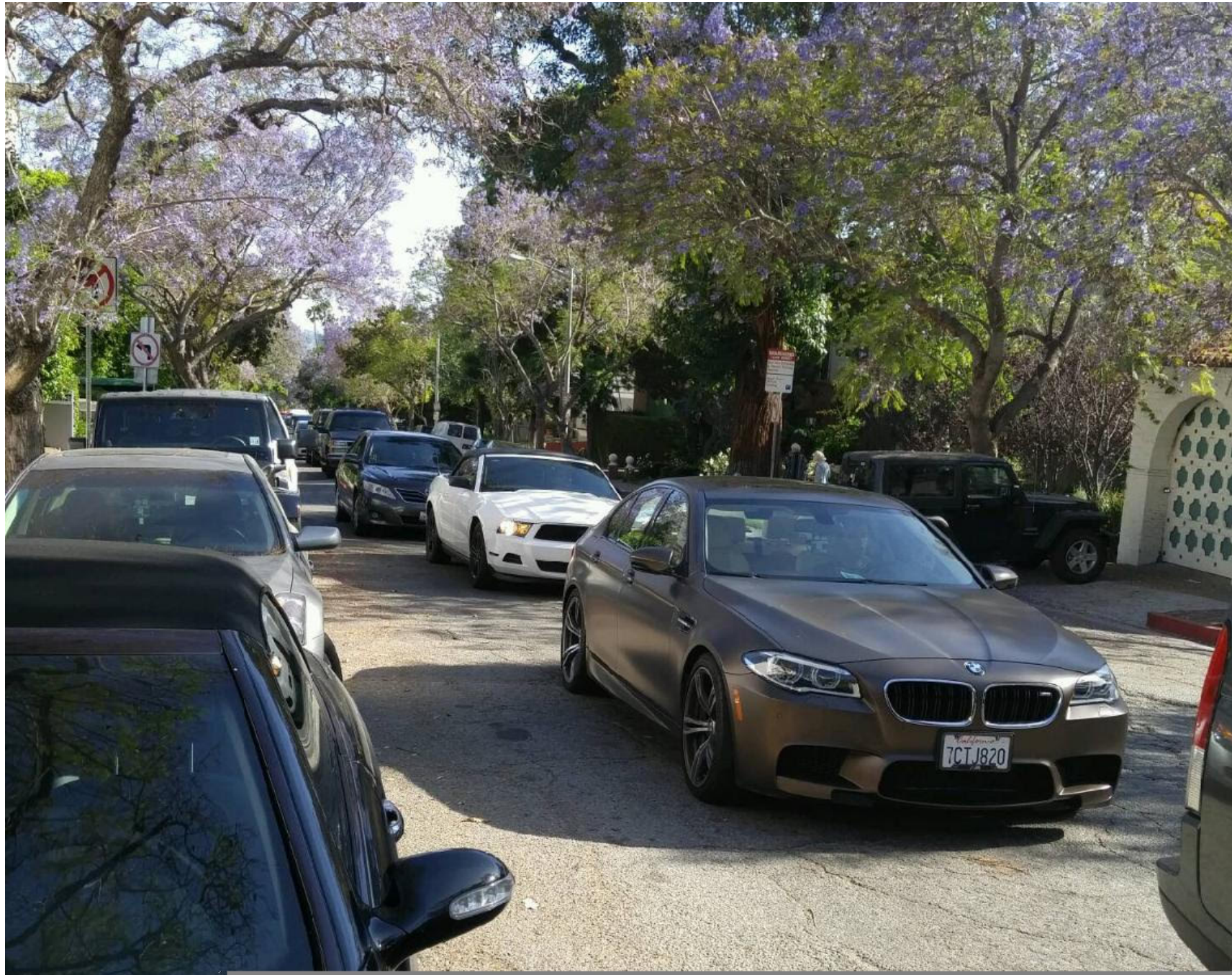
Rory Barish

EMAIL FROM MICHAEL LOGRANDE.

Hello Rory,

I really enjoyed our conversation. I feel confident we can shape this proposed project to do a better job of fitting within the fabric of your wonderful neighborhood. Looking forward to working with you.



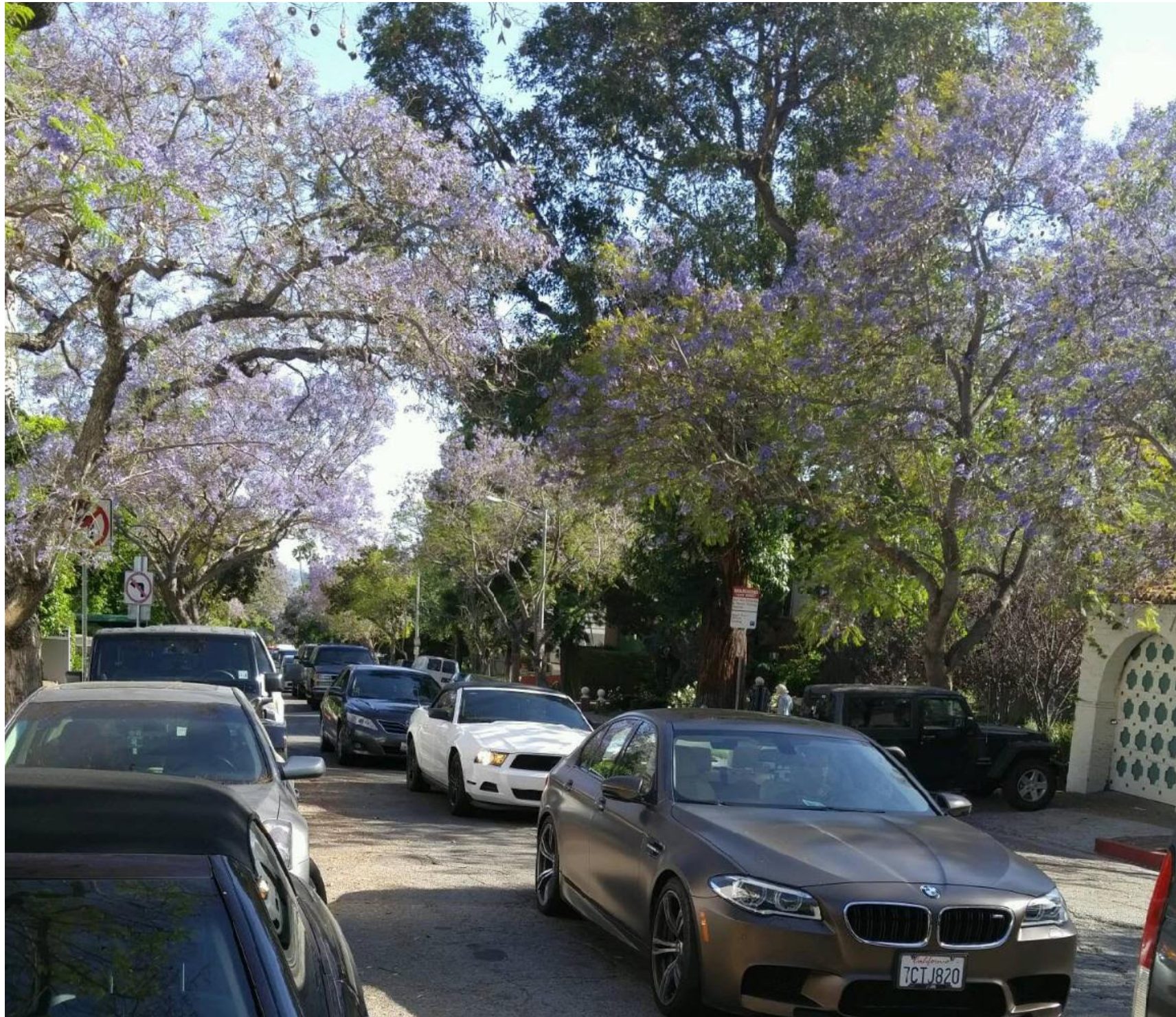






Havenhurst from the Colonial House roof today.







Traffic shot taken on Havenhurst looking towards Fountain.







Traffic shot taken on Havenhurst today looking towards Sunset. all of the complex will be dumping on to this street. Really?



Michael LoGrande pointing to the project with traffic on a normal day.



This project dwarfs the neighborhood . No traffic is shown on this rendering if theirs which exists non-stop. This entire complex will be dumping it's cars onto the residential street in the above pictures, Havenhurst, to the west. Havenhurst has 3 properties in West Hollywood and LA, that are designated historic properties and protected protected under the Mills act.

Rory Barish
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William Lamborn <william.lamborn@lacity.org>
To: N2SWIMNG@aol.com

Mon, May 9, 2016 at 3:55 PM

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

Regards,
Will 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>

copy of my comments to the City regarding the DEIR 8150 Sunset

2 messages

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

Sun, May 8, 2016 at 5:14 PM

To: William.lamborn@lacity.org

Please attach this to my previous mail .

Thanks

Rory Barish

[310 502-8797](tel:3105028797)

1416 Havenhurst drive#1E

West Hollywood, CA 90046

 **LettertoSrimalHewawitharana-10-13-2015.docx**
36K

William Lamborn <william.lamborn@lacity.org>

Mon, May 9, 2016 at 3:56 PM

To: N2SWIMNG@aol.com

Thank you for your email. Your comments, including the letter in attachment, have been received.

Regards,

Will Lamborn

[Quoted text hidden]

—

William Lamborn

Major Projects

Department of City Planning

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

Rory Barish

1416 Havenhurst Drive, Apt. 1E
West Hollywood, CA 90046

October 13, 2015

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

RE: RORY BARISH DEIR COMMENTS ON ALTERNATIVE 9

Dear Srimal,

My name is Rory Barish, and I am President of the HOA at the Colonial House at 1416 Havenhurst Drive in West Hollywood. I live/own in a most splendid historic building designated under the Mills Act and listed in the California Register of Historical Homes. It has been featured in many articles and has been home to legendary stars and many notables. Other historic homes on my street include La Ronda (Mi Casa) and the Andalusia. These buildings have been filmed and photographed (in many well-known publications), on numerous occasions, for their architectural beauty. These, amongst several treasures within a 1-3 block radius are threatened to be greatly impacted if 8150's, Alternative 9 plan passes and is allowed to be built. The idea that a developer can come into a neighborhood and not understand the infrastructure and needs of the neighborhood and its community is unfathomable, which is the case here.

In the following paragraphs, I will comment on various aspects of 8150's DEIR.

ZONING AND VARIANCES

This project does not conform to the current zoning on the subject site. This site has a FAR 1.1 ratio and the developers are asking for a variance for 3.1. The developers state that they will meet the criteria/guidelines for this variance. However, they do not meet the criteria for the variance but want special favors and allowances anyway. For example, they are not within 1500 ft of a Transit stop but they state that they are approximately within it. They state that they are within 1,560 ft but request the variance anyway in lieu of the 1,500 **SPECIFIED and**

REQUIRED in the on-menu incentive (LAMC 12.22.). MapQuest shows 1,700 +, but even if it is 1,560, it does not meet the requirements. In football, if you are on the 1 yd line, this is not a touchdown and you will never get points for it. It does not count. The developers might be on the 1-5 yd line but it still does not count. If Eileen Ford said that all models coming to her agency had to be 5 ft 8 inches, they were. She did not take models that were 5 ft 7 and 3/4. She said that she had to have an exact cutoff because there were too many 5 ft 8 models that met all of the criteria and she wanted to make room for them.

How does the City of LA justify giving a variance for this when they DO NOT meet the requirements?

The developers also want to increase the number of compact spaces REQUIREMENTS set forth in LAMC 12.21 provided for commercial uses and adjust parking for residential (compact spaces)..in lieu of these REQUIREMENTS.

They want a variance to allow for a fitness studio, as not otherwise permitted in the C4 zone.

Why can't the City just say no? The city has many "outs" with the developers. The project is just too oversized for the lot and the developers know it but want exceptions to every rule and variances to make their project allowable. These guidelines and rules for special incentives and variances should not be broken for certain individuals .

INFRASTRUCTURE

What mitigation do the developers continue to talk about in the DEIR? The only way to mitigate these huge impacts is to build something significantly smaller. This site was originally intended for a structure such as the Garden of Allah or the existing strip mall that is two stories today. It is not intended for a New York skyscrapers seen from the Valley to the Santa Monica Mountains to the LA basin as the newspapers suggest.

The infrastructure is simply not there. It is not there to support a "Disney Hall" abutting a very residential neighborhood. Disney Hall is not in a residential neighborhood. And Disney Hall is not located on one of the most trafficked streets and intersections in the city. There is a place for this project but it is not here.

The developers might be able to upgrade certain workings but what they cannot mitigate for all of their talk is the traffic nightmare . They cannot widen Sunset , Crescent Heights, Havenhurst or Fountain and that would be the ONLY solution.

The traffic from this monster project will clog up residential streets and narrow roads which were not built to accommodate added flow. When you keep increasing the number of units in a community without increasing the number of traffic lanes you are inviting a huge safety and traffic catastrophe. Projects of this mass and scale are found in Las Vegas on the main boulevard but that boulevard has 6 lanes for traffic.

INFRASTRUCTURE AND SAFETY

The DEIR (3-18) states that The LAFD has indicated that a fire flow of 9,000 gpm to the Project site from 4 hydrants would be required to adequately serve the site. The developers say, "However, if fire flows at 9,000 gpm at the Project site are not feasible (eg: due to infrastructure limitations) , a combination of lower fire flows, building design features, and other fire life safety features, subject to review and approval by LAFD, may be provided in lieu of requirements. In my mind, if they do not meet the requirements of the LAFD, then this should not be allowed. There should be no, "in lieu of". They are telling us that the infrastructure is not there and that they may provide alternatives (once again, trying to getting around requirements). Would the city align itself with the developers over the safety of the neighborhood? Getting around requirements should not be tolerated when speaking to the safety of the neighborhood.

What about LA Dept of Public Works? Any input?

What about LA Dept of Bldg and Safety? Any input?

Have you approached these agencies about plans?

HEIGHT

The DEIR says that this project plan will be 15 stories in height, 234 ft above grade (measured from the sw corner of the property..lowest point), which is lower than the former proposed project. How can that be when they say that the former project plan was 17 stories but only 216 ft above ground elevation at sw corner of the site??? If the imposing 12 story Hollywood Roosevelt Hotel is just 161 ft and the 13 story Capitol Records building is just 150 ft (without the antenna), then how can a tower of 234 ft be justified anywhere but downtown or Century City? This project sits atop Sunset and it is the feet/ height that we look at and not the stories....You can have 4 stories with 20 or 40 ft ceilings in a 150 ft structure or design features of the building like they describe (horizontal breaks in between stories).

TRAFFIC IMPACTS

The City owned traffic island is crucial to the continuous flow of Eastbound traffic on Sunset headed South. Isn't it more important to keep the traffic flowing (thinking of emergency vehicles as a priority) than to have 8150 take this island for aesthetic use? The developers propose that this island will be a soft landscaped area (are they thinking about watering in this drought?) where pedestrians would be drawn to gather. Would you want to gather and relax at one of the busiest and noisiest intersections, where horns are blaring, where cars are flying down Laurel Cyn and where traffic is backed up on Sunset? It would be amazing to hear yourself talk, let alone relax and gather.

How can adding their additional traffic to the streets, and backing up traffic, (there is already an existing traffic problem) not adversely impact the quality of life in adjacent residential and commercial neighborhoods as they state 2-34? This will be a disaster.

HAVENHURST TRAFFIC

At present, there is a NO LEFT HAND TURN sign at the ramp at the driveway on Havenhurst to the existing project. Cars should not be exiting and turning left. BUT THEY DO. ALL THE TIME. The developers reps admitted during a meeting that this is unavoidable. They stated that they could not monitor this or have a guard standing by 24 hrs. They state in the DEIR that the Havenhurst Drive driveways are anticipated to provide the primary exit and entry locations. However, they now talk of a physical barrier in this DEIR (3-2) to prevent exiting on Havenhurst. But the only way to rectify the increased traffic problem on Havenhurst (we already have a problem) is to either have no entrance or exit on Havenhurst, or put a cul-de-sac there with a light on Fountain, in the exact fashion that one was put on Alta Loma prohibiting entrance and exit to all cars going into Equinox. Havenhurst deserves the same consideration. There should be no entrance or exit to 8150 from the start of the West Hollywood border on Havenhurst to Fountain. This will also deter cars from thinking of Havenhurst as a cut through street. If this is blocked off and there is a cul-de-sac, emergency vehicles would be able to enter or exit because they would have codes to the retractable barrier/bollards on the street. The DEIR states that there will only be approx 463 new trips on Havenhurst?? Firstly, I would argue way more but even at 463, that is 463 too many.

The DEIR also talks about having residential and commercial project-related exiting traffic being able to turn left on Crescent Heights Blvd. Has anyone from the City seen the traffic flying south down Crescent Heights from Laurel Canyon, not to mention cars turning right from Sunset? This is a death wish. Does the City think that this is feasible and not a safety hazard?

PARKING

Parking needs to be addressed on Havenhurst, Crescent Heights and Fountain. Will it be addressed? It is hard enough to park on Havenhurst when people are moving (reserved street parking), or when it is street sweeping day or when smaller scale construction is being done (reserved street parking). With residents, guests and visitors to 8150, there will be no place for local existing residents and guests to park. With Alternative 9 there will be just too many cars added to the street. Many people do not like valet or want to pay for it (if offered), and there will not be enough parking spaces at the site because not everyone has compact cars and practically nobody will ride bicycles. This is not the answer or "mitigation". What mitigation? West Hollywood streets all around 8150 should have 24 hr permit parking. This will deter any and all residents, guests and visitors to 8150 (because 8150 is Los Angeles) from parking on Havenhurst, Crescent Heights and Fountain. The parking for the site as it exists now is sufficient for its guests, especially with the added Metropolitan Storage. It will not be with this proposed project.

Where will the valets park the cars because there will not be sufficient parking at the site?

BICYCLES

Countless pages of talk of allowances for bicycles and bicycle spaces makes zero sense. We are in Los Angeles (not in some small town) and this project sits on Sunset at one of the busiest and most dangerous intersections in the city. There are no bicycle lanes and no proposed ones in place. Nor would you ever want to propose one here. Who in their right mind would propose one here? You would take your life in your hands cycling here. I have done triathlons, I know. I would never cycle here. The idea of people riding bikes to the supermarket to get groceries (where do they put these groceries?) or riding to and from work with briefcases in dangerous traffic, or riding up and down the Hollywood Hills, or riding to purchase goods in these expensive retail shops (where do your packages go?) is ludicrous. These incentives for developers, encouraging bicycle use in the city, should be strictly geographical because they apply or make sense only to certain areas. To say that you can have variances and meet environmental initiatives (ie: encouraging use of bicycles and providing spaces for them) needs to be evaluated more. These incentives should not be granted unless the city does a complete geographical check.

This DEIR report should not be generated by the developers because it is one-sided/ bias, on all counts. Of course the developers will say that every idea of their project works just fine,

including the use of bicycles on Sunset.. Does the City agree that this is not the site for encouragement of bicycles?

ALTERNATIVES

The developers have thrown out every alternative proposed by neighboring citizens and officials and came up with their own alternative because they want to build what they want to build. This is no doubt that they are only thinking of dollar signs, maximizing their project site to the fullest and their so called logic makes no sense. They want to try to convince us how building something much smaller in scale (equivalent to 8000 Sunset) will not have less of a traffic impact, or exhaust impact or view impact or anything else...They must think we are all stupid. They try to find a way to tell you how none of the other alternatives are good and why their idea is the best. They would rather justify giving people a green space to sit (on one of the busiest streets and intersections, I might add) than to preserve the safety of the neighborhood . Does the City agree with this alternative?

Beverly Hills real estate development firm Bolour Associates and Portland, Oregon hotel management firm Provenance Hotels are building a hotel in Hermosa Beach. When residents weren't thrilled with their first peek at plans (it was 15 ft above the city's maximum building height), the developers encouraged community discussions. This led the developers to DRASCTICALLY alter the hotel's design concept and the hotel ended up being only 30 ft high. Community dissidents felt all of their issues were addressed and had a compromise that was more than expected. These developers were very sensitive to the needs and wants of the community, whereas the 8150 developers are not.

AFFORDABLE-LOW INCOME HOUSING

Both of their plans called/call for affordable or "very" low income housing and the developers express caring for those in need. If this is true then why not build in neighborhoods where there are affordable, grocery stores, fitness centers (like the Y), retail shops, and restaurants? Are these affordable or "very" low-income housing occupants shopping at Bristol Farms, going to private Fitness Centers, eating at the Chateau Marmont or the Tower Bar or going to the Hyde Lounge? Because this is what is available to these low-income tenants in the immediate vicinity. I think not. They propose affordable housing ONLY to get their FAR ratio increased from a 1.1 to 3.1 . They do not care about low-income residents as demonstrated by their "poor door" policy at 8899 Beverly Blvd (see my last paragraph, IN CLOSING).

How will this low-income housing be monitored? When the initial occupants move in, how will the city of LA monitor what they are paying? When the occupants move out and new occupants move in, how can the city of LA monitor what they are paying ?

COMPACT CARS

Can the developers really require occupants of their project to buy compact cars or buy bicycles when these occupants buy expensive condos or pay a lot in rent? They will narrow their market for buyers and renters and you will see a lot of empty units in this project like elsewhere in the city. Is it fair to make buyers purchase compact cars because the developers might have parking issues and have maxed out their site? Does the city agree that parking is not adequate and the developers are compensating with spaces for compact cars and bicycles?

HISTORIC VALUE

The DEIR talks about the Colonial House, The Andalusia, La Ronda (Mi Casa), The Granville, The Savoy, etc. These are buildings that have historic value and are recognized buildings in the National Register. They are protected by the Mills Act and guidelines require preservation and restoration of these buildings. Does the state or city define preservation of these buildings on Havenhurst and Crescent Heights as allowing these buildings to have their views blocked, their light altered (shade, shadows and glare) and their residential streets turned into freeways? Is that the definition of preservation? Values will for sure be damaged. A feeling of local identity will be lost if planning officials fail to recognize local community wishes. Communities such as these, sprinkled with architectural gems will lose their identity and feel like anywhere in the U.S.. Powerful developers with deep pockets can now change master plans (ie: The Valleywide plan) that were designed to protect neighborhoods, that could never be built upon and they can now nullify these plans. This is all wrong and needs to be stopped.

If the Los Angeles City Council **banned building McMansions** in the immediate neighborhood because they were concerned that their size (2 stories) was changing the character of the neighborhoods, then why is it okay to allow a skyscraper in the same area? So this only applies to residential structures? Commercial buildings are immune from this? How can this make any sense? Does the proposed Alternative 9 not change the character of the neighborhood? This is a question that I would love the city to answer.

There is also a moratorium on the issuance of building and demolition permits for proposed Historic Preservation Overlay Zones. If the city does care about Historic Preservation, why not

protect the Chase Bank building on the 8150 site and the architectural gems that surround it? A city report states that the ban came amid a proliferation of out of scale development that threaten the cohesion and character of neighborhoods. Therefore, is it not logical to say that it would be hypocritical to allow this proposed Alternative to be built?

The DEIR states that Alternative 9 would result in a SIGNIFICANT and UNAVOIDABLE direct impact to historical resources (2-26), even with the Mitigation Measures HIST-1 through HIST-4 because the Bank Building would be removed and demolished. Why is this unavoidable? They can choose to not tear it down, redesign their plans and have a smaller scale project in keeping with the neighborhood. Correct?

When discussing the Bank building, formerly Lytton Savings and now Chase Bank, former paragraphs speak of preservation. Why was it so important to keep the old Duttons bookstore, also known as The mid-century Barry Building on San Vicente in Brentwood or Norms Diner on La Cienega? But then why is it okay to tear down the iconic mid-century Lytton Savings (now Chase bank) at 8150 Sunset? Can the City answer this question? Especially when the architect of that building, Kurt Meyer, a passionate advocate for great architecture (and architects) was recognized and honored for his great work around the city. Why does he does not gain the same respect from the city, Frank Gehry or the developers? Does the city randomly choose which iconic buildings to save or not, depending upon which developer is involved and how deep their pockets are? I wonder.

The DEIR states that Alternative 9 would not detract from the historical or architectural significance of the Colonial House (2-26). Their rational is because you can still see it looking up the street and although dwarfed from the monolith project, it has not disappeared. Do the residents of the building agree? Like those buyers who purchased units like the famed Bette Davis unit with views of the Hollywood Hills, and beautiful light to the north? Or like mine whose patio will be completely overlooked and shadowed and/or glared by their towers? Or whose street will become a freeway because this project would increase existing daily traffic? That sure does change the character and value of the building and it's units.

EXHAUST

The developers state that having underground parking now should alleviate the impacts of exhaust fumes. Well so now we do not have to look at the cars above grade but I ask...where will these exhausts be vented out to? They still need to be vented out to the street right? So the question still remains, how and where will this be alleviated?

How will the noise level be monitored and measured? The vents will make noise at all hours of the day and night, inside and outside of the structure. How can the neighborhood be assured that this will not be a noise nuisance?

MASSING AND SCALE AND MATERIALS

The DEIR talks about softening the massing with their design. This is an oxymoron. If they admit that there is so much mass and massing, there is no real way to soften it. They state on 2-27 " The horizontal break in massing allows the lower portion along the Havenhurst facade to respond to the surrounding neighboring scale. Have they ever walked down the street and seen the height and architecture of the buildings there? Really? They state that that the upper portion of the building steps up into the center of the site, **HELPING TO ALLEVIATE** taller building elements along the smaller scale street. The developers really do know that the scale of the street is small and try to justify overpowering the neighborhood with flowery design jargon. They speak of minimizing visual effects associated with the podium structure on surrounding **lower-scale residential development** (3-3). They are in essence, trying to mask the giant, with words and design features, which is impossible. Does the City agree with their assessment of the scale of the street in relation to their project?

They also say on page 2-10, **"building material selection is currently at an early stage."** They have not presented their materials to us. How can we determine what effects/impacts this project will have on us (glare, shade, heat..) if we are not fully informed. This could be another Disney Hall all over again. Will the city require materials presented now?

ARCHEOLOGICAL AND PALEONTOLOGICAL RESOURCES

They state that Alternative 9 would result in incrementally greater potential impacts to archeological and paleontological resources due to the incrementally increased excavation. They then state that these impacts would be less than significant with mitigation. What mitigation? Again, they do not state what that mitigation would be. Like many politicians, who state that they will bring about reform and never say how (they tell you that they will have the answer after they are elected), these developers talk of mitigation several times but do not state how.

Hazardous materials needs to be addressed...soil and anything else during excavation. What happens if the soil is determined to be hazardous? It then cannot remain exposed or at the site. How will this be dealt with? They will be trucking tons of excavated soil off-site and I

would want to know where it is going?? How will the city of LA and West Hollywood deal with the truck queue? Trucking will add to already impacted traffic and noise.

AESTHETICS

The developers state that they want to create a development that compliments and improves the visual character of the westernmost area of Hollywood and promotes quality living spacesIs this not subjective?

GEOLOGY

The DEIR states that with this alternative, with reduced occupancy, it will expose fewer people at the site to seismic hazards associated with the Hollywood Fault!!! Admitting that they are building within very close proximity to this fault, they are still asking to build an enormous project and increase the FAR to 3.1! How ridiculous and contradictory. Why would the City allow this scale so close to a major fault..which runs directly across the street?

There is no discussion of their storm water pollution prevention plan. What are they doing about run-off? Is the run-off going into the city of West Hollywood's systems? What will be the impact of a significant rain event?

LA County operate "flood control" facilities within the city of Los Angeles. Is there any water run-off dumping into their facilities? From either the city or West Hollywood?

ALCOHOL

Alcohol permits...are they planning on taking over existing licenses or have they already applied ? Or are they leaving it up to whomever will be occupying that space?

IN CLOSING...FRANK GEHRY AND TOWNSCAPE DEVELOPERS

It is my opinion that the developers went with a big name to get the project passed. I assume that they figure that if they used FRANK GEHRY they would impress the hell out of citizens and City officials (Mayor Garcetti is a fan) and all would just swoon. Well Disney Hall was not

without problems as you recall because Gehry's shiny metal building was not well thought out. Drivers were blinded by the glare and residents of the condos across the street complained about the reflective heat. Workers had to sand down the metal to dull the glass, a tarp was hung over the worst area....all the while Gehry saying that it is not a story that should be all around the world. He did not think it was a big deal. So what about the materials for this mass oversized project? The developers say that the building material selection is at an early stage and have not disclosed what materials will be used. Will we have the same problem as Disney Hall?

The New York Times reported That Frank Gehry "draws Ire for joining the Los Angeles River Restoration project. His involvement has prompted stinging criticism from advocates wary of gentrification and skeptical of the architect's ability to create an appealing outdoor space". So is Frank Gehry really the ticket for getting this project passed?

TOWNSCAPE PARTNERS, is known for unsavory practices. They planned to segregate low-income tenants from amenities for condo owners at 8899 Beverly Blvd. This "poor door policy" sparked outrage and they were forced to abandon this discriminatory practice.

At the present site at 8150 Sunset, Townscape was embroiled in a lawsuit dispute with many of their retail tenants. They installed parking arms and charged \$3.00 for 15 minutes, fees which tenants believed was a sure way of putting them out of business to make room for their mixed-use project. The developers succeeded because it destroyed and hurt many of these small businesses many of which, went out of business. Townscape had to stop charging after it was told to do so by the City of LA.

So why would the City of Los Angeles want to make allowances and concessions, give variances and do business with these developers who disrespect the community and demonstrate unsavory practices? No favors should be done for these developers as they have shown no consideration for Los Angeles or West Hollywood residents.

The neighborhood would definitely like something nice to be built at 8150 Sunset. An improvement is needed...a much smaller scale project that is tasteful, upscale and which speaks to the environment. When visiting the site, Michael La Grande, LA city planner, said that the project should not be any higher than the 8000 Sunset complex...4 stories, which is directly across the street. Speaking of which, the developers said when they thought about the project, they thought about neighborhood needs. They felt a fitness center and supermarket would be a good choice. Hmmm. Did they really scope out the area because DIRECTLY across the street

at the 8000 Sunset complex is a Trader Joes and Crunch gym and there is also a Bristol Farms just a few blocks down. These are not needed. If they omitted these from their plans and scaled way down, the impacts would be a lot less.

Alternative 9 is no alternative and should not be granted permits, given consideration or approval to be built.

Thank You,

Rory Barish
Enclosures