

VTTM No. 72370-CN

Staff Report Errata

P.13: Paragraph c. - correct Zoning Code reference.

Commercial parking shall comply with LAMC Section 12.2124-A,4(c).

P. 99: 3rd paragraph, 1st sentence - clarify that the turn restriction is for vehicles exiting the Project.

The Project would restrict exitturns at the driveway on Havenhurst Drive to right-turn only movements.

P. 101: Last paragraph, 1st 2 sentences - correct AM and PM trip numbers.

Since the Project would result in a net reduction in site-related traffic of approximately 108~~115~~ trips (with reductions of 108 trips in both the inbound and 0 net outbound site-related trips) during the A.M. peak hour, the net Project-generated traffic through any of the nearby CMP arterial monitoring intersections would not trigger the requirement of additional analyses during the A.M. peak period. During the P.M. peak hour, the Project would result in a total of approximately 123~~106~~ net new trips, which exceeds the CMP's 50-trip threshold.

P. 102: First paragraph - correct AM and PM trip numbers.

With regard to CMP freeway segment analysis, the Project would result in a net reduction in trips during the A.M. peak hour, and therefore, the Project would not affect the freeway system during this time period. During the P.M. peak hour at a total of approximately 123~~106~~ net trips (115~~103~~ inbound, 8~~three~~ outbound), it would not meet the CMP's 150 directional trip threshold during this time period. Additionally, in the evaluation of the CMP arterial monitoring intersections, only a portion of Project's total of 123~~106~~ net PM peak hour trips are actually expected to travel into or out of the immediate study area or to use any of the nearby freeways.

P. 104 Fourth paragraph, 1st sentence - correct number.

With regard to public transit, the Project-related increase in ridership on any single bus is expected to be nominal (an average of one~~two~~ or fewer new riders per bus during the peak commute periods).

P. 30, 33, 129, 133, 136, 137, 138, 139 Alternative 9 does not include a valet drop-off turnout lane along Crescent Heights Boulevard. This was included as part of the Original Project, and has been eliminated in Alternative 9. Therefore, Mitigation Measure TR-2 pertaining to turn restrictions into the valet drop-off turnout lane, and all related references to Mitigation Measure TR-2 and the valet drop-off turnout lane should be deleted. Because the valet drop-off turnout lane has been eliminated, there is no longer an associated potentially significant impact, and therefore no mitigation is required.



CITY OF WEST HOLLYWOOD

May 23, 2016

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**COMMUNITY
DEVELOPMENT
DEPARTMENT**

William Lamborn
City of Los Angeles
Major Projects Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: 8150 Sunset Boulevard Mixed-Use Project
Case Numbers: VTT-72370-CN, CPC-2013-2551-CUB-DB-SPR
CEQA Number: ENV-2013-2552-EIR

Dear Mr. Lamborn:

Thank you for the opportunity to comment on the Final Environmental Impact Report (FEIR) regarding use of Alternative 9 of the 8150 Sunset Boulevard Mixed-Use Project (Project).

The following is a list of outstanding items the City of West Hollywood deems were not properly analyzed in the FEIR completed for the Project:

SECTION 4.J. TRANSPORTATION AND CIRCULATION

Signalization of Fountain/Havenhurst Intersection

The FEIR indicates the Project will result in a significant traffic impact at the un-signalized intersection of Fountain Avenue and Havenhurst Drive, and that the installation of a traffic signal at this intersection is required per Mitigation Measure TR-1. However, the FEIR incorrectly lists the enforcement agencies responsible for the traffic signal installation as the Los Angeles Department of Transportation, and the Los Angeles Department of Building and Safety. The Fountain Avenue/Havenhurst Drive intersection is completely within the limits of the City of West Hollywood, and is therefore the correct enforcement agency for the proposed traffic signal installation.

Pursuant to CEQA Section 15126.4.a.2, mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments in order to be viable. Given that the City of West Hollywood does not support and will not approve said traffic signal installation, mitigation measure TR-1 is unenforceable. Therefore, the FEIR inadequately addresses a known significant traffic impact, and should not be certified without revision.

Further, the proposed traffic signal at Sunset Boulevard and Havenhurst Drive along with the proposed signalizing the intersection at Fountain Avenue and Havenhurst Drive would effectively make Havenhurst Drive a cut-through route and would impact the residential neighborhood along this portion of Havenhurst Drive. In Response No. A9-10, the FEIR erroneously states that the installation of new signals at both





ends of the segment of Havenhurst Drive between Sunset Boulevard and Fountain Avenue will not result in any significant cut-through traffic because there are already a series of speed humps along this segment of Havenhurst Drive, and the two new traffic signals could be intentionally "mis-timed" to delay and deter cut-through traffic. On the contrary, this will only slow down the increased traffic going through this segment of Havenhurst Drive and cause more traffic congestion, rather than lessen the anticipated impacts. Thus, the FEIR needs to be revised to address these impacts, and have an added project alternative with no vehicular access off Havenhurst Drive.

Traffic Impacts Along Fountain Avenue

On Fountain Avenue, the level of service calculations show worsening conditions at all intersections which were studied. Although the signalized intersections of Fountain/Olive and Fountain/Laurel were not included in the analysis, they too will be impacted. To mitigate the worsening of conditions at these intersections, the developer should be required to fund the upgrade of the traffic signal controller equipment, replacing existing 170 controllers with 2070 controllers, as well as fund installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega; Fountain/Olive; Fountain/Sweetzer; Fountain/Crescent Heights; and Fountain/Laurel (Fountain/Fairfax is not included, as that intersection already has an upgraded 2070 controller and has a battery back-up system).

Safe Pedestrian Access

The proposed project will increase both vehicular and pedestrian traffic in the surrounding area, and this potential increase in pedestrian traffic levels warrants an upgrade to the existing mid-block crosswalk located south of the project site on Crescent Heights Boulevard. In Response No. A9-11, the FEIR states there is no nexus between the proposed Project and any significant pedestrian related impacts on Crescent Height Boulevard to justify upgrading the existing mid-block crosswalk, because development in the surrounding area will create more traffic in the area and contribute much more toward possible increases in conflicts between vehicles and pedestrians than the proposed Project itself. However, this reasoning is flawed in that it still does not take into account the increase in pedestrian traffic caused specifically by the proposed Project.

Therefore, the City of West Hollywood requests the project upgrade the current crosswalk to a mid-block pedestrian signal. Pedestrian visibility enhancements should also be incorporated into the signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.).

SECTION 4.K.2. UTILITIES AND SERVICE SYSTEMS – WASTEWATER

In a letter dated November 5, 2015, as a response to the Recirculated Portions of the Draft EIR (RP-DEIR), the City of West Hollywood requested the Project be required to mitigate its impact on the sewer infrastructure within the City of West Hollywood that serves the Project site by paying a fair-share cost of the ongoing maintenance of the City of West Hollywood owned sewer utility system. In response to this request, the FEIR states a Project Design Feature (PDF-WW-1) has been added to Section





4.K.2, which states the Project shall contribute said fair-share payments to the City of West Hollywood.

Given that the Project is not within the jurisdiction of the City of West Hollywood, there is no reliable enforcement mechanism for the fair-share payments to be collected on an annual basis. Therefore, it is recommended that the fair-share payment be assessed as a lump sum payable to the City of West Hollywood prior to the issuance of Building Permits. This lump sum amount is based on the West Hollywood City Sewer Service Charge that would be collected on the annual property tax bill for an identical mixed-use project, if it were located in West Hollywood.

The City Sewer Service Charge is based on the concept of the Equivalent Sewer Unit (ESU). A single family residential property's City Sewer Service Charge is 1 ESU. The City Sewer Service Charge rates for all other land uses are based on the proportional use of the sewer system, in multiples of the ESU. The formula for calculation of the City Sewer Service Charge remains unchanged from the method of calculation adopted by the City Council in 1997. Based on the Project Summary for Alternative 9 (on Table 2-1 of the RP-DEIR), the sewer usage by the proposed development is 270 Equivalent Sewer Units (ESU).

The annual City Sewer Service Charge rate for FY 2016-17 is \$40.91 per ESU. Considering the proposed project of 270 ESU, the City Sewer Service Charge for FY 2016-17 would be \$11,034.80. The City Sewer Service Charge is adjusted by the CPI-LA on July 1 of each year. For example, the CPI-LA which has been applied for calculation of the 2016-17 assessment rates is 3.266%. Assuming a 50-year term for calculation of the developer's obligation for funding their fair-share of costs for on-going operation and maintenance of the City of West Hollywood sewer system, as well as an annual CPI-LA of 3% per year for the next 50 years, the amount the developer would need to pay the City of West Hollywood is \$1,244,691.30. Again, this dollar amount would need to be paid to the City of West Hollywood prior to issuance of the Building Permits.

There is a less expensive alternative to paying the above stated \$1,244,691.30 to the City of West Hollywood. The City of Los Angeles could require the developer to design and construct a new 8-inch diameter sewer to be aligned in Crescent Heights Boulevard. The proposed sewer would flow south from the project site to connect to an 8-inch diameter sewer in Crescent Heights Boulevard, just south of Santa Monica Boulevard. This new 8-inch diameter sewer would be owned and maintained by the City of Los Angeles, similar to other sewers owned and maintained by City of Los Angeles that pass through West Hollywood elsewhere. The construction would need to be completed prior to issuance of the certificate of occupancy for the proposed development. The City of West Hollywood would be willing to issue the necessary Encroachment Permits for construction of the new sewer. By building this new sewer, the proposed project would no longer utilize the City of West Hollywood sewer system, and would not need to pay for their fair-share of the cost of on-going operation and maintenance of the City of West Hollywood sewer system.





REVIEW

The FEIR inadequately addresses the above items, and these items need to be resolved prior to certification of the FEIR for the Project.

The following are key conditions that the City of West Hollywood still requests be applied to the Project:

- Eliminate site access along Havenhurst Drive.
- Require deliveries and services (i.e. trash collection, moving vans, etc.) to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.
- Upgrade the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard to a mid-block pedestrian signal, and incorporate other pedestrian visibility enhancements into the signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.).
- Fund upgrading the traffic signal controller equipment, replacing existing 170 controllers with 2070 controllers, and installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega, Fountain/Crescent Heights, Fountain/Sweetzer, Fountain/Olive, and Fountain/Laurel.
- Require the installation of a new 8-inch diameter sewer aligned in Crescent Heights Boulevard that is owned and maintained by the City of Los Angeles, or have the Project developer pay the City of West Hollywood \$1,244,691.30 to cover the long-term fair-share cost of the on-going operation and maintenance of the City of West Hollywood owned sewer system.

Thank you again for this opportunity to provide input on this project. If you have any questions regarding this letter, please feel free to contact me.

Sincerely,

Scott Lunceford, AICP
Associate Planner
Current and Historic Preservation Planning
City of West Hollywood
slunceford@weho.org
323-848-6427



DAVID E. RYU
COUNCILMEMBER, 4TH DISTRICT

May 3, 2016

Mr. Vince Bertoni
Director of Planning
Los Angeles City Planning Dept.
Room 525
Los Angeles, CA 90012

Re: VTT72370-CN, CPC-2013-2551-CUB-DB-SPR, ENV 2013-2552-EIR, 8148-8182 West
Sunset Blvd., 1438-1486 No. Havenhurst Drive

Dear Mr. Bertoni:

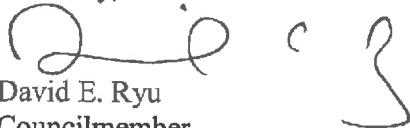
The proposed mixed-use development called 8150 Sunset is scheduled for a public hearing on
May 24, 2016 before the Advisory Agency/Hearing Officer.

My staff and I met with the developers and their representatives on January 20, 2016. They have
hired iconic architect Frank Gehry to design a remarkable structure. At this meeting, we
discussed the proposed project and community impacts. I asked the developers to look at scaling
the project back by reducing the height and the bulk of the building. I understand that there is no
height limit on Sunset Boulevard, however, these elevations are out of scale with the adjacent
buildings as well as the residential properties on Havenhurst Drive.

Moreover, traffic impacts and congestion are also significant and the requested change of the
right turn lane from Sunset going to Crescent Heights is one example of a potential traffic snarl.
Incorporating the city property as part of the plaza and setback for the project needs to be
scrutinized as to whether this will create more gridlock along with the impacts of heavy trucks on
a residential street.

I am open to creative suggestions from the developers, Planning, DOT, and the community to
address these serious concerns.

Sincerely,


David E. Ryu
Councilmember

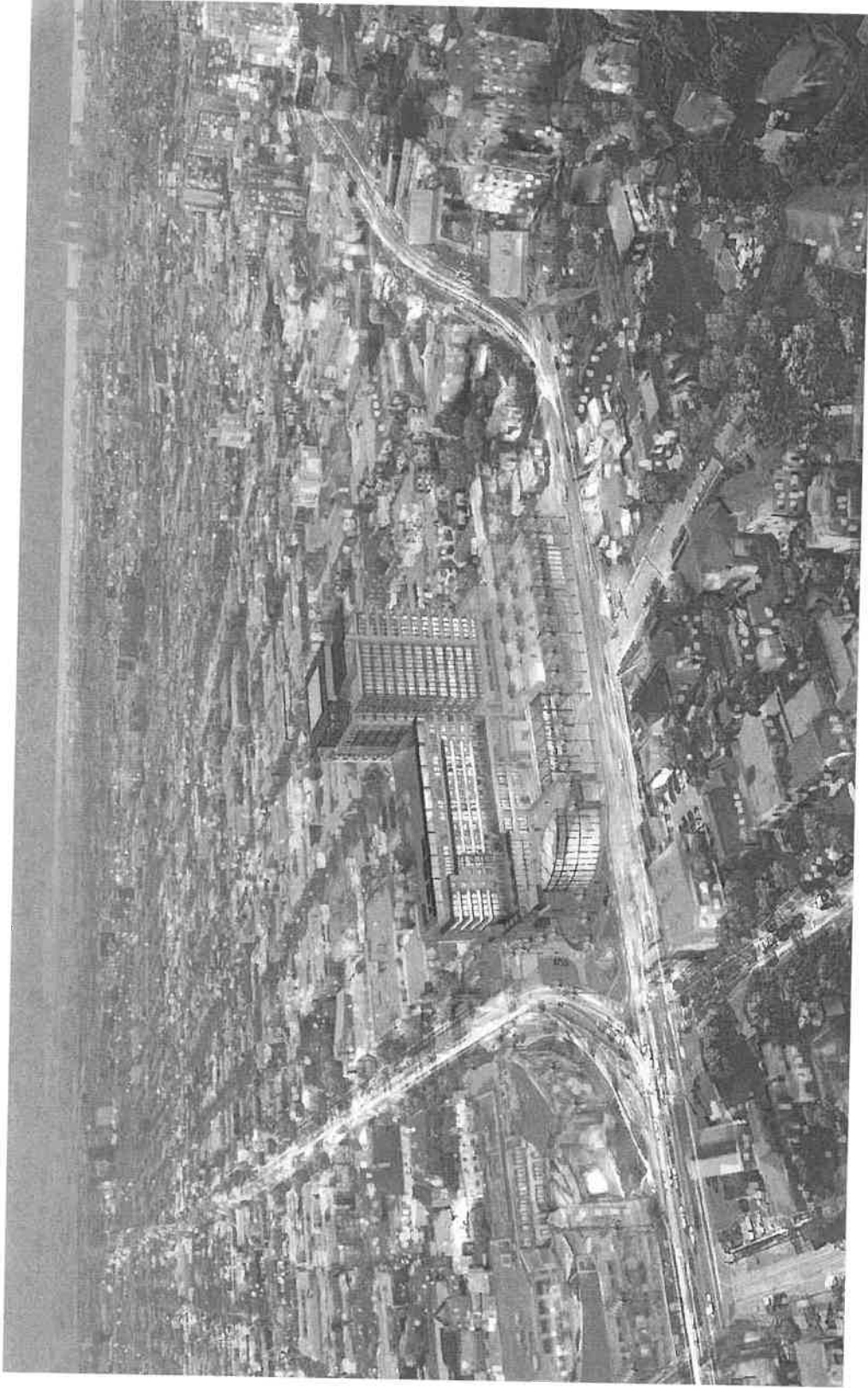
8150 SUNSET BOULEVARD
HEARING EXAMINER'S HEARING

MAY 24, 2016

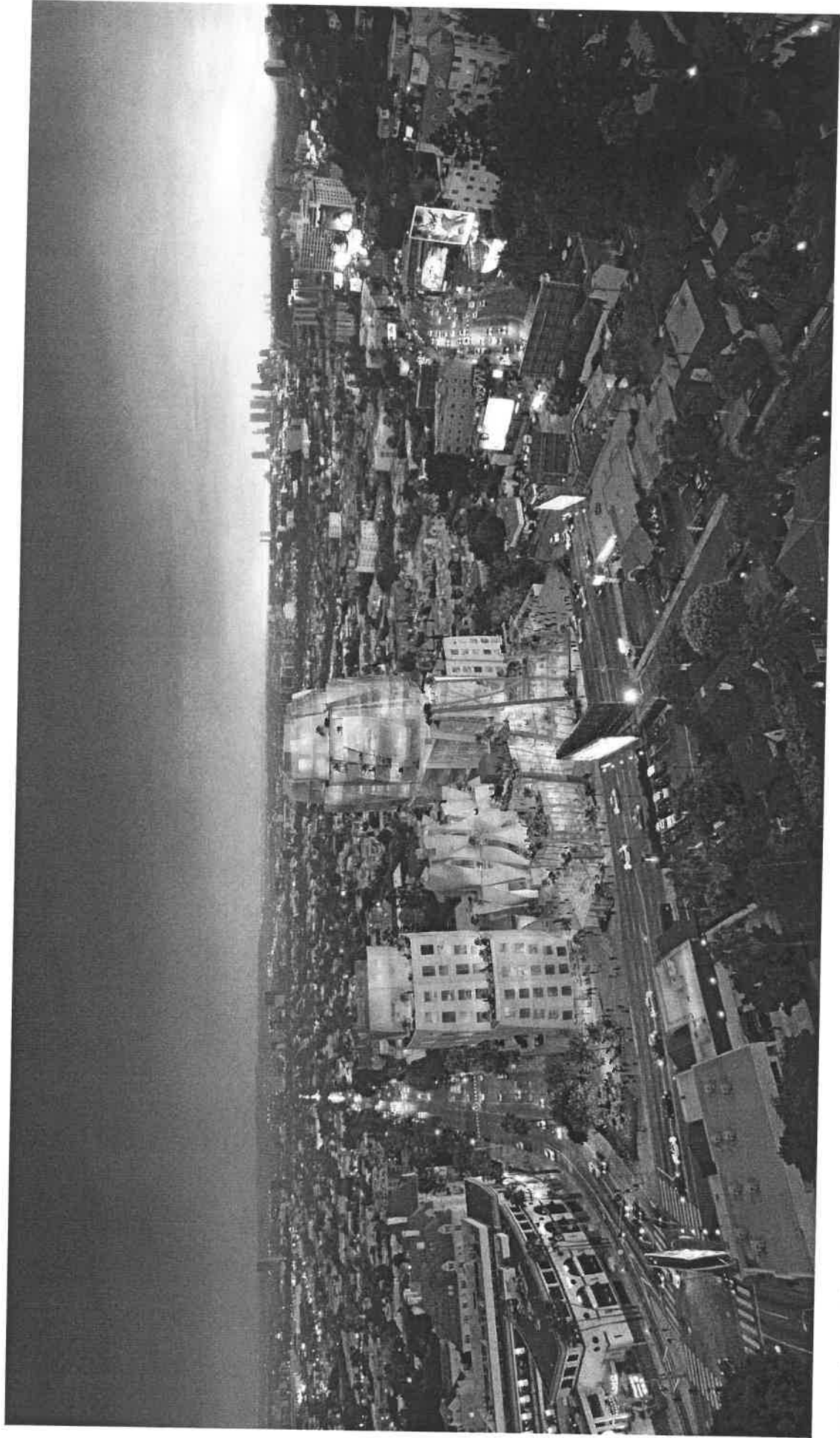
TOWNSCAPE PARTNERS
OWNER

GEHRY PARTNERS, LLP
ARCHITECT

ORIGINAL PROJECT RENDERING



Gehry Partners, LLP | 8150 Sunset Boulevard



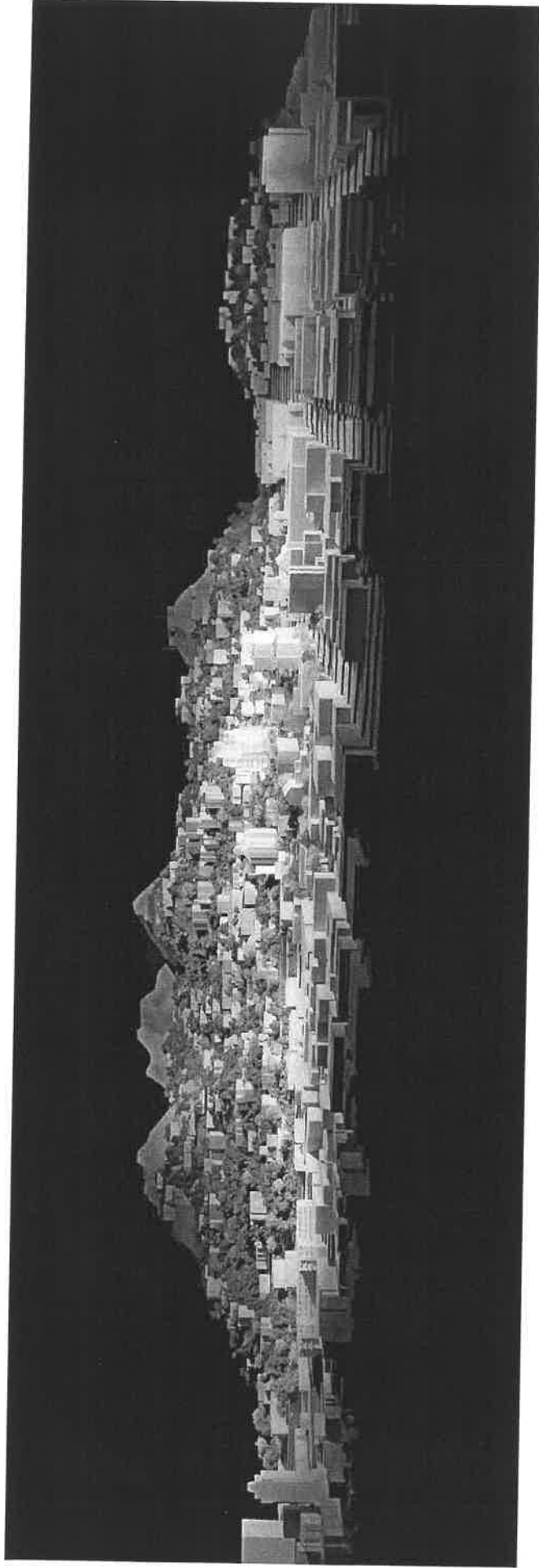
Gehry Partners, LLP | 8150 Sunset Boulevard

Northeast Aerial View at Night

Project Program Comparison

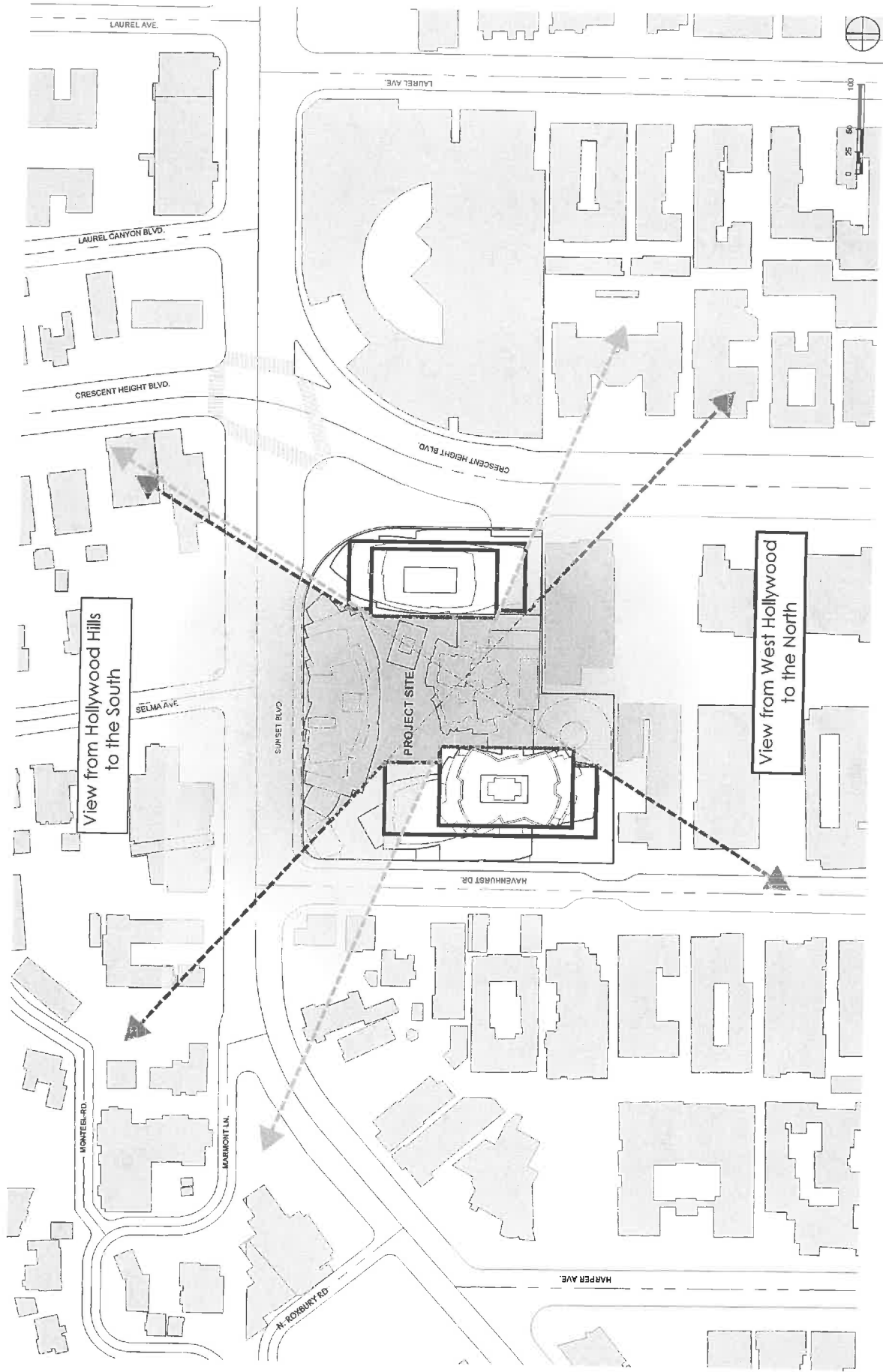
	The Project		Alternative 9 Gehry Partners, LLP	
Residential Area	222,564	SF	269,200	SF
Commercial Area	111,339	SF	65,000	SF
Total Area	333,903	SF	334,200	SF
Unit Count	249		249	
Parking Count	849	spaces	820	spaces

Massing and Site Organization

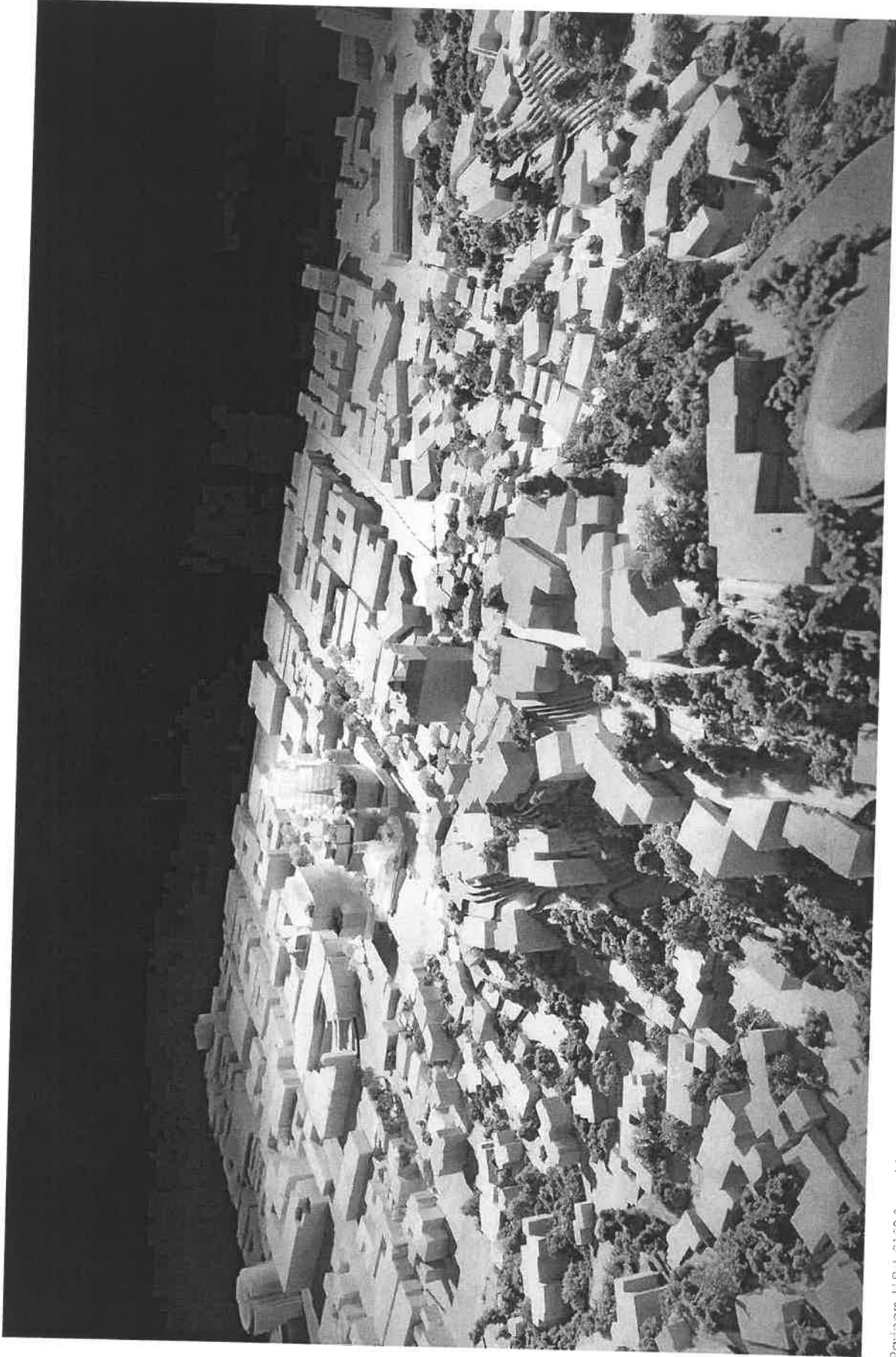


Gehry Partners, LLP | 9150 Sunset Boulevard

View Towards the Hollywood Hills

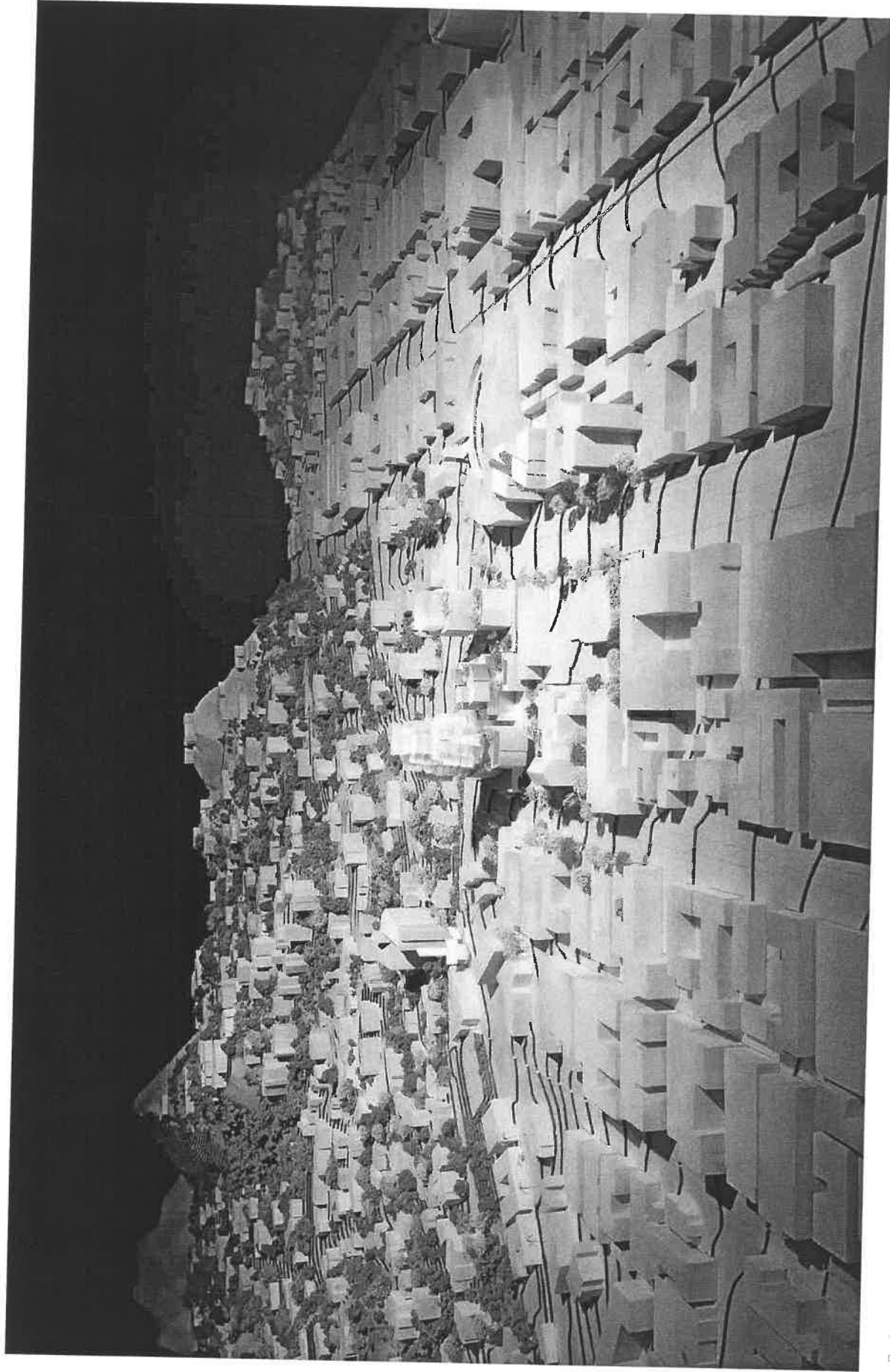


Building Orientation and View Corridor Diagram



Gehry Partners, LLP | 8150 Sunset Boulevard

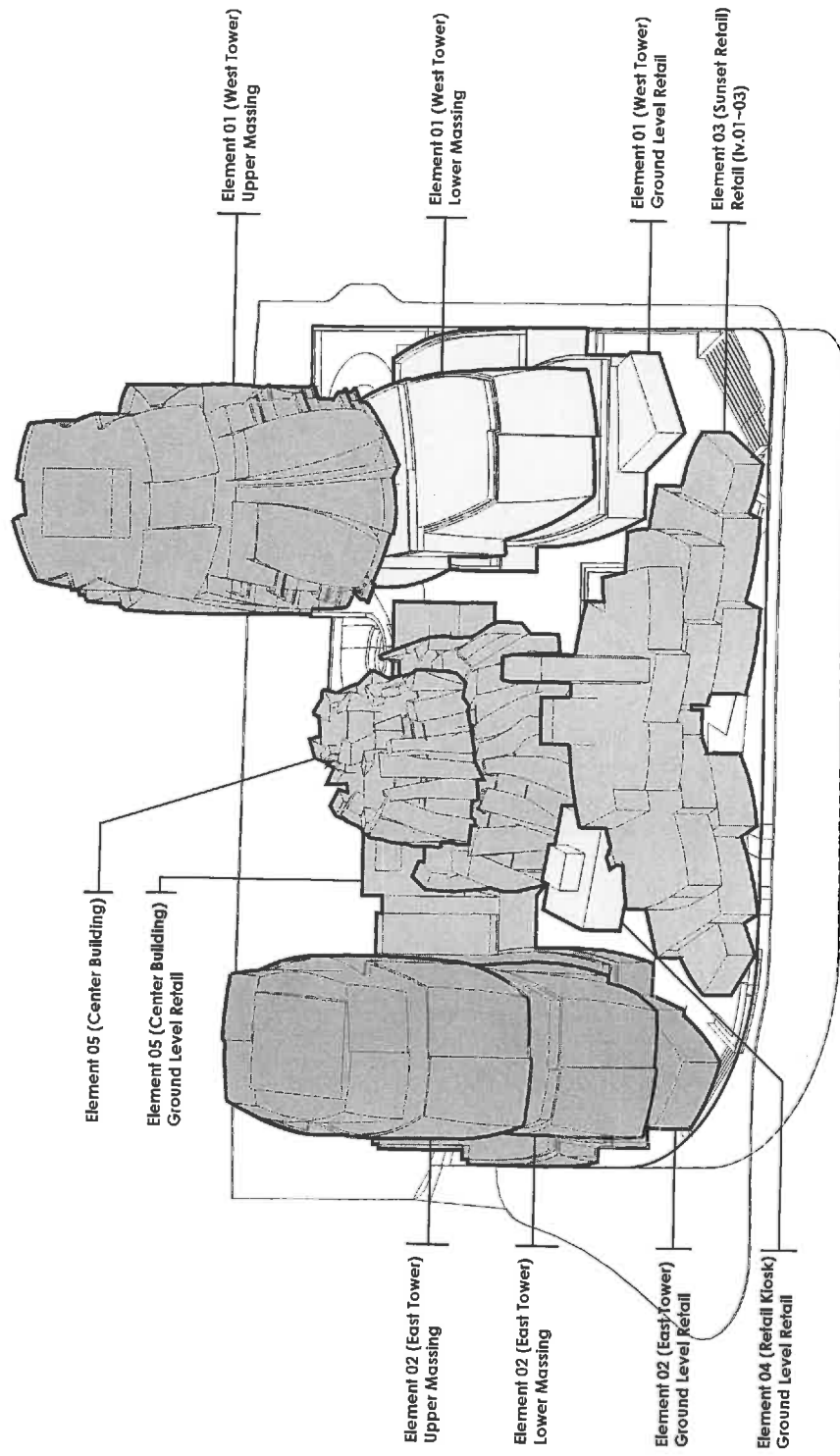
Site Aerial View Northwest



Gehry Partners, LLP | 8150 Sunset Boulevard

Site Aerial View South

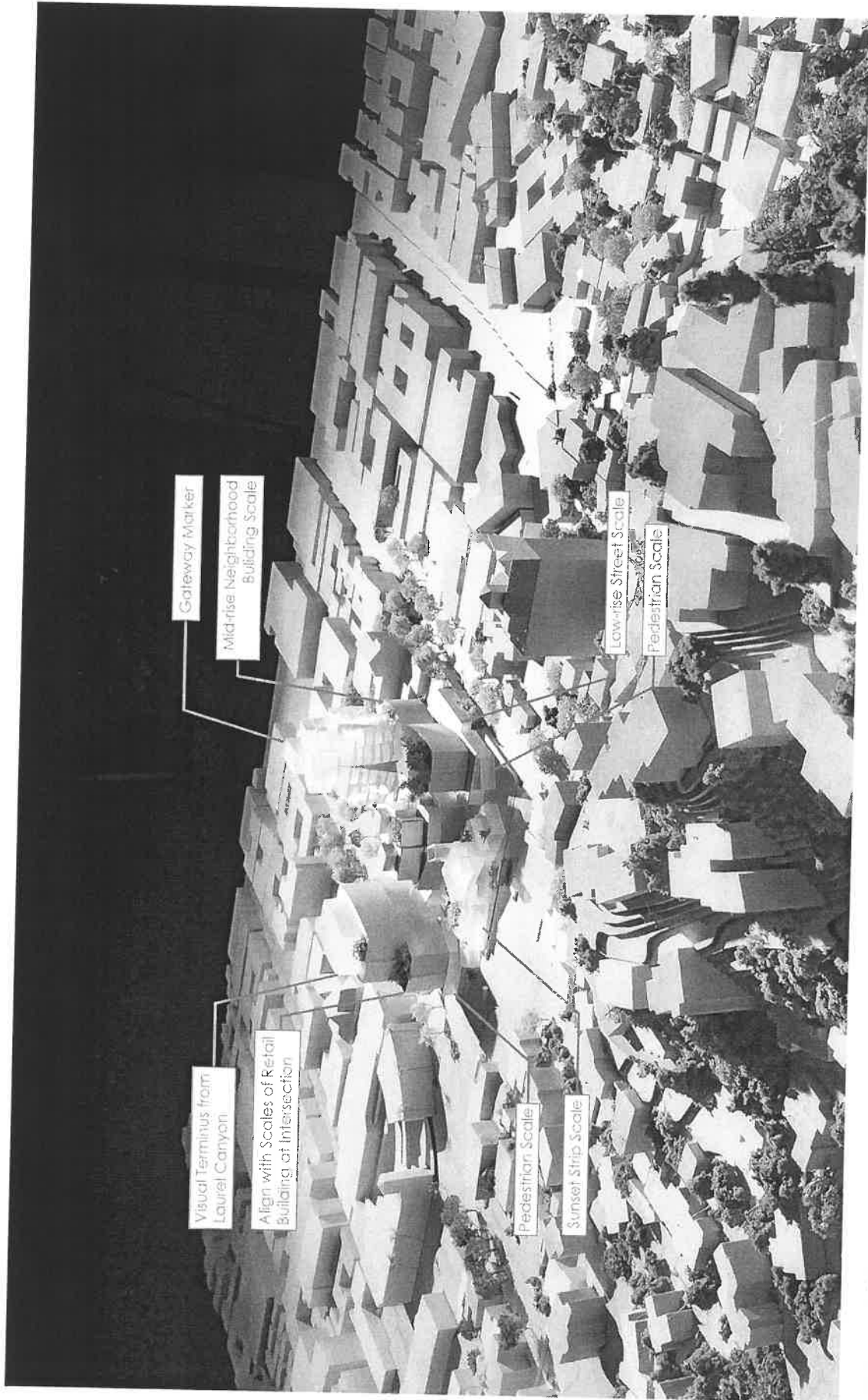






Gehry Partners, LLP | 6150 Sunset Boulevard

Site Aerial View Northeast



Gateway Marker

Mid-rise Neighborhood Building Scale

Visual Terminus from Laurel Canyon

Align with Scales of Retail Building at Intersection

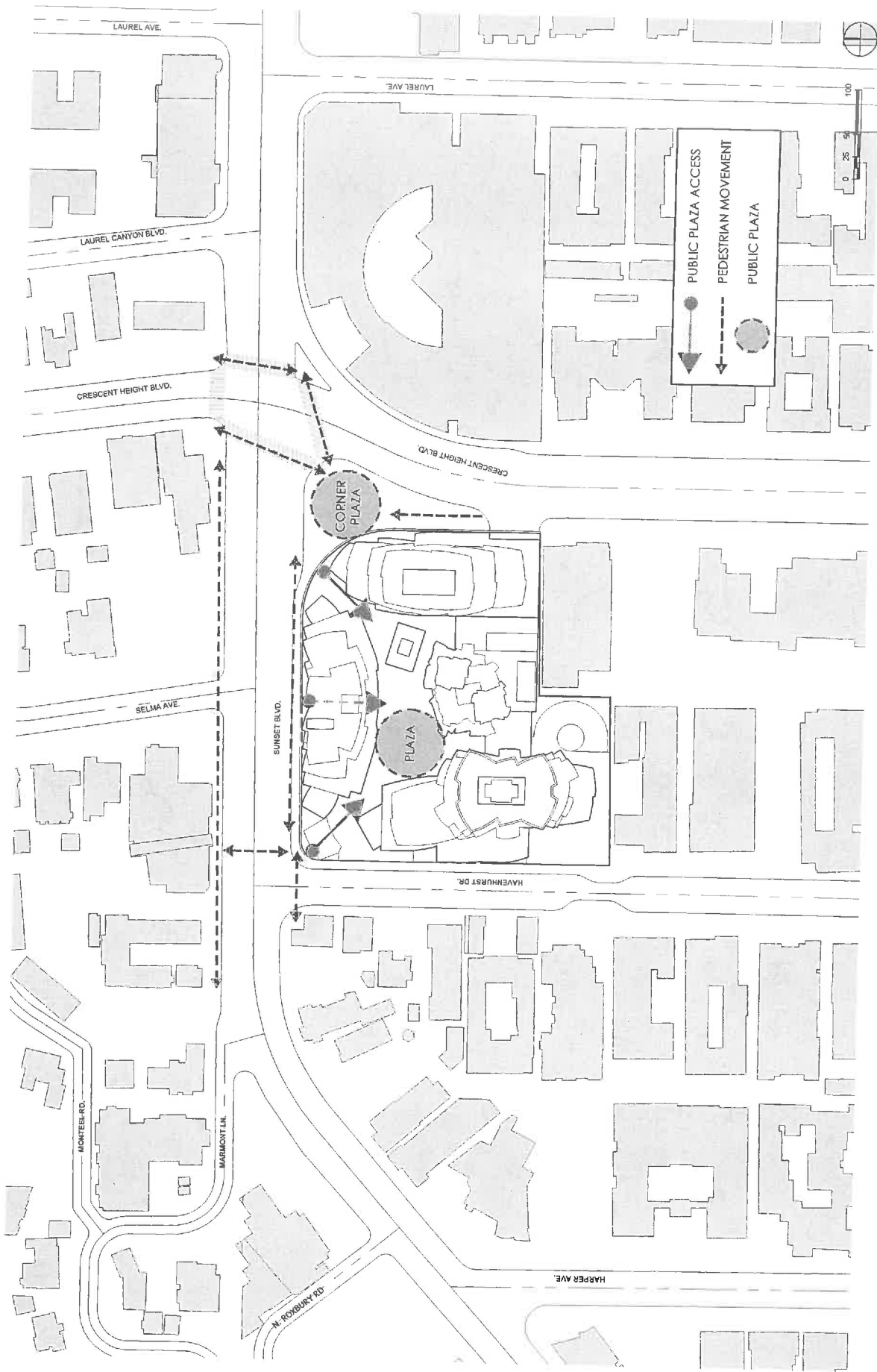
Pedestrian Scale

Sunset Strip Scale

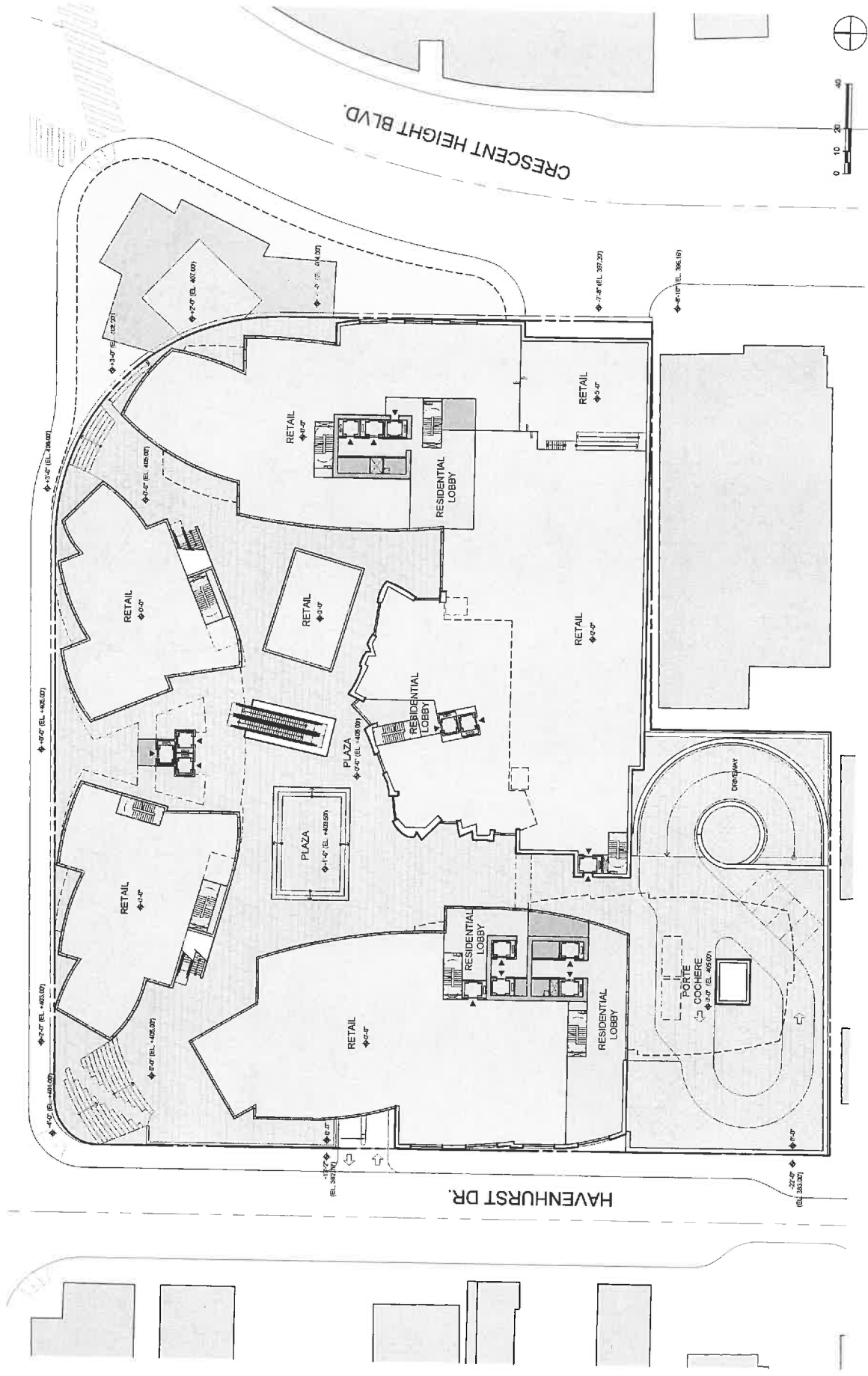
Low-rise Street Scale

Pedestrian Scale

**Pedestrian Experience
and Site Access**



Pedestrian Access Diagram





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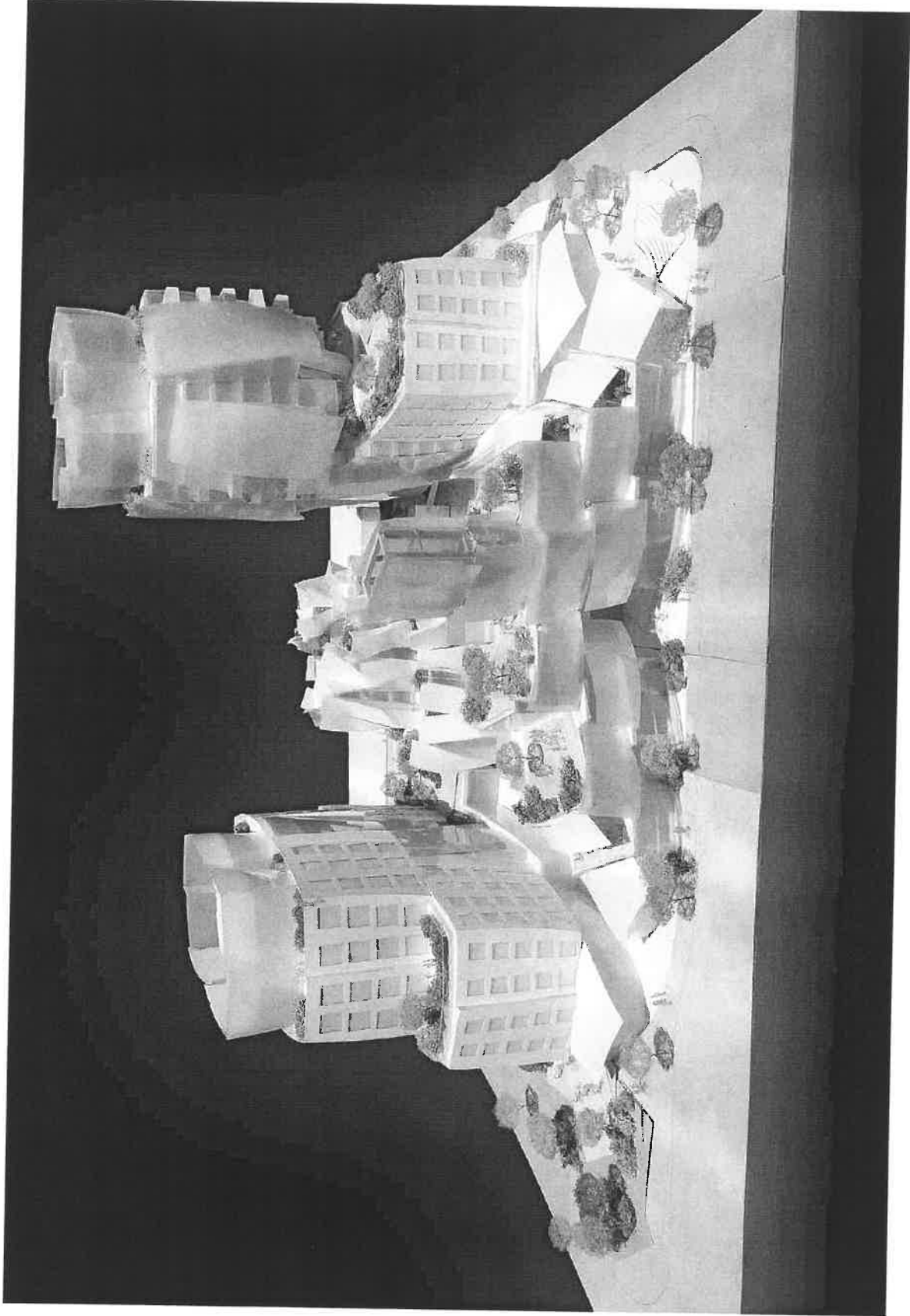
Plan View



Gehry Partners, LLP | 8150 Sunset Boulevard

Northwest Corner Plaza Entry

Architectural Design



Gehry Partners, LLP | 8150 Sunset Boulevard

North Aerial View

PROJECT SITE REGULATIONS

General Plan Designation: Neighborhood Office Commercial

Zoning: C4-1D

- No height limit
- "D" limitation reduces FAR from 1:5:1 to 1:1

ENTITLEMENT REQUESTS

- Density Bonus
- Site Plan Review
- Conditional Use Permit for the onsite and offsite sale of alcoholic beverages
- Vesting tentative Tract Map

DENSITY BONUS INCENTIVES

- Off-Menu Incentive to permit the area of land required to be dedicated for street purposed to be included as lot area for purposes of calculating the maximum allowable floor area
- 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

DENSITY BONUS

- **3:1 FAR allowed if:**
 - The parcel is in a commercial zone;
 - The parcel is in Height District 1 (including 1VL, 1L and 1XL);
 - The parcel fronts on a Major Highway as identified in the City's General Plan;
 - The project includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus; and
 - 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

TOPICS ANALYZED IN THE DRAFT EIR & RP-DEIR

- **Aesthetics**
 - Population and housing
- **Air Quality**
 - Public Services (Police, Fire, Libraries, Parks)
- **Climate Change / GHGs**
 - Transportation, Circulation & Parking
 - Utilities (Water, Wastewater, Solid Waste)
- **Cultural Resources (Historic, Archaeology, Paleontology)**
 - Mitigation Measures
- **Geology and Soils**
- **Land Use and Planning**
- **Noise and Vibration**

SIGNIFICANT UNAVOIDABLE IMPACTS

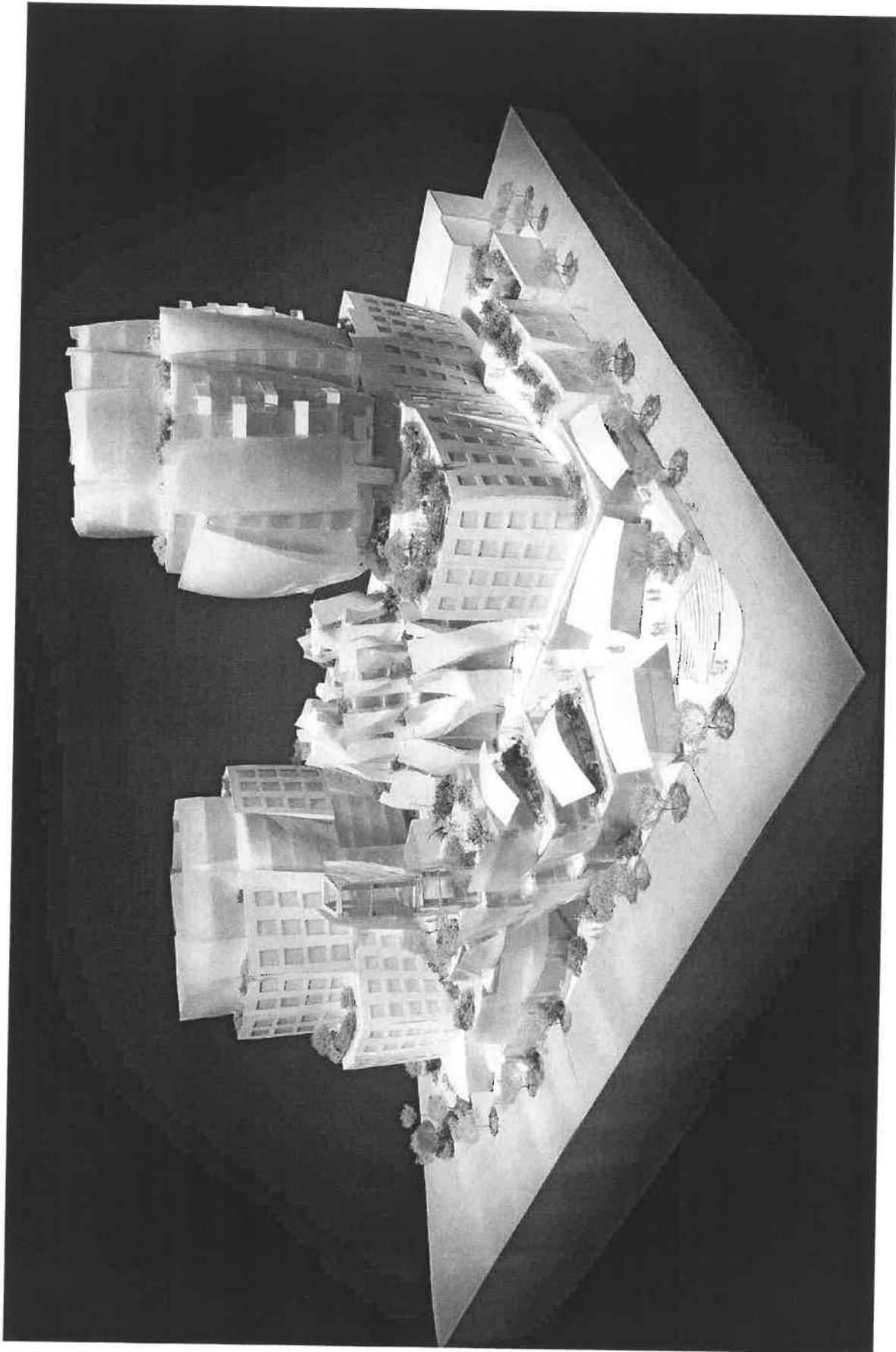
**** No new or more severe significant unavoidable impacts under Alternative 9 compared to original Project**

- **Noise and Vibration**
Temporary construction-related noise and vibration at closest sensitive receptors
- **Transportation and Circulation**
Temporary construction-related traffic impacts (significant impact would only occur during shoring and excavation phase)

- **Cultural Resources**

Demolition of Bank building

- Direct Impacts (significant impact would occur despite comprehensive mitigation proposed)



Gehry Partners, LLP | 3150 Sunsef Boulevard

Northwest Aerial View

Let's Save the Lytton Savings Bank Building, a Marvel of Mid-Century Modern Architecture

The Lytton Savings Bank Building is currently threatened with demolition to create a parking structure. The building features architectural design elements that were innovative at the time of its construction and retains its architectural integrity with most of its design features intact.

The pleated roof was a new experimental design element in the early 1960s. It had been used by architect Donald Wexler in his steel houses of Palm Springs. This feature consists of pre-cast concrete panels attached to each-other in a pleated fashion; a new concept in building design at the time. The building also features the use of decorative concrete block, window walls and a free floating staircase; details which were distinctive architectural features of the time.

The bank was designed for drive-in banking a new concept at the time and a product of Los Angeles' "car culture" like the Drive-in Googie restaurants, Dingbat Apartments and Drive-In Movie Theaters of the Mid-Century Modern Era; all conveniences for our use of the automobile and major themes in the development of this city with its vast freeway system unequaled anywhere else on the planet at the time.

The Lytton Bank building is unique. There is no other building like it along the entire stretch of Sunset Blvd. It is a Mid-Century Modern Commercial Structure in a neighborhood filled with many examples of historic residences like the Chateau Marmont across the street. Though of a later era, it fits in well with its many architecturally distinguished neighbors!

The building retains its architectural integrity: pleated roof, window walls, floating staircase, the use of decorative concrete block details and retaining walls. Its has a wonderful scale and symmetry and makes a bold statement along Sunset Blvd., despite its modest size. It qualifies as Historically Significant under the National, California and City of Los Angeles Criteria as it is a significant example of a distinctive architectural style. It is a Hallmark of Mid-Century Modern Design!

There have been many successful examples of saving such buildings by incorporating them into new developments.

A case in point is the Stuart Pharmaceutical Building in Pasadena. This Mid-Century marvel was designed by the noted architect Edward Durrell Stone. When LAMetro developed the site adjacent to the Madre Villa Station of the Goldline as a transit oriented development, the building was incorporated into the plan for the apartment complex by the developer and now serves as the public space and offices for the complex. It is now the architectural showcase at the center of this complex of over 212 apartments.

The Lytton Savings Bank Building could also be adapted for such re-use. Since it sits on the corner of the site, it allows for the rest of the project to be constructed around it.

In January of last year, while I was serving as the Environmental, Beautification and Preservation Chair for the Hollywood Hills West Neighborhood Council and PLUM Committee, the developer made a presentation to us about this project. At that time they promised to preserve the building.

Later, with the change in the architectural team to Frank Gehry Associates the developer reneged on their promise and stated their intent to demolish the building.

With the previous larger planned development of over 450 units, they stated it was necessary to demolish the building for the construction of an underground parking garage. Now that does not need to be the case since the project has been greatly scaled down.

The HHWNC has voted in support of the preservation of the building.

Really, would the City allow the demolition of this building to create parking spaces?

That would be a travesty.

If you would like, I would be happy to arrange a tour of the Stuart Pharmaceutical Building in Pasadena so the Committee can see how a wonderful Mid-Century Modern Building can be successfully incorporated into a similar size project and re-used effectively.

Sincerely yours,



Carl Peter Ripaldi

Former Environmental, Beautification and Preservation Chairman,
The Hollywood Hills West Neighborhood Council

Former Principal Environmental Specialist, Los Angeles County Metro
Member of Hollywood Heritage
Member of Los Angeles Conservancy
Member of the National Trust for Historic Preservation
Member of the Nevada Trust for Historic Preservation

G+1 0

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**ESOTERIC
SURVEY**

Stuart Pharmaceutical / Stone



Stuart Pharmaceutical Company (1958) by Edward Durell Stone, with landscape design by Thomas Church.

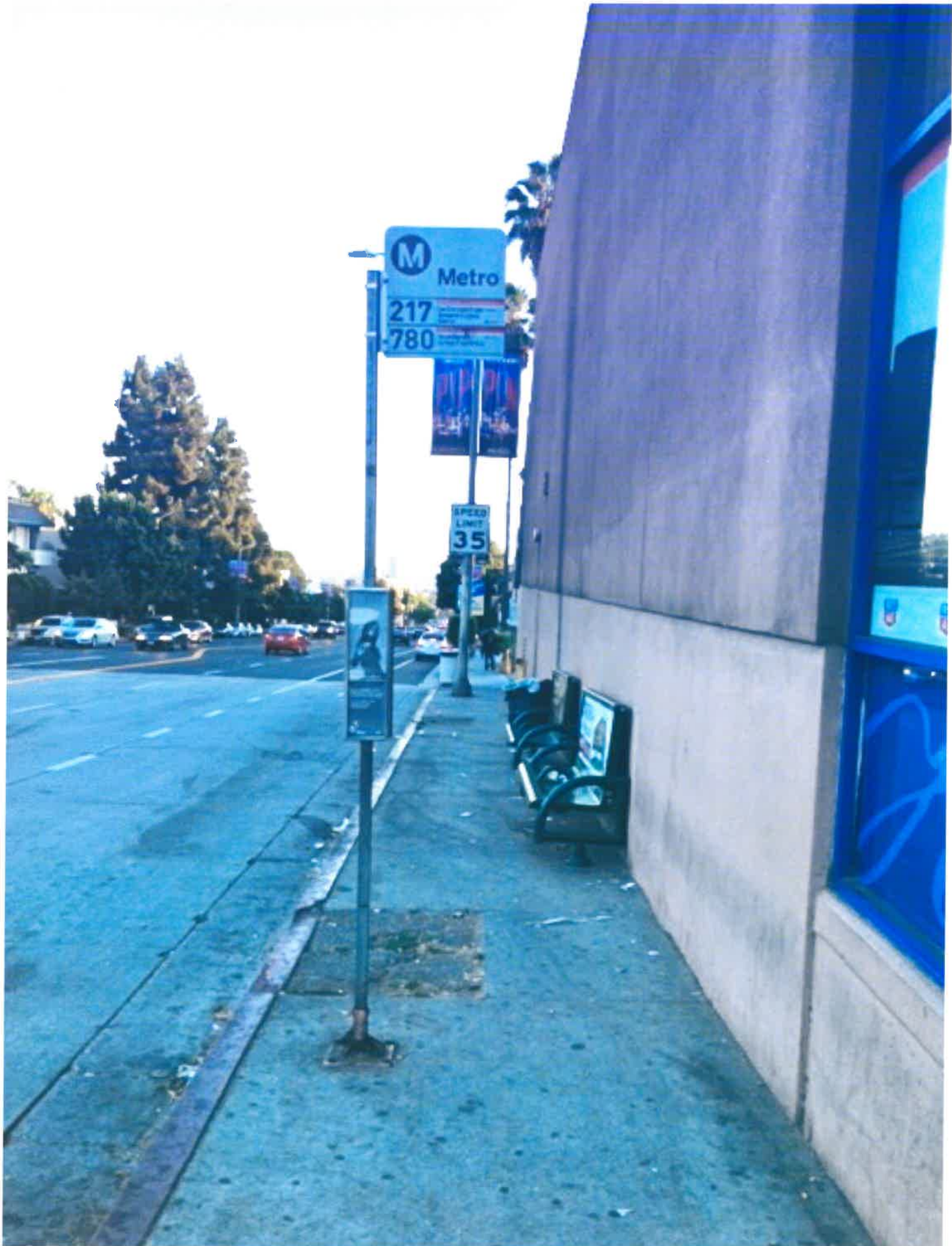




M Metro
217
780



SPEED
LIMIT
35



8150 SUNSET BLVD.

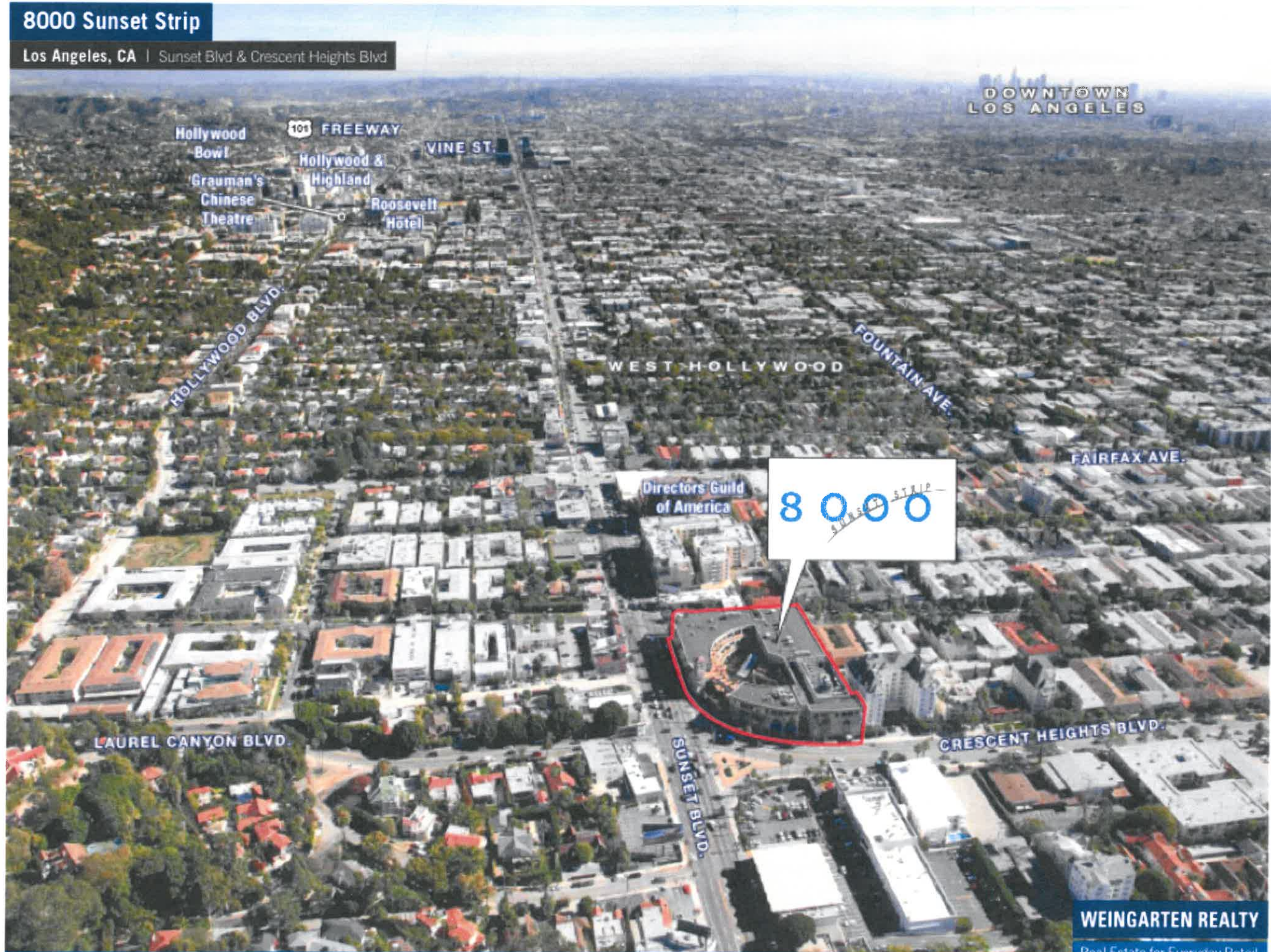
CASE # VTT-72370-CN

CPC - 2013 - 2551 - CUB - DB - SPR

"PHOTO OF TRANSIT STOP"

8000 Sunset Strip

Los Angeles, CA | Sunset Blvd & Crescent Heights Blvd



DOWNTOWN
LOS ANGELES

Hollywood Bowl
Grauman's Chinese Theatre
Hollywood & Highland
Roosevelt Hotel
101 FREEWAY
VINE ST.

HOLLYWOOD BLVD.

WEST HOLLYWOOD

FOUNTAIN AVE.

FAIRFAX AVE.

Directors Guild
of America

8000
SUNSET STRIP

LAUREL CANYON BLVD.

SUNSET BLVD.

CRESCENT HEIGHTS BLVD.

WEINGARTEN REALTY

Real Estate for Everyday Retail

Below line drawn -
responsible development height.

NO TO
TRAFFIC / NO
TO DEVELOPMENT





MICHAEL LOGRANDE 2 PM - 11/2013
STARRING ACROSS AT 8150 SUNSET
Declares... should NOT
be taller than
8000 Sunset!
TRAFFIC
nightmare!

LA Planning Director.



Please fill out your name and address to receive a notice for the Planning Commission date and a copy of the Staff Report

Email List

Case: VTT-72370-CN
 CPC-2013-MCUP-DB-SPR
 Hearing Date: May 24, 2016
 Project Address: 8150 Sunset Boulevard

<p>Example: John Doe John.doe@email.com</p>		
<p>Barbara Witkin Area7chair@hhwinc.org</p>	<p>Miki Jackson miki.jackson@gmail.com</p>	<p>BRYNA MAKOWKA 1949 Argyle Ave Los Angeles, CA 90048</p>
<p>CARL RIPALDI ripaldi2001@yahoo.com</p>	<p>Jim CHUD jimchud@gmail.com</p>	<p>GREGORY WIDEN GREGORYWIDEN@MAC.COM</p>
<p>ROB GLUSHON rglushon@luna-glushon.com</p>	<p>Philippe MORA MORAFILMS@GMAIL.COM</p>	<p>Caroline GRAHAM carolinesgraham@icloud.com</p>
<p>DAVE SNODGRASS OTTOMATI@1563@GMAIL.</p>	<p>AJar234@gmail.com</p>	<p>Stanley Belkoff SPBERKoff@gmail.com</p>
<p>Adrian Fine afine@laconservancy.org</p>	<p>Tammy2@yahoo.com</p>	<p>Valorie Keegan ROLAV1@aol.com</p>
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<p>Charles Cha charlesjcha@gmail.com</p>		<p>Ofeldman@pacbell.net</p>

Please fill out your name and address to receive a notice for the Planning Commission date and a copy of the Staff Report

Email List

Case: VTT-72370-CN
CPC-2013-MCUP-DB-SPR
Hearing Date: May 24, 2016
Project Address: 8150 Sunset Boulevard

Example: John Doe John.doe@email.com		
JOHNNY ANDRADE Johnny@lapulse.it		
<u>SL</u>	Steve Smith EPP @icloud.com	
Mary Hasilou	Maryhaskell22 @gmail.com	
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Rory Berish	NASWIMING@aol.com	