



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd

7 messages

Phyllis Present <ppresent1@gmail.com>

Tue, May 20, 2014 at 11:36 AM

To: Srimal.hewawitharana@lacity.org

Thank you Srimal for your telephone call today. My mailing address is.....7839 Electra Drive, Los Angeles, Ca. 90046

As discussed, I would like to know how the Traffic Impact is conducted Is this mechanical with no numbers left to doubt, or a verbal report?

Over what period of time, daily, weekly, monthly does this happen? For instance not on a Sunday or including that day?

Phyllis Present

Phyllis Present <ppresent1@gmail.com>

Tue, May 20, 2014 at 11:54 AM

To: Srimal <Srimal.hewawitharana@lacity.org>

Begin forwarded message:

From: Phyllis Present <ppresent1@gmail.com>

Date: May 20, 2014 11:36:12 AM PDT

To: Srimal.hewawitharana@lacity.org

Subject: 8150 Sunset Blvd

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, May 20, 2014 at 2:06 PM

To: David Crook <D.Crook@pcrnet.com>

Hi David,

Please include Phyllis Present in the mailing list for when we send out the DEIR Notice of Availability.

Also, could you help answer her questions about how the traffic study is conducted?

Thank you.

Srimal

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

From: **Phyllis Present** <ppresent1@gmail.com>

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Phyllis Present <ppresent1@gmail.com>

Tue, May 20, 2014 at 2:21 PM

Dear Ms. Present,

I have forwarded your mailing address to the consultants to be included in the mailing list to be notified when the draft Environmental Impact Report (EIR) becomes available for review.

I have also forwarded your inquiry regarding the traffic study. The traffic study will be included in the draft EIR as an appendix. I will contact you as soon as I hear from the traffic consultants in response to your inquiry.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, May 21, 2014 at 1:53 PM

Hi Srimal, I have added this person to our list.

As for the traffic question, in a nutshell, the traffic analysis is quantitative and is based on established methods of traffic impact analysis provided by both the City of Los Angeles and City of West Hollywood (as affected intersections and roadways are in both cities). Project-related traffic is projected using traffic generation factors provided by the Institute of Transportation Engineers (ITE), which is then compared to the traffic generated by existing uses on the site. The change in traffic generation (including total daily trips, daily A.M. peak hour trips, and daily P.M. peak hour trips) is then plugged into a computer traffic model that indicates at which intersections or roadway segments the acceptable Level of Service (LOS) would be exceeded. For those intersections and roadways where potential impacts could occur, mitigation (which could include new signals, restriping, widening, or other improvements) is provided to reduce the impact of the Project on those facilities.

I hope that answers their question.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, May 20, 2014 2:06 PM
To: David Crook
Subject: ****SPAM**** Fwd: 8150 Sunset Blvd

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, May 21, 2014 at 2:58 PM

To: David Crook <D.Crook@pcrnet.com>

David,

Thank you.

Srimal

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, May 23, 2014 at 10:16 AM

To: Phyllis Present <ppresent1@gmail.com>

Dear Ms. Present,

The current traffic volumes were obtained from 24-hour automated traffic counts, typically conducted on a mid-week day during weeks with no holidays.

Per the consultant, "the traffic analysis is quantitative and is based on established methods of traffic impact analysis provided by both the City of Los Angeles and City of West Hollywood (as affected intersections and roadways are in both cities). Project-related traffic is projected using traffic generation factors provided by the Institute of Transportation Engineers (ITE), which is then compared to the traffic generated by existing uses on the site. The change in traffic generation (including total daily trips, daily A.M. peak hour trips, and daily P.M. peak hour trips) is then plugged into a computer traffic model that indicates at which intersections or roadway segments the acceptable Level of Service (LOS) would be exceeded. For those intersections and roadways where potential impacts could occur, mitigation (which could include new signals, restriping, widening, or other improvements) is provided to reduce the impact of the Project on those facilities. "

As I mentioned earlier, the traffic study will be included as an appendix to the draft environmental impact report. Your name has been added to the mailing list to receive notification when the draft EIR will be available for review.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd

1 message

Phyllis Present <ppresent1@gmail.com>

Mon, May 19, 2014 at 6:11 PM

To: Srimal.hewawitharana@lacity.org

I was given your email by Jonathan Brand regarding questions on the above proposed building. Would you be kind and call me.

My telephone number is 323 876 3020.

Thank you.

Phyllis Present



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset: Bureau of Sanitation Letter

2 messages

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Fri, May 9, 2014 at 1:29 PM

Hi David,

Attached please find the Bureau of Sanitation Letter, dated April 21, 2014 and received by our office today, May 9, 2014.

Srimal

 **SanitationLtr.pdf**
343K

David Crook <D.Crook@pcrnet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, May 12, 2014 at 10:18 AM

Thanks, Srimal, I did receive a hard copy in the mail as well. I will incorporate as needed.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Friday, May 09, 2014 1:29 PM
To: David Crook
Subject: 8150 Sunset: Bureau of Sanitation Letter

Hi David,

Attached please find the Bureau of Sanitation Letter, dated April 21, 2014 and received by our office today, May 9, 2014.

Srimal

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: April 21, 2014

TO: Srimal Hewawitharana, Environmental Specialist II
Environmental Analysis Section
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

RECEIVED
CITY OF LOS ANGELES

MAY 09 2014

ENVIRONMENTAL
UNIT

SUBJECT: **8150 SUNSET BOULEVARD MIXED-USE PROJECT – NOTICE OF PREPARATION EIR**

This is in response to your September 12, 2013 letter requesting a review of your proposed mixed-use residential and retail project located at 8150 Sunset Blvd, Los Angeles, CA 90046. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: Studio	75/DU	73	5,475
1-BDRM	110/DU	130	14,300
2-BDRMS	150/DU	38	5,700
3-BDRMS	190/DU	8	1,520
Lobby & Recreation Room	50/1000 GPD	2,652	133
Fitness & Changing Room	200/1000 GPD	2,553	511
Business Center	120/1000 GPD	536	64



Library	30/1000 GPD	1,140	34
Swimming Pool backwash Rate	190/GPM	1,160	273,600
Commercial-Retail	25/1000 GPD	51,150	1,279
Restaurant	300/1000 GPD	22,189	6,657
Supermarket	50/1000 GPD	24,811	1,241
Health Club/Fitness	200/1000 GPD	8,095	1,619
Bank	50/1000 GPD	5,094	255
Total			312,388

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Sunset Blvd. The sewage from the 8-inch line feeds into a Los Angeles County sewer line on Havenhurst Dr. The sewage from the Los Angeles County sewer line feeds into a 12-inch City sewer pipe at the downstream and passes through 15-inch line before discharge into an 18-inch line on LA Cienega Blvd. Figure 1 shows the details of the sewer system within the vicinity of the project.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Sunset Blvd.	*	415,790 GPD
15	LA Cienega Blvd	47	2.01 MGD
15	LA Cienega Blvd	54	1.73 MGD
18	LA Cienega Blvd	44	3.02 MGD

* No gauging available

Based on the estimated flows, it appears the City sewer system might be able to accommodate the total flow for your proposed project. The developers will be required to contact Los Angeles County Sanitation District to verify capacity availability of the County lines. Further detailed gauging and evaluation will be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.



STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.



SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

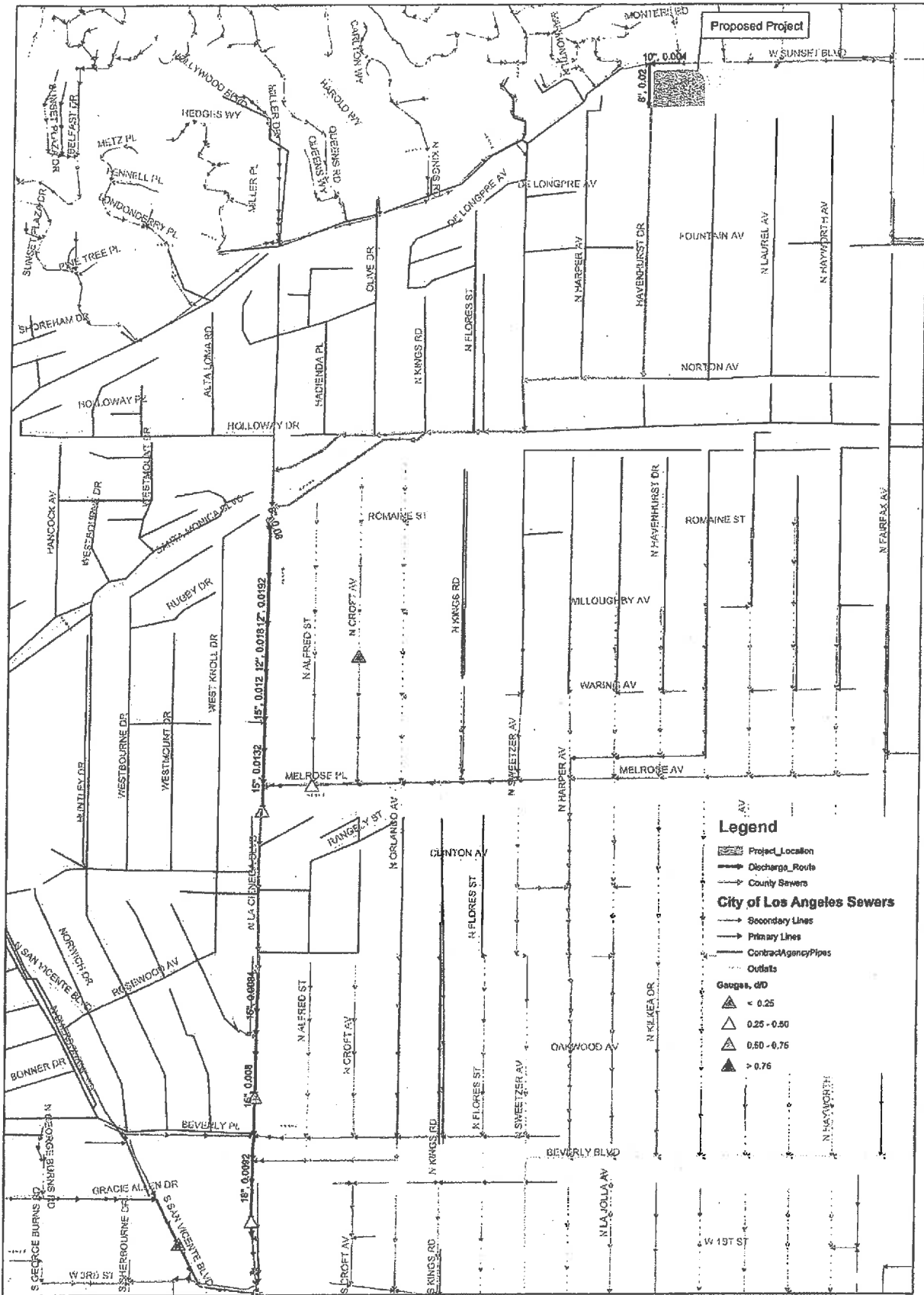
KB\AP:tn

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, BOS
Daniel Hackney, BOS
Zemamu Gebrewold, BOS

Div Files\Primary\CIP\TechMemo_Num_2012_010A_LCIS.





Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



FIGURE 1
8150 W. Sunset Boulevard Mixed-Used Project
Sewer Map



Some Sewer Data reproduced with permission granted by MWH 05/2005 010



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Project General Inquiry

8 messages

Grant, Jason <Jason.Grant@marcusmillichap.com>

Tue, Feb 11, 2014 at 9:22 AM

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Ms. Hewawitharana,

My name is Jason Grant and I'm a RE Broker in the West Hollywood area. I'm reaching out as I have a client looking to sell her investment property, retire and finally move out of California for the first time ever. The development of the 8150 Sunset project in her area was not something she wanted to stick around for. As such, she was set to go but has now decided she might stay and wait to see what is written in the Environmental Draft Report produced by PCR Services Corp. as she's told there's a large fault line which may disrupt the development. Therefore, the people at PCR suggest I reach out to you and see if you had any idea when the report would be released. I am not asking for any privileged information, but perhaps just a general idea of when my client can expect to know what she needs to know, whether you believe it to be weeks, months, or more than a year away. If possible, your help would be much appreciated.

Thank you,

Jason Grant

Business Development Associate

310.909.5471 direct

310.909.5480 fax

Jgrant@azzigroup.com

License: CA: 01923615

www.azzigroup.comFOLLOW US:   

Marcus & Millichap
Real Estate Investment Services12100 West Olympic Boulevard, Suite 350
Los Angeles, CA 90064

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Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: "Grant, Jason" <Jason.Grant@marcusmillichap.com>

Tue, Feb 11, 2014 at 11:51 AM

Dear Mr. Grant,

The Draft Environmental Impact Report (EIR) is in the initial preparation phase and will not be ready for release for several weeks. However, I will forward your correspondence to the consultants to include in the mailing list for notification when the Draft EIR becomes available.

Sincerely,

Srimal P. Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcmet.com>

Tue, Feb 11, 2014 at 11:53 AM

Hi David,

Please include Mr. Jason Grant in the mailing list for DEIR availability notification.

Thank you.

Srimal
[Quoted text hidden]

David Crook <D.Crook@pcmet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Feb 11, 2014 at 11:57 AM

Will do, thanks.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, February 11, 2014 11:54 AM

To: David Crook
Subject: Fwd: 8150 Sunset Project General Inquiry

[Quoted text hidden]

Grant, Jason <Jason.Grant@marcusmillichap.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Feb 11, 2014 at 1:52 PM

Ms. Hewawitharana,

That is more than perfect! Thank you so much for the update on timing and for having my e-mail added to the list. Your help is much appreciated!

Best,

Jason Grant
Business Development Associate

310.909.5471 **direct**

310.909.5480 **fax**

Jgrant@azzigroup.com

License: CA: 01923615

www.azzigroup.com

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From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, February 11, 2014 11:52 AM
To: Grant, Jason
Subject: Re: 8150 Sunset Project General Inquiry

Dear Mr. Grant,

[Quoted text hidden]

[Quoted text hidden]

Grant, Jason <Jason.Grant@marcusmillichap.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Apr 1, 2014 at 9:42 AM

Srimal,

I just wanted to reach out and gauge if there were any update on the Draft EIR for 8150 Sunset. Please let me know.

Thank you,

Jason Grant

Business Development Associate

(310) 909-5471 **direct**

(310) 488-4446 **mobile**

(310) 909-5480 **fax**

Jgrant@azziadvisors.com

License: CA 01923615

www.azziadvisors.com



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12100 West Olympic Boulevard, Suite 350

Los Angeles, CA 90064

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From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, February 11, 2014 11:52 AM
To: Grant, Jason
Subject: Re: 8150 Sunset Project General Inquiry

Dear Mr. Grant,

[Quoted text hidden]

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: "Grant, Jason" <Jason.Grant@marcusmillichap.com>

Wed, Apr 2, 2014 at 9:15 AM

Dear Mr. Grant,

The Draft Environmental Impact Report (EIR) is currently in the initial preparation phase and will not be ready for release for several more weeks. I forwarded your earlier correspondence to the consultants and you will be notified when the Draft EIR becomes available.

Sincerely,

Srimal P. Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Grant, Jason <Jason.Grant@marcusmillichap.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Apr 2, 2014 at 9:43 AM

Thank you for helping out with the update!! It is much appreciated.

Best,

Jason Grant

Business Development Associate

(310) 909-5471 **direct**

(310) 488-4446 **mobile**




(310) 909-5480 **fax**

Jgrant@azziadvisors.com

License: CA 01923615

www.azziadvisors.com



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Marcus & Millichap

12100 West Olympic Boulevard, Suite 350

Los Angeles, CA 90064

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From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Wednesday, April 02, 2014 9:15 AM

[Quoted text hidden]

11/17/2014

City of Los Angeles Mail - 8150 Sunset Project General Inquiry

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fwd: Mixed-Use Development at 8150 W Sunset Blvd (CPC-2013-2551-CUB-ZV-DB-SPR/ENV-2013-2552-EIR)

2 messages

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fri, Feb 28, 2014 at 3:31 PM

To: Srimal Hewawitharana <Srimal.Hewawitharana@lacity.org>

Cc: Karen Hoo <karen.hoo@lacity.org>, Charlie Rausch <charlie.rausch@lacity.org>

Hi Srimal,

Just forwarding along DOT's assessment of the traffic study for 8150 sunset.

Thank you,

Luci

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

From: **Eileen Hunt** <eileen.hunt@lacity.org>

Date: Fri, Feb 28, 2014 at 3:25 PM

Subject: Mixed-Use Development at 8150 W Sunset Blvd (CPC-2013-2551-CUB-ZV-DB-SPR/ENV-2013-2552-EIR)

To: Karen Hoo <karen.hoo@lacity.org>

Cc: Renee Weitzer <renee.weitzer@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>, Jeannie Shen <jeannie.shen@lacity.org>, Rudy Guevara <rudy.guevara@lacity.org>, Taimour Tanavoli <taimour.tanavoli@lacity.org>, Gregg Vandergriff <gregg.vandergriff@lacity.org>, Ron Hirsch <ron@hgtraffic.com>, Tomas Carranza <tomas.carranza@lacity.org>

Attached please find LADOT's assessment of the traffic analysis for the proposed mixed-use project at 8150 W Sunset Blvd.

Eileen Hunt, Transportation Engineering Associate II
Metro Development Review
City of Los Angeles
Department of Transportation
100 S. Main St., 9th Flr.
Los Angeles, CA 90012
213-972-8481

—
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: 213.978.1378
Fx: 213.978.1343

CEN 13-41328_mixed-use_8150 Sunset_ltr.pdf
4255K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Tue, Mar 4, 2014 at 9:49 AM

Thank you, Luci.

Srimal

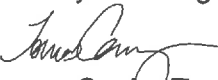
[Quoted text hidden]

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8150 W Sunset Bl
DOT Case No. CEN 13-41328

Date: February 28, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR A MIXED-USE DEVELOPMENT
LOCATED AT 8150 WEST SUNSET BOULEVARD (CPC-2013-2551-CUB-
ZV-DB-SPR/ENV-2013-2552-EIR)**

The Department of Transportation (DOT) has reviewed the traffic analysis (dated November 2013) and subsequent revisions prepared by Hirsch/Green Transportation Consulting, Inc., for a mixed-use development located at 8150 West Sunset Boulevard. The project is located on the southwest corner of Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles. The project's southern edge and a portion of the western edge of the project site abut the boundaries of the City of West Hollywood.

In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria¹, the traffic study included the detailed analysis of 13 intersections: four in the City of Los Angeles and 11 in the City of West Hollywood. The traffic study determined that the project would not result in any significant traffic impacts within the City of Los Angeles but may potentially impact an unsignalized intersection within the City of West Hollywood. The results of the traffic impact analysis are summarized in **Attachment 1**. The study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will demolish the existing active shopping center and construct a new mixed-use development with 249 residential apartments (including 28 affordable units) and 111,339 square feet of commercial space at 8150 West Sunset Boulevard (see **Attachment 2**). The commercial space would include 51,150 square feet of retail uses, a 24,811 square foot supermarket, 22,189 square feet of quality restaurant space, a 5,094 square foot walk-in bank, and 8,095 square feet of health and fitness uses (dance studio, yoga studio, etc.). The existing 80,000 square foot shopping center

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

includes 14,647 square feet of typical retail uses, a 20,172 square foot walk-in bank, 11,646 square feet of restaurant and fast food uses, a 2,360 square foot dental office, a 3,550 square foot martial arts studio, and a 27,625 square foot art storage facility. The project would provide 849 automobile parking spaces and 985 bicycle spaces in a multi-level (subterranean and above-grade) parking structure. The project proposes to provide access points at approximately the existing three driveways. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of 1,077 daily trips, a net decrease of 82 trips in the a.m. peak hour and a net increase of 216 trips during the p.m. peak hour (see **Attachment 3**). The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar land use developments in suburban areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with DOT's guidelines, the estimated trip generation includes trip credits to account for the existing uses, the mixed-use nature of the project, and for the expected transit mode share.

PROJECT REQUIREMENTS

A. New Traffic Signal (City of Los Angeles - Voluntary Measure)

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Based on the results of a traffic signal warrant analysis included in the traffic study, the applicant proposes to install a new traffic signal at the intersection of **Sunset Boulevard and Havenhurst Drive**. The traffic study indicates that this new signal would facilitate access between Sunset Boulevard and the project's driveway on Havenhurst Drive. However, this requires further review by DOT as described below.

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of this proposed traffic signal, if deemed warranted by DOT, would be required of the applicant. To process the request for a new traffic signal, the applicant should work with DOT's Hollywood/Wilshire District Office. If the new signal is approved, this DOT office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal. Then, it would be the responsibility of the applicant to design and construct the new signal through the Bureau of Engineering's B-permit process.

B. New Traffic Signal (City of West Hollywood)

The traffic study indicates that project-related traffic may result in a significant traffic impact at the unsignalized intersection of **Fountain Avenue and Havenhurst Drive**.

This intersection is located south of the project site and within the City of West Hollywood. The traffic study proposes to install a new traffic signal at this intersection to off-set the potential impact. This proposal is subject to review and approval by the City of West Hollywood.

C. Transportation Demand Management (TDM) Program

The project proposes to implement a TDM plan to reduce the number of vehicle trips generated by the site. The purpose of a TDM plan should be to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, a pedestrian-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program should be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- On-site Transportation Coordinator;
- Carpool, Vanpool and Rideshare Matching;
- Preferential parking for rideshare parking;
- A one-time fixed-fee of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed project;
- Transit pass subsidies for eligible project tenants and employees;
- Parking management strategies like parking cash-out and unbundling of the residential parking;
- Loaner bicycles and/or flex-use vehicles on site;
- Guaranteed Ride Home Program;
- Bicycle racks, lockers and showers on site;
- Encourage implementation of bus shelters in area of project;
- Flexible work hours and telecommute opportunities;
- Enhanced wayfinding information and signage.

The study does not take into account the trip reduction credits that are expected from these proposed measures. Due to this conservative approach, the benefits related to these TDM strategies were not quantified; therefore, the reported traffic impacts are likely overstated.

D. Voluntary Intersection Improvement (Sunset Boulevard & Crescent Heights Boulevard)

To enhance and activate the pedestrian environment adjacent to the project, the project proposes to reconfigure the southwest quadrant of the intersection of **Sunset Boulevard and Crescent Heights Boulevard**. The improvement would remove the current sweeping eastbound right-turn lane on Sunset Boulevard that is stop-controlled before merging with southbound Crescent Heights Boulevard, and install a typical exclusive right-turn lane at the intersection. The unused "triangle" section would then be reconfigured to provide a new public "plaza" area adjacent to the northeast corner of the project site as illustrated in **Attachment 4**.

To accommodate the exclusive eastbound right-turn lane, the south side of Sunset Boulevard would be widened and the west side of Crescent Heights Boulevard between Sunset Boulevard and the project's driveway would be reconstructed. Conceptually, this improvement is acceptable to DOT; however, to ensure optimal efficiency and safety of the intersection's operations for all modes, the existing bus stop on the eastbound approach should be relocated from the near-side and the traffic signal may need to be upgraded to install northbound left-turn phasing and concurrent eastbound right-turn phasing (subject to review by DOT's Hollywood/Wilshire District Office). These design issues should be discussed with DOT prior to the commencement of the engineering plans for this improvement.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours, as feasible.

F. Highway Dedication and Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Sunset Boulevard** and **Crescent Heights Boulevard** are both designated Major Highways Class II which require a 40-foot half-width roadway within a 52-foot half-width right-of-way. **Havenhurst Drive** is designated as a Local Street which requires a 20-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements, if any, for this project.

G. Implementation of Improvements

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through BOE's B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

H. Parking Analysis

As referenced in the Project Description section above, the project will provide up to 849 automobile parking spaces and 985 bicycle spaces. The applicant should check with the Department of Building and Safety on the number of Code-required or Specific Plan-required parking spaces needed for this project.

I. Site Access and Circulation

The proposed project will provide vehicular access via three driveways: Sunset Boulevard (left-turn and right-turn entry only), Crescent Heights Boulevard (two-way full access), and Havenhurst Drive (full service entry for residential traffic only, plus right-turn only exit for both residential and commercial traffic) as illustrated in **Attachment 5**. The project also proposes separate driveways providing truck access to the on-site loading dock facilities: an ingress only driveway on Havenhurst Drive and an egress only driveway on Crescent Heights Boulevard. The project also proposes a passenger pick-up/drop-off loading area along the Crescent Heights Boulevard frontage. However, it is unclear from the attached illustration how pedestrians would be accommodated through this section of the street. It is recommended that the applicant work with DOT to explore different passenger loading schemes for the project to establish a design that can safely accommodate pedestrians, minimize conflict points with southbound traffic on this curved section of Crescent Heights Boulevard, and provide the site with its valet parking/passenger loading needs.

Review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. Prior to the commencement of building or parking layout design efforts, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively.

J. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2014\CEN 13-41328_mixed-use_8150 Sunset_ltr.docx

- c: Renee Weitzer/Jonathan Brand, Council District 4
Luci Ibarra, City Planning
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Rudy Guevara, Western District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

Table 9(a)
Critical Movement Analysis ("CMA") Summary
(City of Los Angeles Intersections Only)
Existing (2013) and Future (2018) Without and With Project Conditions

Int. No.	Intersection	Peak Hour	Year 2013 Conditions						Year 2018 Conditions					
			Without Project			With Project			Without Project			With Project		
			CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Hollywood Boulevard and Laurel Canyon Boulevard	AM	0.517	A	0.517	A	0.000	0.613	B	0.614	B	0.001		
		PM	0.554	A	0.558	A	0.004	0.694	B	0.697	B	0.003		
2	Hollywood Boulevard and Fairfax Avenue	AM	0.896	D	0.893	D	-0.003	0.969	E	0.966	E	-0.003		
		PM	0.755	C	0.758	C	0.003	0.817	D	0.820	D	0.003		
5	Sunset Boulevard and Crescent Heights Boulevard	AM	0.936	F ^[1]	0.918	F ^[1]	-0.018	1.147	F ^[1]	1.129	F ^[1]	-0.018		
		PM	0.756	F ^[1]	0.761	F ^[1]	0.005	0.988	F ^[1]	0.994	F ^[1]	0.006		
6	Sunset Boulevard and Fairfax Avenue	AM	0.746	F ^[1]	0.741	F ^[1]	-0.005	0.859	F ^[1]	0.854	F ^[1]	-0.005		
		PM	0.953	F ^[1]	0.955	F ^[1]	0.002	1.047	F ^[1]	1.049	F ^[1]	0.002		

Notes:

[2] Intersection "existing" and "future" level of service manually adjusted to LOS F based on observations of existing conditions.
 "F^[1]" Significant impact per City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures, June 2013 (if applicable).

FIGURE 3(a)

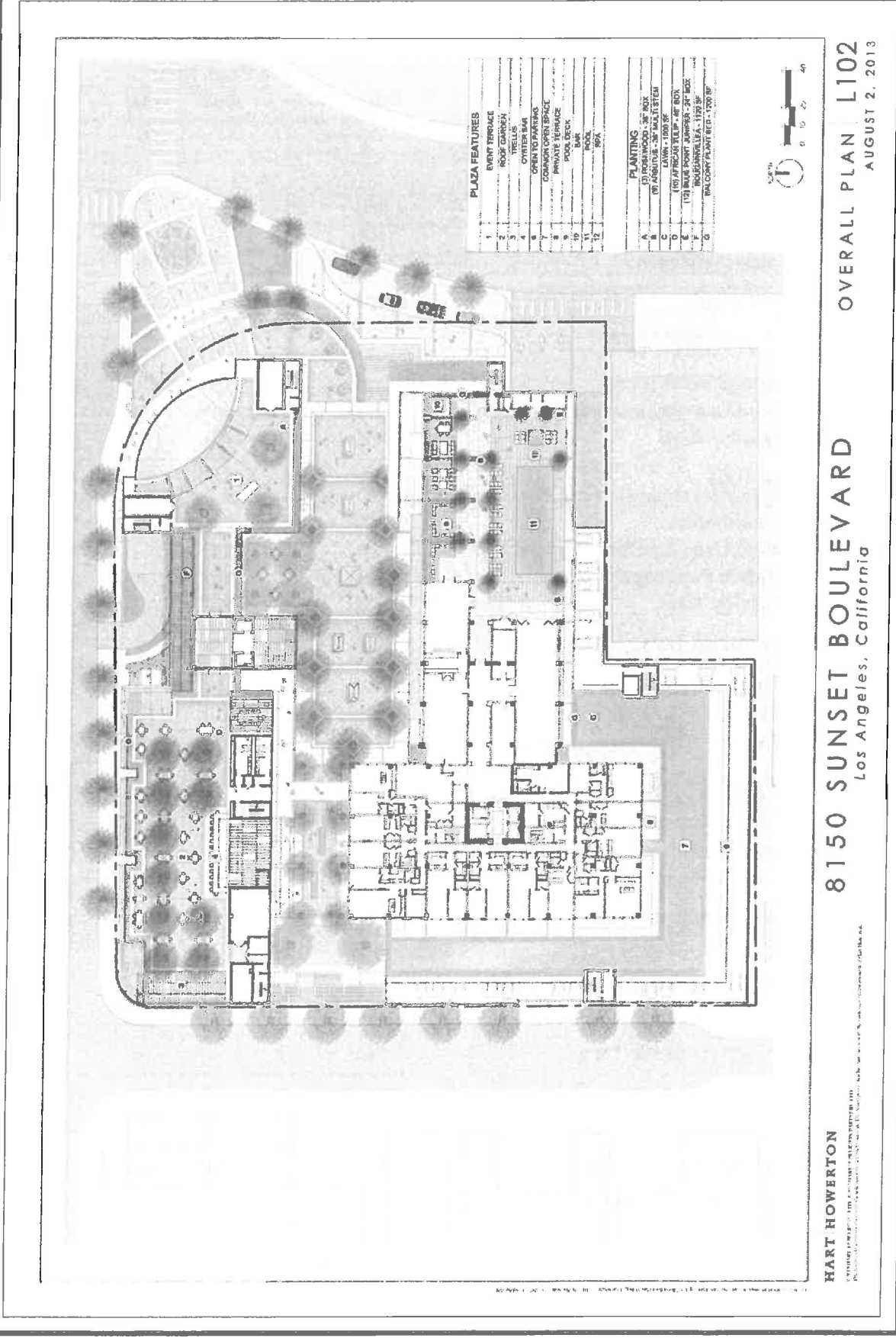


Table 2(a)
Proposed Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project							
<i>Residential Component</i>							
249 -unit Apartments (including 28 affordable units)	1,656	25	102	127	100	54	154
Less 0.6% "Affordable" Unit Discount	(10)	0	(1)	(1)	(1)	0	(1)
Less 5% Transit Utilization	(82)	(1)	(5)	(6)	(5)	(3)	(8)
Total Apartment Trips	1,564	24	96	120	94	51	145
<i>Retail/Commercial Components</i>							
51,150 sq. ft. General Retail (total)	2,184	30	19	49	91	99	190
Less 10% Mixed-Use (Residential) Interaction	(218)	(3)	(2)	(5)	(9)	(10)	(19)
Less 40% Pass-by Trips	(786)	(11)	(7)	(18)	(33)	(35)	(68)
Subtotal Retail Trips	1,180	16	10	26	49	54	103
24,811 sq. ft. Supermarket	2,537	52	32	84	120	115	235
Less 15% Mixed-Use (Residential) Interaction	(381)	(8)	(5)	(13)	(18)	(17)	(35)
Less 5% Walk-in Patronage	(108)	(2)	(2)	(4)	(5)	(5)	(10)
Less 40% Pass-by Trips	(819)	(17)	(10)	(27)	(39)	(37)	(76)
Subtotal Supermarket Trips	1,229	25	15	40	58	56	114
5,094 sq. ft. Walk-in Bank	764	22	9	31	27	35	62
Less 5% Mixed-Use (Residential) Interaction	(38)	(1)	(1)	(2)	(1)	(2)	(3)
Less 20% Pass-by Trips	(145)	(4)	(2)	(6)	(5)	(7)	(12)
Subtotal Walk-in Bank Trips	581	17	6	23	21	26	47
22,189 sq. ft. Quality Restaurants (total)	1,996	11	7	18	111	55	166
Less 10% Mixed-Use (Residential) Interaction	(200)	(1)	(1)	(2)	(11)	(6)	(17)
Less 10% Pass-by Trips	(180)	(1)	(1)	(2)	(10)	(5)	(15)
Subtotal Quality Restaurant Trips	1,616	9	5	14	90	44	134
8,095 sq. ft. Dance/Yoga Studios (total)	267	5	6	11	17	12	29
Less 5% Mixed-Use (Residential) Interaction	(13)	0	(1)	(1)	(1)	0	(1)
Less 20% Pass-by Trips	(51)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Dance/Yoga Studio Trips	203	4	4	8	13	9	22
Total Proposed Retail/Commercial Trips	4,809	71	40	111	231	189	420
<i>Total Proposed Retail/Commercial Trips at Adjacent I/S</i>	<i>6,790</i>	<i>105</i>	<i>61</i>	<i>166</i>	<i>321</i>	<i>276</i>	<i>597</i>
Total Proposed New Project Trips	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	<i>8,354</i>	<i>129</i>	<i>157</i>	<i>286</i>	<i>415</i>	<i>327</i>	<i>742</i>

Table 2(b)
Existing Site Uses Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Uses (Removed)							
14,647 sq. ft. General Retail (total)	625	9	5	14	26	28	54
Less 50% Pass-by Trips	(313)	(4)	(3)	(7)	(13)	(14)	(27)
Subtotal Retail Trips	312	5	2	7	13	14	27
27,625 sq. ft. Art Storage Facility (Metro Art Storage)	69	2	2	4	4	3	7
11,786 sq. ft. Walk-in Bank - Banking Uses (1st floor)	1,768	50	21	71	63	80	143
8,386 sq. ft. Bank Offices/Ancillary Space (2nd floor)	92	11	2	13	2	10	12
Less 20% Pass-by Trips (Banking Uses Only)	(354)	(10)	(4)	(14)	(13)	(16)	(29)
Subtotal Walk-in Bank Trips	1,506	51	19	70	52	74	126
2,056 sq. ft. Restaurant (Kuru Sushi) ^[1]	196	-----	n/a	-----	12	8	20
Less 20% Pass-by Trips	(39)	-----	n/a	-----	(2)	(2)	(4)
Subtotal Restaurant Trips	157	-----	n/a	-----	10	6	16
800 sq. ft. Ice Cream Parlor ^[1]	76	-----	n/a	-----	5	3	8
Less 20% Pass-by Trips	(15)	-----	n/a	-----	(1)	(1)	(2)
Subtotal Ice Cream Parlor Trips	61	-----	n/a	-----	4	2	6
5,070 sq. ft. Fast Food (with drive-thru) - McDonalds	2,515	117	113	230	86	80	166
Less 50% Pass-by Trips	(1,258)	(59)	(56)	(115)	(43)	(40)	(83)
Subtotal Fast Food (with drive-thru) Trips	1,257	58	57	115	43	40	83
3,720 sq. ft. Fast Food (without drive-thru) (total)	2,664	98	65	163	49	48	97
Less 35% Pass-by Trips	(932)	(34)	(23)	(57)	(17)	(17)	(34)
Subtotal Fast Food (without drive-thru) Trips	1,732	64	42	106	32	31	63
2,360 sq. ft. Dental Office	85	5	1	6	2	6	8
3,550 sq. ft. Health Club (Martial Arts)	117	2	3	5	7	6	13
Total Existing Site Trips	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adjacent I/S</i>	8,207	294	212	506	256	272	528

Note:

[1] Use not open during AM peak hours (prior to 10:00 AM).

Table 2(c)
Summary of Proposed Project, Existing Site Uses, and Net Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Summary of Proposed Project Trips - from Table 2(a)							
<i>Total Net Residential Component</i>	1,564	24	96	120	94	51	145
<i>Total Net Retail/Commercial Components</i>	4,809	71	40	111	231	189	420
<i>Retail/Commercial Trips at Adjacent I/S</i>	6,790	105	61	166	321	276	597
Total Proposed New Project Trips	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	8,354	129	157	286	415	327	742
Summary of Existing Uses Trips - from Table 2(b)							
<i>Total Existing Site Trips</i>	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adjacent I/S</i>	8,207	294	212	506	256	272	528
Net New Project Retail/Commercial Trips	(487)	(116)	(86)	(202)	64	7	71
<i>Net Retail/Commercial Trips at Adjacent Intersections</i>	(1,417)	(189)	(151)	(340)	65	4	69
Net New Project Residential Trips <i>(same at Adj. I/S)</i>	1,564	24	96	120	94	51	145
Total Net New Project Trips	1,077	(92)	10	(82)	158	58	216
<i>Total Net New Project Trips at Adjacent Intersections</i>	147	(165)	(55)	(220)	159	55	214

As shown in Table 2(a), once completed and occupied, the proposed project itself is expected to result in a total of approximately 6,373 trips per day (a 24-hour period beginning at midnight), including approximately 231 trips (95 inbound, 136 outbound) during the AM peak hour, and approximately 565 trips (325 inbound, 240 outbound) during the PM peak hour. Of these total trips, most are the result of the retail/commercial components (except during the AM peak hour when many of the retail and restaurant uses are closed), which are expected to generate a total of approximately 4,809 daily trips, including approximately 111 trips (71 inbound, 40 outbound) during the AM peak hour and approximately 420 trips (231 inbound, 189 outbound) during the PM peak hour, while the proposed residential component of the project will account for the remaining approximately 1,564 daily trips, 120 (24 inbound, 96 outbound) AM peak hour trips, and 145 (94 inbound, 51 outbound) PM peak hour trips.

However, the demolition of the existing on-site development to construct the proposed project will also result in the removal of its associated trips from the “existing” area traffic volumes, offsetting some of the traffic generated by the new development. As shown in Table 2(b), the

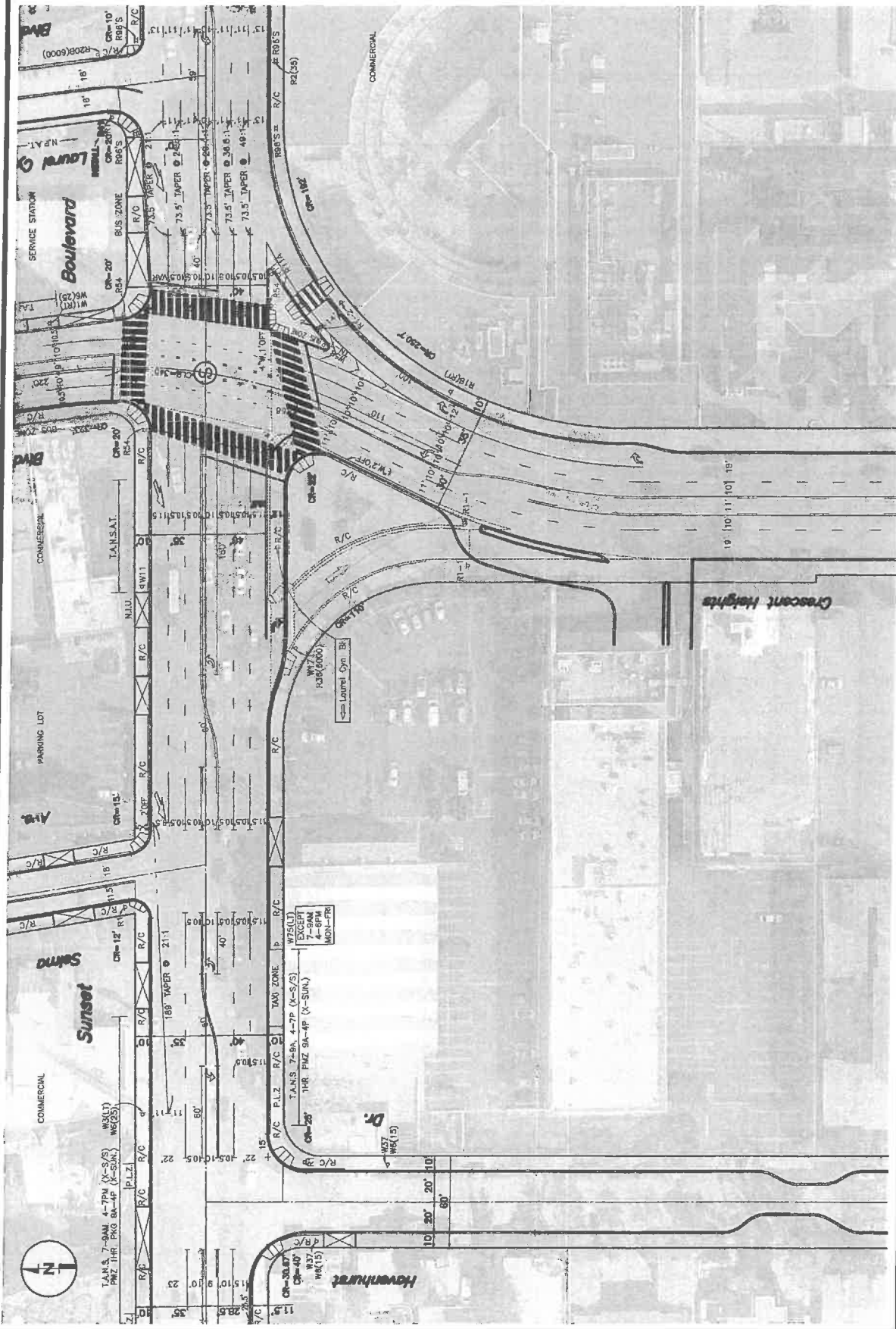


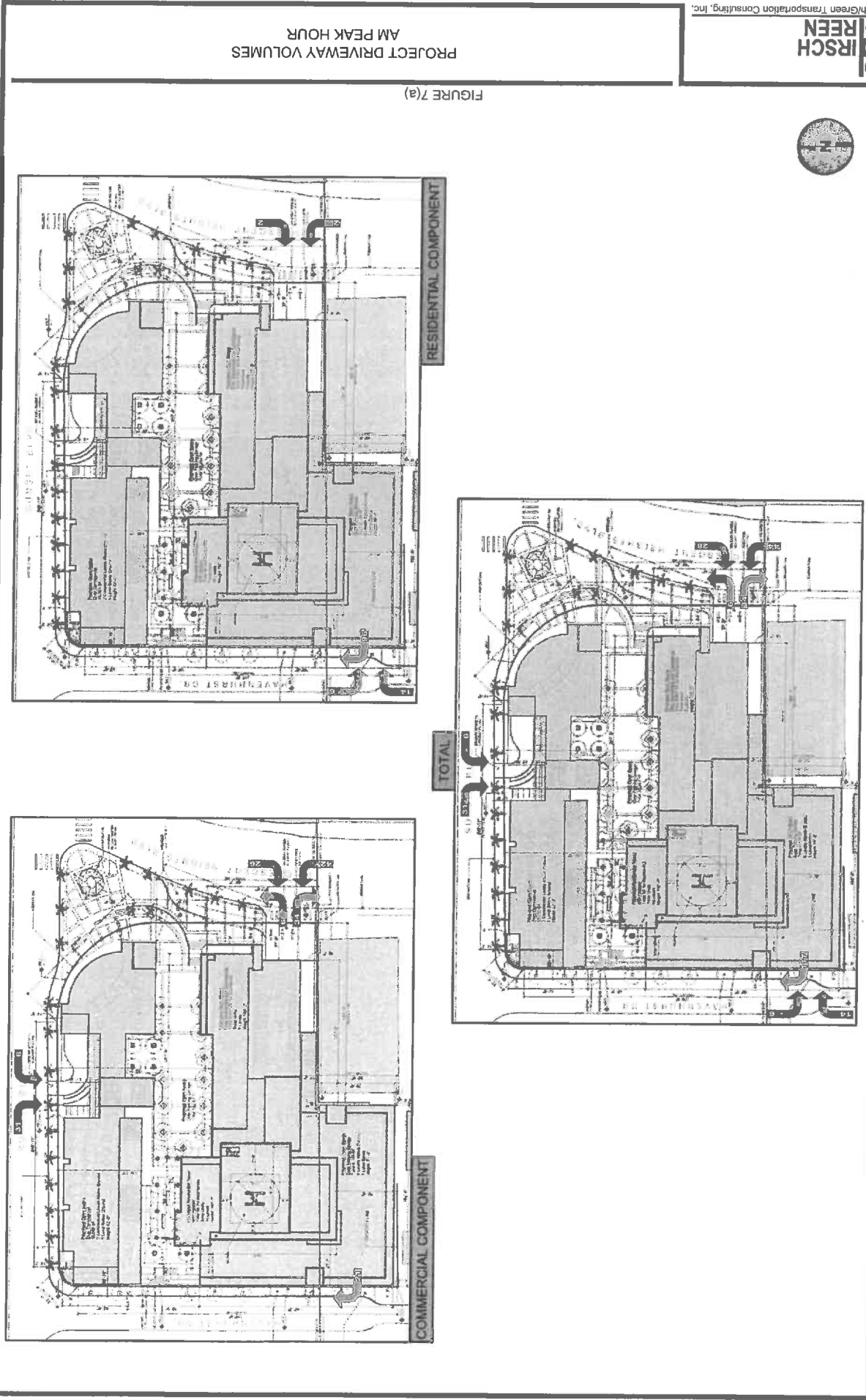
FIGURE 8

CONCEPTUAL IMPROVEMENTS TO SUNSET BOULEVARD AND CRESCENT HEIGHTS BOULEVARD



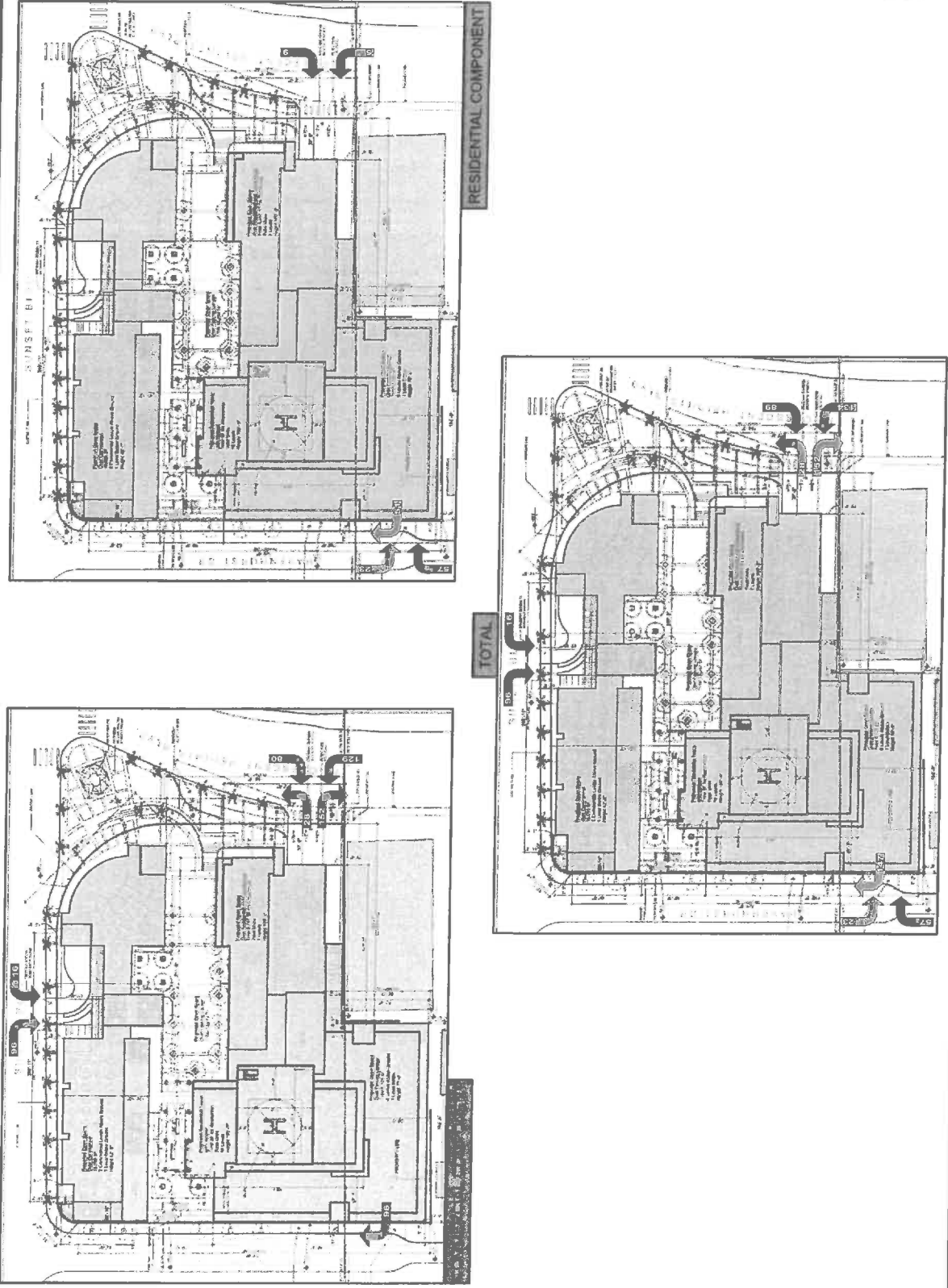
HirschGreen Transportation Consulting, Inc.

8/12/2013



**PROJECT DRIVEWAY VOLUMES
 PM PEAK HOUR**

FIGURE 7(b)





Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Commerical-Residential Project

4 messages

Lauren Soroky <lsoroky@gmail.com>

Wed, Feb 12, 2014 at 5:29 PM

To: srimal.hewawitharana@lacity.org

Cc: Luciralia.ibarra@lacity.org, Tom.labonge@lacity.org, Jonathan.brand@lacity.org, carolyn.ramsay@lacity.org, renee.weitzer@lacity.org, michael.logrande@lacity.org, lisa.webber@lacity.org

Dear Ms. Hewawitharana,

I am writing today in support of the 8150 Sunset Residential/Commercial Project. I live south of the site but am in the area quite frequently. I am also a young professional who works hard, loves this city, and wants to see it head in the right direction.

My neighborhood allows me to walk to the LACMA campus and the Grove, and I love the fact that both of those destinations offer wonderful walking opportunities in and of themselves.

Both of those destinations also have very tall buildings on or adjacent to them (i.e. the Wilshire Blvd high-rises and Park La Brea). Those tall buildings not only don't interfere with the pedestrian experience, they promote it with plazas and courtyards that encourage exploration on foot.

In stark contrast to these areas and developments is the new development at Wilshire and La Brea. That project is a sprawling, squat building, impenetrable to pedestrians and completely lacking in open space.

What frustrates me most about developments like the one at Wilshire and La Brea is that they are a classic example of 'business as usual'. Lower buildings with no open space promote driving. Taller buildings that are fashioned for the pedestrian promote people to get out of their cars, to walk, and to live locally. From what I have seen in my research, the proposed plans for 8150 Sunset promote a new wave of smart planning, one where we don't need a car for everything in our lives.

The old way of thinking (no mass transit, no focus on the pedestrian, and everyone owning their own car and driving everywhere) doesn't work anymore in this city. That's why the city is now focusing on mass transit, bicycle infrastructure, and pedestrians.

8150 Sunset is the type of project that epitomizes this new and better way of thinking about Los Angeles. I would hope that you would support this type of project, and not let an older, vocal opposition that is set in their ways inhibit the positive transformation of our city.

Thank you for your time, and please keep me updated on the progress of this project.

Lauren Soroky

Blackburn Avenue Resident

Los Angeles, CA

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Lauren Soroky <lsoroky@gmail.com>

Thu, Feb 13, 2014 at 8:00 AM

Dear Ms. Soroky,

Thank you for your comments. Your comments will be forwarded to the consultants.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Thu, Feb 13, 2014 at 8:01 AM

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Feb 13, 2014 at 10:59 AM

Thanks I will add this person to the list of interested parties.

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Thursday, February 13, 2014 8:01 AM

To: David Crook

Subject: Fwd: 8150 Sunset Commerical-Residential Project

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

NOTICE OF PREPARATION

2 messages

Alex Rose <nemorose@sbcglobal.net>

Sun, Jan 19, 2014 at 6:25 PM

Reply-To: Alex Rose <nemorose@sbcglobal.net>

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hi, Srimal,

As chair of the coalition - Save Sunset Boulevard - several people have asked me if there has been an announcement from the Planning Department - called a Notice of Preparation for the case ENV - 2013 2552 - EIR, aka 8150 Sunset Blvd? If there hasn't been such an announcement, do you know when it will be?

Thanks so much for all your help.

Warm regards and all good things...,

Alex

Alexandra Rose, Producer

Alex Rose Productions

8291 Presson Pl.

Los Angeles, CA 90069

(323) 654-8662

(213) 507-6616 = cell

CHAIR

Special Projects and Industry Initiatives

Lawrence and Kristina Dodge College of Film and Media Arts

Chapman University

arose@chapman.edu

(714)744-7941

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Alex Rose <nemorose@sbcglobal.net>

Wed, Jan 22, 2014 at 9:54 AM

Hi Alexandra,

Thank you for your inquiry. The Notice of Preparation for ENV 2013-2552/8150 Sunset Boulevard Mixed-Use Project was issued on September 12, 2013 and a Scoping Meeting was held on October 2, 2013; we have a comment letter dated October 14, 2013 from you, on file.

A Draft Environmental Impact Report is currently being prepared for the project. You will be notified when it becomes available for public review. I don't have a date of release, yet.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

3 messages

grifton tanquary <gpt1287@sbcglobal.net>

Fri, Jan 17, 2014 at 2:33 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Have the developers of the 8150 Sunset project submitted their earthquake fault study as yet?

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Jan 17, 2014 at 4:45 PM

To: grifton tanquary <gpt1287@sbcglobal.net>

No, they haven't, yet.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grifton tanquary <gpt1287@sbcglobal.net>

Fri, Jan 17, 2014 at 4:47 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you.

From: Srimal Hewawitharana

Sent: Friday, January 17, 2014 4:45 PM

To: grifton tanquary

Subject: Re: 8150 Sunset

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

RFI: 8150 Sunset Boulevard Mixed-Use Project

5 messages

Denise Chow <denise.chow@lacity.org>

Mon, Nov 25, 2013 at 5:53 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Cc: Kwasi Berko <kwasi.berko@lacity.org>, Zemamu Gebrewold <zemamu.gebrewold@lacity.org>, Sunbula Azieh <sunbula.azieh@lacity.org>

Hi Srimal,

I'm currently preparing the wastewater comments for the project stated above. Can you please provide a detailed breakdown of the proposed uses?

The total 333,870 sf of proposed development needs to be separated by land uses: # of units by BR (for example: 200 units - 2BR, 150 units - 3BR, etc), sf of parking, sf of lobby, sf of laundry, sf of retail, sf of restaurant, sf of fitness center, backwash rate of swimming pool, # of seats in business/conference room, etc.

Please also note that this level of detail will always be required in order to perform an analysis.

Thank you,
Denise Chow
 Environmental Engineering Associate
 Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles
 p 323.342.1564

 Confidentiality Notice

This electronic message transmission contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited.

If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Dec 2, 2013 at 9:39 AM

To: David Crook <D.Crook@pcmet.com>

Hi David,

I am forwarding to you a request for additional information from the Bureau of Sanitation; please provide them with the details they are requesting and cc me.

Thank you.

Srimal
 [Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Dec 2, 2013 at 9:41 AM

To: Denise Chow <denise.chow@lacity.org>

Cc: David Crook <D.Crook@pcmet.com>

Hi Denise,

I have forwarded your request to the consultant, David Crook, and have asked him to provide you with the details.

Sincerely,

Srimal
 [Quoted text hidden]

David Crook <D.Crook@pcmet.com>

Mon, Dec 2, 2013 at 9:58 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks, Srimal, I will get Denise this info.

DC

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, December 02, 2013 9:40 AM
To: David Crook
Subject: Fwd: RFI: 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]

David Crook <D.Crook@pcmet.com>
 To: Denise Chow <denise.chow@lacity.org>
 Cc: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Dec 2, 2013 at 10:05 AM

Denise,

Please see the requested information below:

Land Use	Quantity (units/sf)
Proposed Uses	
Residential Studio	73 units
Residential One Bedroom	130 units
Residential Two Bedroom	38 units
Residential Three Bedroom	8 units
Retail	51,150 s.f.
Supermarket	24,811 s.f.
Restaurant	22,189 s.f.
Health Club	8,095 s.f.
Walk-in Bank	5,094 s.f.
Parking	305,652 s.f.
Existing Uses	
Retail	14,647 s.f.
Art Storage Facility	27,625 s.f.
Walk-in Bank	20,172 s.f.
Restaurants	11,646 s.f.

11/17/2014

City of Los Angeles Mail - RFI: 8150 Sunset Boulevard Mixed-Use Project

Dental Office	2,360 s.f.
Martial Arts	3,550 s.f.
Parking	58,109 s.f.

Thanks,

Dave

David A. Crook, AICP
Principal Planner

PCR 35 YEARS OF SERVICE

STATE HIGHWAY • IRVINE • LOS ANGELES

ONE VENTURE, SUITE 150
IRVINE, CALIFORNIA 92618
PHONE (MAIN): 949.753.7001

11/17/2014

City of Los Angeles Mail - RFI: 8150 Sunset Boulevard Mixed-Use Project

PHONE (DIRECT): 949.870.1510

FACSIMILE: 949.753.7002

WWW.PCRNET.COM

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From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, December 02, 2013 9:42 AM
To: Denise Chow
Cc: David Crook
Subject: Re: RFI: 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

3 messages

Tom Moore <mooretommoore@me.com>

Mon, Nov 18, 2013 at 11:29 AM

To: srimal.hewawitharana@lacity.org

To whom it may concern:

It is important to note that I have owned my house in the hills above Sunset for over 35 years. I have stayed that long because I love the house, the neighborhood, and the historical connection to the city.

I am well aware of the history of this area during my time, but I have also studied its history and it's place in "Hollywood" in the decades before.

That is a landmark corner, which indeed has had tawdry development ever since the misguided move to tear out the Garden of Allah hotel.

However, one cannot replace such a spot with excessive and totally out of scale development which will forever harm this neighborhood and environment.

The present plans for 8150 are ridiculously grandiose. It is entirely too tall, too big, and hopelessly dense.

Traffic is already a nightmare, and this will make traffic worse exponentially. As it is Hollywood Blvd. (my street) is used for a short cut constantly, and as they have no connection to this neighborhood, they drive at excessive speeds and recklessness.

I am totally opposed to a project of this size on 8150. It's a disgrace that the city would even think of approving something so detrimental to our neighborhood.

Sincerely,

Tom Moore
8283 Hollywood Blvd.
Los Angeles, CA 90069

323 650-1441

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Nov 18, 2013 at 4:21 PM

To: Tom Moore <mooretommoore@me.com>

Dear Mr. Moore,

Thank you for your comments.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

11/17/2014

City of Los Angeles Mail - 8150 Sunset

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Nov 18, 2013 at 4:21 PM

To: David Crook <D.Crook@pcrmet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

RE: **SPAM**** Fwd: 8150 Sunset**

1 message

David Crook <D.Crook@pcrnet.com>

Tue, Nov 19, 2013 at 8:37 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks, Srimal.

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Monday, November 18, 2013 4:22 PM

To: David Crook

Subject: ****SPAM**** Fwd: 8150 Sunset

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

From: Tom Moore <mooretommoore@me.com>

Date: Mon, Nov 18, 2013 at 11:29 AM

Subject: 8150 Sunset

To: srimal.hewawitharana@lacity.org

To whom it may concern:

It is important to note that I have owned my house in the hills above Sunset for over 35 years. I have stayed that long because I love the house, the neighborhood, and the historical connection to the city.

I am well aware of the history of this area during my time, but I have also studied its history and its place in "Hollywood" in the decades before.

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I am totally opposed to a project of this size on 8150. It's a disgrace that the city would even think of approving something so detrimental to our neighborhood.

Sincerely,

11/17/2014

City of Los Angeles Mail - RE: ****SPAM**** Fwd: 8150 Sunset

Tom Moore
8283 Hollywood Blvd.
Los Angeles, CA 90069

323 650-1441



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fwd:

4 messages

Jonathan Brand <jonathan.brand@lacity.org>

Thu, Nov 7, 2013 at 4:06 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Hi Srimal,

Please see the attachment.

Jonathan M. Brand
Chief of Land Use Planning
Councilman Tom LaBonge
Fourth District
City of Los Angeles
213-485-3337

Receive electronic community updates from Councilmember LaBonge.

—— Forwarded message ——

From: <cd4_ricoh_cityhall@lacity.org>

Date: Thu, Nov 7, 2013 at 3:51 PM

Subject:

To: jonathan <jonathan.brand@lacity.org>

This E-mail was sent from "RNPBD82B8" (Aficio MP 3010).

Scan Date: 11.07.2013 15:51:35 (-0800)

Queries to: cd4_ricoh_cityhall@lacity.org

20131107155136014.pdf
108K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Nov 7, 2013 at 5:04 PM

To: Jonathan Brand <jonathan.brand@lacity.org>

Thank you for the comment letter. I am forwarding it to the consultants to take into consideration in the preparation of the Draft EIR.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Nov 7, 2013 at 5:05 PM

To: David Crook <D.Crook@pcmet.com>

Hi David,

Attached, please find the comment letter from the Council office.

Srimal

[Quoted text hidden]



20131107155136014.pdf
108K

David Crook <D.Crook@pcmet.com>

Fri, Nov 8, 2013 at 8:38 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you, Srimal. We almost have all the letters reviewed and compiled for the record and taking note of the more noteworthy issues raised. I'll pass on that information when it's ready. Thanks again.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Thursday, November 07, 2013 5:06 PM

To: David Crook

Subject: Fwd:

[Quoted text hidden]



CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7810

November 1, 2013

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

Re: 8150 Sunset Blvd Proposed Development – ENV-2013-2552-EIR

Dear Srimal Hewawitharana:

My staff and I have been following the proposed mixed use development located at 8150 Sunset closely. We have received correspondence from residents in and around the neighborhood and my staff has attended several preliminary meetings. We have also been copied on and have reviewed numerous letters asking questions to be studied in the Draft EIR. We share several of these major concerns and ask for them to be properly analyzed in the Draft EIR:

1. Building height at 16 stories and up to 216 feet
 - a. I consider that too tall for this community and it should be lowered to a more reasonable height.
 - b. Please properly study the view and shade/shadow impact to the community including the local hillside properties.
 - c. Please compare the proposed height of this building compared to other fairly recent developments in the close vicinity including those recently approved in the City of West Hollywood along the Sunset Strip.
 - d. Please identify alternative/reduced building heights and their comparative shade/shadow impacts.
2. Transportation
 - a. Sunset and Crescent Heights is a major intersection with significant traffic. Crescent Heights/Laurel Canyon is a critical North/South route to and from the Valley. Peak hours are especially congested not only from vehicles coming to and from commercial and residential properties in the vicinity but also pass

through commuters. Sunset is also a critical through east/west route with significant commerce.

- b. Please do a thorough traffic study and identify the increase in traffic with the new proposal. What are the current traffic levels so we can compare?
- c. There should be numerous on street improvements associated with this proposal. What streets/intersections will have to be widened due to potential impact? How will capacity be increased.
- d. Any changes resulting in these improvements as well as the proposed plaza must result in an engineering improvement from both a vehicle capacity standpoint and an improvement in the pedestrian experience.
- e. Please identify ingress and egress for the commercial, residential, and loading components of this project. Will there be multiple ingress and egress on Crescent Heights, Sunset and Havenhurst? Will there be turn restrictions. How will egress from the site and merging onto Crescent Heights be improved as it is especially difficult?
- f. Residential parking is going to be valet parking. Will that parking be to code? Where will guests park? Can they be accommodated on site by the valet?
- g. Please look at solutions to minimize the impact to Havenhurst which is a residential street. Perhaps there is a mitigation technique to reduce traffic on Havenhurst to below today's level.

3. Noise

- a. We have heard many concerns about proposed rooftop dining or a bar/nightclub.
- b. Please further explain what public uses are proposed for the rooftop. At what height are these uses at?
- c. We share concern about noise resonating throughout the community from a rooftop commercial use. While this is the Sunset Strip it is important to minimize noise and not allow for opportunities where a commercial use will amplify noise throughout the community.
- d. Please note that none of the many mixed-use projects built in CD4 throughout my twelve year tenure as Councilmember have had noise issues emanating from their commercial component. The landlords of these projects have residential tenants that demand not to be impacted by the commercial uses below. Commercial space in recently built mixed use buildings have not become noise or use problems.

Thank you for your consideration.

Sincerely,



TOM LaBONGE

Councilmember, Fourth District
City of Los Angeles

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK
Chief of Police



P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 486-6000
TDD: (213) 978-3500
Ref #: 1.2

ERIC GARCETTI
Mayor

October 22, 2013

RECEIVED
CITY OF LOS ANGELES

OCT 29 2013

**MAJOR PROJECTS
UNIT**

Ms. Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012


Dear Ms. Hewawitharana:

The proposed 8150 Sunset Boulevard Mixed-Use Project involves the Los Angeles Police Department's Hollywood Area. A project of this size would have a substantial impact on police services in the Hollywood Area. The Department is available to advise you on crime prevention features appropriate for the design of the property involved in this project. The Department strongly recommends that the developers contact Crime Prevention personnel regarding these features.

Upon completion of the project, you are encouraged to provide the Hollywood Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Officer Leonid A. Tsap, Senior Lead Officer, Community Relations Section, at (213) 486-6000.

Very truly yours,


ANDREW J. SMITH, Commander
Commanding Officer
Media Relations and Community Affairs Group

Enclosures

HOLLYWOOD AREA

The proposed 8150 Sunset Boulevard Mixed-Use Project is located in Hollywood Area, Reporting District (RD) 632. Hollywood Area covers 13.34 square miles. Hollywood Area Station is located at 1358 Wilcox Avenue, Los Angeles, California (323) 972-2971.

The service boundaries of Hollywood area are as follows: Mulholland Drive, Griffith Park Boundary to the North, Los Angeles City Boundary, Melrose Avenue to the South, Normandie Avenue, Griffith Park Boundary to the East and Los Angeles City Boundary to the West.

The boundaries for RD 632 inclusively are as follows: Lookout Mountain Avenue and Wonderland Avenue to the North, Los Angeles City Limit to the South, Sunset Plaza to the West and Laurel Canyon Boulevard and Fairfax Avenue to the East.

The average response time to emergency calls for service in Hollywood Area during 2012 was 4.8 minutes. This response time is below the citywide average that was 5.7 minutes during 2012 and the seven minute response time that is a set standard. There are approximately 352 sworn officers and 15 civilian support staff deployed at Hollywood Area.

There were 70 crimes per 1000 persons in Hollywood in 2012. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets.

Prepared by:

Officer Leonid A. Tsap
Community Relations Section
Crime Prevention Unit

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www.LAPDonline.org
www.joinLAPD.com

**LOS ANGELES POLICE DEPARTMENT CRIMES BY REPORTING DISTRICT OF
OCCURANCE**

PROJECT NAME: 8150 SUNSET BOULEVARD MIXED-USE

TYPES OF CRIME	RD	AREA	CITYWIDE
	632	Hollywood	
Murder	0	6	297
Rape	2	63	728
Robbery	11	499	10057
Agg Assault	10	297	8820
Burglary	27	428	17218
Burglary/Theft Veh	38	1466	25458
Theft from Person	0	96	1428
Other Theft	66	1574	26093
Vehicle Theft	9	422	15384
Other Asslt	29	1621	32017
Forg/Cntrft	3	90	2553
Fraud	21	633	12410
Embezz	0	14	727
Vand	23	899	19107
Weapon	2	59	1144
Pimp/Pan	0	8	64
Other Sex Offense	1	147	3561
Agnst Fam Child	0	24	831
Dis Cond	1	6	379
VAG	4	124	1390
All other Viols	13	509	13182
TOTAL	260	8985	192848

* The above numbers are from the 2012 crime statistics

CRIMES PER 1000 FORMULA

	Number of Crimes / Population X 1000			
DIVISION	8985	128418	1000	70
CITY	192848	3790185	1000	51



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd.

3 messages

Jim Kweskin <jimkweskin@yahoo.com>

Thu, Oct 31, 2013 at 2:59 PM

Reply-To: Jim Kweskin <jimkweskin@yahoo.com>

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>, "macfly@macfly.com" <macfly@macfly.com>, "vicepresident@hhwnc.org" <vicepresident@hhwnc.org>, "rkolahi@babnc.org" <rkolahi@babnc.org>

As a concerned citizen living in the area, I would like to know what is happening with the proposed development at 8150 Sunset Blvd. Can anyone tell me what the next step is? When is the next meeting or hearing? Is this project moving forward? And, if so, whose hands is it in? What can I do to help affect the outcome.

I would be most grateful if someone could enlighten me.

Thank you, Jim Kweskin

Jim Kweskin

8118 Hollywood Blvd.

Los Angeles, CA. 90069

323-656-7425 x 119

Cell 310-499-3151

Orrin Feldman <ofeldman@pacbell.net>

Thu, Oct 31, 2013 at 3:19 PM

Reply-To: Orrin Feldman <ofeldman@pacbell.net>

To: Jim Kweskin <jimkweskin@yahoo.com>, "srimal.hewawitharana@lacity.org"

<srimal.hewawitharana@lacity.org>, "macfly@macfly.com" <macfly@macfly.com>, "vicepresident@hhwnc.org" <vicepresident@hhwnc.org>, "rkolahi@babnc.org" <rkolahi@babnc.org>

You can see quite a bit of the application, including the proposed project's renderings, on the www.hhwnc.org website. Most of the information is posted under the PLUM committee's page in the list of committee articles.

Hollywood Hills West Neighborhood Council held a town hall back on Sept. 25th. The City's Planning Dept. held the scoping meeting to begin the environmental impact review process on Oct. 2nd. Both were public events, which you may have attended.

At both events, it was explained that, following the scoping meeting, there would be a substantial period of time during which the initial draft environmental impact report (DEIR) would be drafted. It will be a substantial period of time until the DEIR is written, reviewed internally and released to the public. After that,

a public hearing will be held where anyone can come and make public comments on the DEIR.

There was an Oct. 15th deadline for submitting comments to the Planning Department on the proposed project. Those comments would have been to suggest areas which the Planning Department should consider in reviewing the proposed project. Of course, you still could submit comments to the City Planner, who is Ms. Hewawitharana, and you have her email address, but she would not be obligated legally to consider those comments when she sets up the criteria for the environmental impact review process because the comment deadline passed two weeks ago. I'll let her address that point for you if she chooses to do so.

From: Jim Kweskin <jimkweskin@yahoo.com>

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>; "macfly@macfly.com" <macfly@macfly.com>; "vicepresident@hhwnc.org" <vicepresident@hhwnc.org>; "rkolahi@babanc.org" <rkolahi@babanc.org>

Sent: Thursday, October 31, 2013 2:59 PM

Subject: 8150 Sunset Blvd.

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 31, 2013 at 4:30 PM

To: Jim Kweskin <jimkweskin@yahoo.com>

Cc: Orrin Feldman <ofeldman@pacbell.net>

Dear Mr. Kweskin,

The proposed project is currently in the preparation of the Draft Environmental Impact Report phase.

A Notice of Preparation was issued on September 12, 2013 and a Scoping Meeting was held on October 2, 2013. The public comment period on the Notice of Preparation closed on October 15, 2013. Any comments received after the comment period has closed will be placed in the file for the record.

Once the Draft Environmental Impact Report has been prepared, it will be released for public review and a notification of its availability will be issued. The notice will be published in the newspaper and those who commented during the comment period ending October 15, 2013, as well as residents within a 500-ft. radius of the proposed project, will be notified. There will be a 45 day review period during which comments will be accepted.

Once the Draft EIR review/comment period ends, a Final EIR will be prepared and there will be a notification of its availability.

If you have any further questions, please let me know.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Re: 8150 Sunset Blvd.

1 message

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Oct 23, 2013 at 11:32 AM

To: grafton tanquary <gpt1287@sbcglobal.net>

Cc: Srimal Hewawitharana <Srimal.Hewawitharana@lacity.org>

Hello,

Yes, I will add you to the mailing list. It is still too early in the CEQA process to know when we will get to Commission. It is likely to happen no earlier than spring of 2014, but again, it is still too soon in the process to know with certainty.

Thank you,

Luci

On Wed, Oct 23, 2013 at 11:00 AM, grafton tanquary <gpt1287@sbcglobal.net> wrote:

Would you please add me to your list of persons to contact regarding planning matters involving the 8150 Sunset project. Also, approximately when do you expect your initial report to be issued to the Planning Commission? I am just looking for an idea as to the time schedule involved in the process.

Thanks for your help.

Grafton Tanquary

Crescent Heights – Havenhurst Neighborhood Preservation Association

—
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: 213.978.1378
Fx: 213.978.1343



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset, Case ENV 2013 2552 EIR

7 messages

grafton tanquary <gpt1287@sbcglobal.net>

Wed, Oct 23, 2013 at 10:54 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Can you give me some idea as to when the first draft of the EIR on the 8150 Sunset project might be released? Thanks for your help.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 23, 2013 at 11:12 AM

To: grafton tanquary <gpt1287@sbcglobal.net>

We are at the very beginning of the process and don't have an estimate of when the draft EIR will be released. But a notice of availability will be mailed when it does become available for review.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grafton tanquary <gpt1287@sbcglobal.net>

Thu, Oct 24, 2013 at 10:13 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks, but can you give us some kind of guesstimate? Do you anticipate something out this year or next? Lucy anticipates submission of her report to the Planning Commission no earlier than Spring of next year.

From: Srimal Hewawitharana

Sent: Wednesday, October 23, 2013 11:12 AM

To: grafton tanquary

Subject: Re: 8150 Sunset, Case ENV 2013 2552 EIR

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 24, 2013 at 11:56 AM

To: grafton tanquary <gpt1287@sbcglobal.net>

Cc: Luciralia Ibarra <luciralia.ibarra@lacity.org>

As I stated earlier, we are at the very beginning of the process. The next step will be for the consultants to prepare a preliminary, administrative draft for review by the planning staff. At this time, there is no estimate as to how long it will take for the consultants to prepare that preliminary draft, or how long it will take to review it.

Submission of the report to the Planning Commission will take place only after the EIR process is completed.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grafon tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 24, 2013 at 2:19 PM

OK. Sorry. Will be patient. I hoped that you might have some idea based upon past work.

From: Srimal Hewawitharana
Sent: Thursday, October 24, 2013 11:56 AM
To: grafon tanquary
Cc: Luciralia Ibarra
Subject: Re: 8150 Sunset, Case ENV 2013 2552 EIR

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Sincerely,

Srimal Hewawitharana

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To: grafon tanquary
Subject: Re: 8150 Sunset, Case ENV 2013 2552 EIR

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Sincerely,

Srimal Hewawitharana

On Wed, Oct 23, 2013 at 10:54 AM, grafon tanquary <gpt1287@sbcglobal.net> wrote:

Can you give me some idea as to when the first draft of the EIR on the 8150 Sunset project might be released? Thanks for your help.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: grafon tanquary <gpt1287@sbcglobal.net>

Thu, Oct 24, 2013 at 4:41 PM

Dear Mr. Tanquary,

There is no need to apologize. But I really don't know when the consultants will have a preliminary draft for my review. Also, how long it will take to review will depend on a number of factors, including work load, other projects in progress and their priorities, length and completeness of the preliminary document, etc.

Please feel free to check with me, from time to time.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grafon tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 24, 2013 at 4:49 PM

I understand. Thanks.

From: Srimal Hewawitharana
Sent: Thursday, October 24, 2013 4:41 PM
[Quoted text hidden]

[Quoted text hidden]

L Y N N R U S S E L L

ANTIQUES & DESIGN

October 15, 2013

Srimal Hewawitharana
Environmental Review Coordinator
Department of City Planning
City Hall, Room 750
200 Spring Street
Los Angeles, Ca. 90012

RE: 8150 SUNSET MIXED USE PROJECT
ENV-2013-2552-EIR

Dear Ms. Hewawitharana,

As a resident of the Savoy Plaza at 1360 N. Crescent Heights Boulevard, both a local West Hollywood and a State of California Historic Landmark, I would like to express my concerns about the integrity of the proposed Mixed Use Project at 8150 Sunset Blvd.

COMPATIBILITY

The project proposes to occupy the southwestern corner of an important location adjacent to a critical intersection and proposes itself as a gateway to West Hollywood and the Sunset Strip. The property itself and adjacent buildings were previously defined as significant landmarks notable throughout the world in their relation to Hollywood and its history. Although many of the outstanding residential landmark buildings remain in the neighborhood some of the originals were lost to questionable development and their lackluster representatives which currently stand.

There exists an opportunity for the developers to create an exceptional project worthy of the acclaim consistently received by The Chateau Marmont, The Sunset Towers Hotel, The Colonial House, The Andalusia, La Ronda, La Fontaine, The Savoy Plaza, The Tuscany, The Granville and many others occupying the Historic Harper District.

1360 NORTH CRESCENT HEIGHTS BOULEVARD, LOS ANGELES, CA. 90046
SUITE 6-C

lynabydesign@mac.com
323.850.8689

L Y N N R U S S E L L

ANTIQUES & DESIGN

The current design appears inconsistent with the style, integrity, scale, geometry and massing with the built neighborhood. Although the developers have indicated willingness to provide a superior grade of construction, they also have the opportunity to present a superior project in all the categories that are evaluated under the Environmental Impact Review. At this time we do not have proper evidence that the goals can be achieved.

TRAFFIC

Studies of current through traffic should be compared with those illustrating an increase necessitated by the project. This should represent moving traffic and the effects of standing, idling gridlocked traffic which is a significant factor on Crescent Heights Boulevard north and south beyond peak hours.

Consideration should also be given to the north/south traffic which will likely soon be impacted by the approved Wallgreen Project on Crescent Heights and Santa Monica Blvd.

The ingress and egress of the vehicles potentially utilizing the 8150 Sunset site has not yet been clearly defined in general or specifically in regard to the effect on Havenhurst and Crescent Heights.

The cumulative effects of through traffic east and west along Sunset Boulevard should be studied in relation to the numerous development projects already approved from Fairfax on the east to Doheny Drive on the west.

The potential for planted medians along Crescent Heights exists and consideration must be given to the effects upon the project

Potential Impacts regarding commercial delivery vehicles need to be articulated.

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L Y N N R U S S E L L

ANTIQUES & DESIGN

The valet parking amenity appears to present considerable logistical problems as valet and valet assist are the only offerings.

PARKING

The current parking plan seems unrealistic and should be well defined according to potential revisions of the plans, condominium vs. rentals and size of spaces in relation to vehicles likely to be parked by residents, guests and retail patrons.

NOISE

The design of this project can and should be sensitive to potential noise impacts to the surrounding residents and potentially to the eventual residents of the project as it is affected by Sunset Blvd. There may yet be unexplored possibilities in which to shield the residents from excessive impacts of traffic and the development itself. Effective use of trees and landscaping could greatly influence this.

HOUSING

The long and short term housing use is not well defined. The current proposal indicates a subdivision of the units with the potential of future condominium conversion, yet the developers state a preference for rental housing. As this relates to the quality of construction requirements and the spatial elements there should be a more comprehensive delineation specifically as it relates to the FAR. There should be a reevaluation as to the appropriateness of very low income housing in relation to the needs of such residents.

DENSITY

The increase in density as it relates to the surrounding neighborhood must be more clearly defined and justified in relation to the proposed retail and restaurants. Will the retail and restaurants be compatible on a level of quality desired by the current neighborhoods north and south of

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L Y N N R U S S E L L

ANTIQUES & DESIGN

Sunset? If not, there is a chance for business failures which would exponentially detract from quality of the neighborhood.

SAFETY

Given the proposed plans or future variation thereof, will our emergency fire and police vehicles be able to operate safely and efficiently?

SUMMARY

The potential for this property to achieve the status of an exemplary asset to the neighborhood surely exists. The developers and the community will benefit from a sensitive consideration of varied and alternative proposals. The mid-century Lytton Center Bank building, a potential landmark structure is one consideration that could inform the project design. Another consideration might be a reference to the Spanish Colonial Revival Garden of Allah in an authentic but 21st century adaptation. Whatever the final choice, it should set a standard compatible with our current landmark heritage and with future projects destined for the area.

Sincerely,



Lynn Russell

1360 NORTH CRESCENT HEIGHTS BOULEVARD, LOS ANGELES, CA. 90046
SUITE 6-C

lynabydesign@mac.com
323.850.8689

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Traffic/Transportation
- Utilities/Service Systems

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.



There's too much traffic on the streets now! Any more would be a catastrophe

Please don't build!! Have you ever driven Sunset or Laurel Cyn?? Try 0800 or 5:00pm

Thank you

CONTACT INFORMATION (Optional, please print clearly)

Name: Chris Marcus Representing Agency or Organization: resident

Address: Mt Diablo property/State/Zip: 90046



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 sunset and crescent heights

3 messages

adarasalim@gmail.com <adarasalim@gmail.com>

Mon, Oct 14, 2013 at 8:24 AM

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hi there,

I had a couple questions about the proposed development at 8150 sunset. As a very nearby resident, I wanted to find out about the probability of the city granting permission to build on and reroute traffic around the large traffic island located on sunset and crescent heights. In the preliminary plans, the traffic island becomes the building setback, which is concerning because, the developers are proposing then to really build up to their property line and not include setbacks on their own dime. This is concerning, as it skirts around established zoning laws. I would like to know if the city is going permit building on that traffic island.

Thanks for your time.

Sent from my iPhone

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 10:11 AM

To: adarasalim@gmail.com

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 10:11 AM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

Elizabeth Gross

2577 1/4 NORTH BEACHWOOD DR LOS ANGELES, CA 90068
TEL 323.982.9333 CELL 215.927.1797

elizabeth@squaredentertainment.com

October 14, 2013

Dear Ms. Luci Ibarra and Ms. Srimal Hewawitharana,

As a resident of Los Angeles with a deep interest and long-time fascination with the Sunset Strip, as well as The Garden Allah, I write today to offer my support for the project at 8150 Sunset Blvd.

I am the executive producer of the highly acclaimed documentary *Sunset Strip*, about the 100 year history of this 1.5 mile strip of road. We had our world premier at South by South West International Film Festival and we are now airing on Showtime. In the film we use stories, legends and lore about The Garden of Allah to contextualize the culture of the Strip. We interviewed celebrities such as Johnny Depp, Mickey Rourke and Hugh Hefner, all whom speak directly about the former Garden of Allah site and its relevance during the 1920s and 1930s, as well as the nostalgia that it holds today.

I believe that in the long-term context of the Sunset Strip and its influence on the City as a whole, the redevelopment of the Sunset and Crescent Heights property is long overdue. From the 1960s onward, the property has contributed to the destruction of the fabric of the Strip with cheap building structures, unappealing tenants with little community benefit and surface parking. The development proposal will reinvigorate this corner with appropriate uses and pedestrian activity that will hopefully become a catalyst for transformation of the eastern side of the Strip. Further, as we researched the Garden of Allah property for the documentary, we found that two proposals existed, one from the 1930s and one from the 1960s, both of which contained roughly the same height building that is currently being proposed, creating a nice linearity to the thinking almost 100 years ago.

Further, I have recently seen an effort to deem the Lytton Savings Bank structure historic. This seems to be a transparent attempt to delay progress of the pro-

posed project by those who have other concerns unrelated to the historic nature. More specifically, this building represents the lowest point for the Sunset Strip and a reminder of corporate greed and a destruction of the exalted years when the property and the Strip thrived from the 1920s to the 1950s. For it to be salvaged is not only wrong-minded but also disrespectful to the heritage of the Sunset Strip.

Thank you and please feel free to contact me as we have an immense amount of footage regarding the property and the Sunset Strip that may be of interest.

Kind Regards,

Elizabeth Gross

A handwritten signature in black ink, appearing to be 'Elizabeth Gross', written in a cursive style with a long horizontal stroke extending to the right.

CC: Tom Labonge

Jonathan Brand

Caroline _____



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset ENV 2013 2552 EIR

4 messages

grifton tanquary <gpt1287@sbcglobal.net>
To: srimal.hewawitharana@lacity.org

Thu, Oct 17, 2013 at 4:52 PM

I assume that you will determine if an increase in the FAR to 3:1 is justified for this project in accordance with the LAMC. Am I correct?

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: grifton tanquary <gpt1287@sbcglobal.net>
Cc: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Thu, Oct 17, 2013 at 5:29 PM

I will be working on the environmental aspects of the project. Ms. Ibarra is the project planner who will be processing the entitlements on this project. I have copied her in this e-mail and forwarded your previous e-mail about raising the FAR.

Sincerely,

Srimal P. Hewawitharana
[Quoted text hidden]

grifton tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Rick Abramson <ric@workplays.com>

Thu, Oct 17, 2013 at 5:56 PM

Thank you.

From: Srimal Hewawitharana
Sent: Thursday, October 17, 2013 5:29 PM
To: grifton tanquary
Cc: Luciralia Ibarra
Subject: Re: 8150 Sunset ENV 2013 2552 EIR

[Quoted text hidden]

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: grifton tanquary <gpt1287@sbcglobal.net>

Fri, Oct 18, 2013 at 8:33 AM

Good morning,

We will review the request for a FAR increase to 3:1 pursuant to LAMC Section 12.22-A,25(f) together with the other entitlement requests, which will be heard and acted upon by the City Planning Commission.

Thank you,
Luci

[Quoted text hidden]

—
Luciralia Ibarra
City Planner

11/17/2014

City of Los Angeles Mail - 8150 Sunset ENV 2013 2552 EIR

Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: 213.978.1378
Fx: 213.978.1343



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

3 messages

meher dhondy <meherdhondy@gmail.com>

Thu, Oct 17, 2013 at 12:14 PM

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

I am attaching three photographs of three delivery trucks blocking the turn lane at the intersection of N. Crescent Heights and Sunset. two parked in the center divide and one on the west side of Crescent Heights, south of



Sunset.



The proposed project has this as the main entrance and exit for the commercial vehicles. The increase of commercial space will make this a dangerous and crowded street. Please note that these photographs were taken in the middle of the day. there are three times that number late night.

Please forward these concerns to the Traffic consultant.

thanks

Meher Dhondy

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 17, 2013 at 2:55 PM

To: meher dhondy <meherdhondy@gmail.com>

Dear Meher Dhondy,

Thank you for the photographs and comments. They will be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Thu, Oct 17, 2013 at 2:56 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

4 messages

grifton tanquary <gpt1287@sbcglobal.net>

Thu, Oct 17, 2013 at 12:42 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

In re: case number ENV 2013 2552-EIR, for the project at 8150 Sunset, the developer has asked for an FAR of 3:1, apparently feeling that this density is condoned by a provision of the LA Municipal Code relating to the proximity of a development to either bus or Metro Rapid transportation. Can you direct me to that provision of the code? I would greatly appreciate your help.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 17, 2013 at 4:11 PM

To: grifton tanquary <gpt1287@sbcglobal.net>

Dear Mr. Tanquary,

LA Municipal Code section 12.22-A,25.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grifton tanquary <gpt1287@sbcglobal.net>

Thu, Oct 17, 2013 at 4:26 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you.

From: Srimal Hewawitharana

Sent: Thursday, October 17, 2013 4:11 PM

To: grifton tanquary

Subject: Re: 8150 Sunset

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 17, 2013 at 5:29 PM

To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

[Quoted text hidden]

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

RECEIVED
CITY OF LOS ANGELES

OCT 15 2013

ENVIRONMENTAL
UNIT

RE: Case No: ENV_20132552-EIR
Project Name: 8150 Sunset Blvd Mixed-Use Project
Project Location/Address: 8150 Sunset Blvd
Community Planning Area: Hollywood Community Plan Area
Council District: 4-Tom LaBonge

October 2, 2013

To Srimal Hewawitharana,

My name is Rory Barish and I own my condo at 1416 Havenhurst Drive, West Hollywood, CA 90046. I am V.P. of the HOA and have lived here since 2004. I am also a member of the CH-HNPA (Crescent Heights-Havenhurst Neighborhood Preservation Association). My building, the *Colonial House* is a historic building listed under the National Register and the Mills Act. This building, steeped in history, and published in several magazines stands to be greatly affected if this proposed project is able to be built. The views, the shadows and the sheer size of this project hovering over our building, will adversely affect values, architecture and our way of life.

As I am vehemently opposed to this project, I will list the reason why in posing questions for the EIR study.

AESTHETICS AND CULTURAL RESOURCES

1. This project is over scaled, too high and dense for the neighborhood and will obscure sight lines and adversely change the light source for the neighboring buildings, which include many historic buildings such as *The Andalusia, The Colonial House, La Ronda, The Granville, The Chateau Marmont, The Tuscany, The Savoy Plaza* and the *Sunset Tower* to mention a few. This will impact cultural and historic sites. How does this project fit into this kind of a neighborhood filled with architectural jewels?
 - A. Can the developer present and guarantee that property values will not be affected because of loss of light (by the shade that is cast) and loss of views? Views and light are worth a lot of money when getting ones house appraised. Shade on the buildings could also adversely affect surrounding gardens should that height be allowed. The Colonial House has a very rare Monkey Puzzle tree on the property that could be compromised.

- B. Can the developer show that there will be no glare and blinding light from the glass on the south side (or any side of the building) that could bounce off the building affecting the sight of passers-by, residents and drivers? Passers-by would have to avert their eyes. This recently happened with the Walkie Talkie City skyscraper in London, also known as the Walkie-Scorchie City Skyscraper. This is a safety issue as well.
- C. Another example is the Vdara Hotel in Las Vegas. The south facing tower became a collector and bouncer of sun rays.
- D. Can the developer show from this design that the reflection from the sun of the building will not cause light beams from the building to produce enough heat to melt vehicles around it? This also happened with the same building in London. Will they be doing heat studies on the different materials on the building and how the heat and direct sun affects them?
- E. Could the shading and loss of light (due to the height of the project) to surrounding buildings cause a form of "Seasonal Affective Disorder"? We could have psychological issues on our hands with a building of this size. Is this being studied?
- F. The Chase Bank, formerly Lytton Savings would be demolished and the LA Conservancy as well as the neighborhood recognize the historic status of this building. Can the developer defend his position of why this important architectural building should be torn down?
- G. Why did the developer on the Environmental Assessment Form (pg.5) state that neither the site nor the overlay zone has any historically important buildings? Was this done to get the application accepted?
- H. There will be a change in streetscape with the loss of the old Lytton Savings Bank and there will be an adverse impact on the visual character of the neighborhood being in such close proximity to historic buildings. How could you justify or remedy that?

AIR QUALITY AND HEALTH HAZARDS

1. The sheer size of this project will add too many vehicles to the neighborhood which already has too many cars. During the long construction phase it will add a multitude of trucks to the area not to mention debris and irritants caused by the construction itself.
 - A. Residents will be affected by the fumes and exhausts (several levels of metal louvers will vent exhausts) from on site parked vehicles. How can you ensure that the health of nearby residents and those residing at 1435 will not be affected? That building is comprised of seniors, disabled residents and some with

severe asthma and respiratory issues. This can adversely affect their health as well as the health of those in the immediate area.

- B. The cancer causing exhaust fumes from an additional (approx.) 1250 cars on Havenhurst Drive will create a health hazard for the neighborhood and make the 100 condos/apartments in the adjacent four properties virtually uninhabitable. This includes the Andalusia and Colonial House. Are you planning on relocating all of these people?
- C. This project has environmental effects which could cause substantial adverse effects on human beings directly and indirectly. How would the developer justify adding this burden to the neighborhood? Will the developer be studying any and all direct adverse affects on human beings and pets?

GEOLOGY AND SOILS AND CONSTRUCTION

- 1. We all are well too aware of earthquakes and compromised foundations in Southern California.
 - A. Has a full study been performed as to whether or not this property is sitting on a fault?
 - B. Have studies been performed as to the water table in the area and other geological factors that could adversely affect the property (cracking, slippage, sliding, settling or other soil problems) as well as the surrounding neighborhood? The Colonial House is a brick building. Might major excavation adjacent to the property adversely affect that building and buildings such as this one in any way? Any grading problems?
 - C. Are you aware of any asbestos, formaldehyde, radon gas contaminated soil water on the existing property? these could be an environmental hazard.
 - D. Will the developer obtain any and all permits required by federal and state law as well as comply with local statutes and construct to present codes when building this project in every step and phase of construction?
 - E. Why would the City give permission to build this project that is three times the ratio allowed on this site? Why would the City give variances and allow for violation of setbacks for an already over scaled project?

WATER

1. Water shortage and drains and run-off.
 - A. With all the additional residents and businesses using water at that project site, how will it affect our shortage of water? We are very concerned about water conservation in our City.
 - B. Where will the run-off go from the property and how will it affect the surrounding neighborhood and streets (which already flood from heavy rains)? Will there be enough drainage on the property to accommodate additional water usage? Will there be construction of new storm water drainage facilities (or expansion of existing facilities) which could cause significant environmental effects?
 - C. Will streets or properties be affected by additional run-off (erosion and possibility of undermining surrounding properties

NOISE

1. Noise associated with on -going construction and after the project is completed, noise from open air restaurants, additional parked and incoming and outgoing cars, and pedestrians in open air pedestrian walk, residents and helicopters and a helipad.
 - A. How can the developers mitigate or even justify noise associated with these issues? How can the developer guarantee peaceful enjoyment with a project of this size? This would not only be a disaster for the neighborhood but will affect people's mental health.

POPULATION AND HOUSING

1. This project induces excessive population in the area.
 - A. Registering each as a subdivided unit while saying this will be a rental property. Sneaky way of saying they will be rental apartments (which are easy to get through Planning), but leaving an opening to turn them into condos when the time is right. Condominiums are harder to get approved because they have more requirements. Which is it? Please be more specific.
 - B. Can the developer justify overpopulating this small area with a supermarket, gym, retail, restaurants, and housing when we have all of the above just a stones-throw away?

RECREATION

1. The proposed Health Club
 - A. More traffic due to non-stop in and out of clients. What is the developers solution to alleviate traffic and parking?

TRAFFIC AND PARKING

1. Major increase in traffic from the inhabitants and their guests of the proposed site, as well as increased traffic from clientele from all the amenities, retail stores, health club, and supermarket...affects the entire area and causes a ripple effect to many other areas.
2. Omitting the use of the traffic island causing back-up of traffic.
3. Architects design for ingress and egress causing traffic
4. Not enough parking spaces on the property. The parking is scarce in the neighborhood as it is.
5. Traffic caused by massive construction.
6. Addition of perhaps 1250 cars per day (249 apartments times an average of 6 trips in and out of the building per day) on Havenhurst Drive compromising a street with several historical properties.
 - A. Too much compact parking (going from weakened code of 40%, which is already too much, to a requested variance of 60%). What is the logic here and what would ever justify adding this? Explanation?
 - B. Designating one compact parking spot along with one regular parking spot for each apartment. Do you think that it is possible to dictate to people the kind of cars they can buy? And if they do not have compact cars??? Where do they go? On the street?
 - C. All valet or valet assist parking has been stated. They would have to have a substantial staff 24/hours/day which will be improbable because of cost. Residents will complain about having to wait for their cars. How can you answer and solve this problem?
How long will the cars back up lanes? Probably backed up awhile waiting for valets, especially when they are short handed on valets.

- D.* Too many intense uses mean they are probably going to try and get away with a staggered parking plan and they will not use it properly.
Too many dense uses on site - four restaurants, gym, and a grocery store - all require 10 parking spaces per 1,000 square feet. For sure, this project doesn't have that, so is the developer going to try and use the staggered parking plan hours which won't make sense since all those uses will overlap - especially the gym and grocery store?
- E.* Without adding another lane to Sunset, please demonstrate how the traffic problem (which already comes to a halt most hours) will not magnify when you take away the island and add a multitude of cars to the mix? If you designate that far right hand lane (going east) to only cars making a right, you would have to have a right hand signal on green all the time to keep the traffic flowing. It will back up for more miles than it already is. This will not be possible because if you have it on green all the time, pedestrians could not cross and cars could not safely cross Sunset from Laurel Canyon.
How could you possibly explain your decision to remove that island? Do you also know that you would be taking away the bus stop there if you designate that lane to cars going right? Where would you safely put that bus stop?
- F.* Los Angeles owns this island and by what authority is it given to a private entity for its own improvement?
- G.* Traffic Management will not want to manage or be burdened with yet another area of concern. Has anybody thought about that?
- H.* Way too many cars already on Havenhurst and when you have street sweeping days and construction work; there is no place to park and people circling the block. If you throw in all of the added traffic, cars, offloading and loading of trucks onto Havenhurst from the new proposed site, where is everybody going to park? Where are you planning to put everyone?

- I.* If Havenhurst Drive is made into a cul-de-sac (which you would have to do), there would not be adequate emergency access. If the street became a cul-de-sac, it would then need a traffic light on Fountain Avenue because you would never be able to turn left with all of the traffic. Has the developer worked this out with the City of West Hollywood and their residents? If there was a cul-de-sac, the masses of cars coming out of the proposed site on to Havenhurst Drive would have to turn right on to Sunset (thereby increasing the already horrible traffic problem) when they exited because it would be too much of a burden for this residential street with landmark buildings. Has this been thought out?
- J.* Left hand turns from Sunset on to Crescent Heights will increase congestion at this already busy intersection. Entry and exit from the Crescent parking structure will impede traffic and is an accident waiting to happen. Where is the service entry for semi trucks to unload for the grocery store? Havenhurst Drive? Do we really need another grocery store, or gym when there is a similar grocery store and gym directly across the street?
- K.* Laurel Canyon will be backed up for miles with traffic due to the increase of traffic at the already over congested intersection at Crescent Heights and Sunset). People will be taking other arteries such as Nichols Canyon, Benedict and Coldwater Canyon. Has the developer thought about how to mitigate this problem and have those neighborhoods (Beverly Hills ...) been made aware (by the developer) of this additional massive traffic problem?

UTILITIES

- 1.** Resulting in construction of new water or wastewater treatment facilities or expansion of existing facilities which could cause significant environmental effects.
- 2.** Electricity use by increased population could cause blackouts (over use of A/C in the summer) our transformers are overloaded and blow out as it is.
 - A.* Has the developer taken all of this into consideration and how will they remedy this? Do they have sufficient water supplies to serve the project or are new entitlements needed?

- B. Is the developer served by a landfill with sufficient capacity to accommodate the projects solid waste disposal needs?
- C. Will the developer comply with all federal state and local statues and regulations related to solid waste and all other utilities?

I think that everyone agrees that the existing development is underutilized, but the proposed project does not fit the neighborhood (would be great downtown or in Manhattan). This is not a neighborhood where you put an LA Live or a Vegas Hotel or a Dubai Skyscraper. This would cause irreparable harm have a disastrous and negative impact to the neighborhood's quality of life and real estate values. This is not about how much money the developer can make or lining people's pockets (politicians?). This is an area where you would put a wonderful upscale boutique Hotel like Browns or Blakes in London (4-6 stories max) with a top-notch hair salon inside and some chic retail shops ore perhaps a low-rise upscale retail boutique strip with restaurants like one you see on Sunset Plaza or Montana in Santa Monica? Perhaps just recreate The Garden of Allah again? Something that fits into the aesthetics of the area and something that the area needs....The Chateau Marmont is great but we could use another great hotel that reflects and compliments it's surrounding jewels.

Thank you. I hope that you will address any and all of my questions and concerns in the EIR Report.

Sincerely,



Rory Barish

Law Offices of Jeanne McDonald

15760 Ventura Boulevard, Suite 700
Encino, California 91436
(818) 891-9504 telephone / (818) 891-9519 fax
jmcDonald@jhmlawoffice.com / www.jhmlawoffice.com

October 14, 2013

VIA FEDERAL EXPRESS

Ms. Srimal Hewawitharana, Environmental Specialist II
Environmental Analysis Section
Department of City Planning
City of Los Angeles
100 N. Spring Street, Room 525
Los Angeles, California 90012-4801

Re: 8150 Sunset Boulevard Mixed-Use Project
Case No. ENV-20132552-EIR

Dear Ms. Hewawitharana:

This office represents The Granville Homeowners Association, Inc., which administrates the Granville Towers condominium project located at 1424 and 1428 Crescent Heights Boulevard, West Hollywood, California. The Association's seven-story building is located directly across Crescent Heights Boulevard from the southern edge of the proposed 8150 Sunset Boulevard mixed-use project. The purpose of this letter is to document the Association's opposition to the project as currently proposed and to enumerate the Association's concerns and questions that need to be addressed in the upcoming Environmental Impact Report.

1. **Building height.** A sixteen-story building is too high for the neighborhood and would create a significant blockage of views to the Association and other neighboring residences and businesses, such as the Chateau Marmont. The Initial Study is misleading as to the height of this building since it does not include the floors used for parking. What is the building's actual height, how many stories tall is it above ground level, and what impact will it have on views from all angles? Shading, wind, and glare/solar loading impacts must be evaluated.

Furthermore, the Initial Study did not address elevations from the west or south sides of the project, which make it impossible to assess the project's impact on The Granville.

2. **Population density.** The area south of Sunset Boulevard is a quiet residential neighborhood. All of the issues discussed in this letter and indeed in the Initial Study need to be analyzed from the standpoint of the residential character of the surrounding area. What is more, the Initial Study ignored the fact that starting less than one block north of the project is a very quiet, almost rural residential neighborhood of single-family homes just north of Sunset Boulevard and extending into Hollywood Hills. Every aspect of the Environmental Impact Report needs to specifically address the effects of the planned project on this residential area. Among other things, how will wildlife in the Hollywood Hills be affected?

3. **Traffic and congestion.** The Environmental Report needs to thoroughly address the impact on existing traffic resulting from the valet drop-off/pick-up areas, trucks using the loading docks, the removal of the disconnected right-turn lane from Sunset Boulevard onto Crescent Heights, trash collection, and overall increased traffic levels. Some specific issues are noise from trucks backing up, blockage of Sunset Boulevard and Crescent Heights intersections from trucks turning to enter or leave the loading dock area, lines of vehicles on the street attempting to turn into the project, safety considerations, and increased traffic through quiet residential streets, as well as safety. Will stoplights, stop signs, or speed bumps be installed?

What will be the allowed truck delivery hours? How will they impact traffic on Havenhurst, which has several smaller condominium projects and apartments on or very close to the delivery truck route? Will vehicles leaving the project onto either Sunset or Crescent Heights be able to turn left safely? Is it guaranteed that the City will grant to this project use of the triangle of land bounded by Sunset, Crescent Heights, and the current right-hand turn lane onto Crescent Heights?

And how will the asphalt roads be impacted by the increased traffic, especially the construction equipment used to build this project?

Looking further away from the project, what impact will the potentially increased traffic levels have on Laurel Canyon and the other canyon routes to the San Fernando Valley, as well as traffic flowing east and west along Sunset and other major arteries? And what will be the impact of the project on public transportation, such as the Metro bus lines? The health and safety impact of increased traffic creating delays for first responders to the site of an emergency or to Cedars-Sinai must also be analyzed.

4. **Housing.** The impact of adding roughly 250 residences to this corner in addition to the increased business activity also needs to be thoroughly addressed in terms of traffic, noise, lighting, crime, and pollution. Should some of the square footage designated for residences actually be redistributed to commercial space?

The creation of affordable housing also needs to be thoroughly addressed. Is it reasonable to allow a FAR density bonus in this area, at an intersection that is already congested and close to low-density residential areas? What will be the effect on the City of Los Angeles' social services, health care services, or financial subsidies?

5. **National Register of Historic Places.** The effect of this project on the historic buildings in close proximity to the project, including The Granville, must be evaluated, since the construction will change the character of the entire neighborhood. Vibration and shaking during and after construction are at issue, along with the protection of property values. The visual impact of this large-scale project must also be thoroughly addressed.

6. **Signage and lighting.** Where would signage, billboards and the like be located? How bright will lighting be from these sources or from new streetlights, the rooftop restaurant, or other commercial space such as the large first-floor flagship space facing Sunset Boulevard? How would the additional lighting affect the ambient light levels of the neighborhood? Would there be electronic or moving images? Billboards covering the side of a building? Will lights shine into neighboring homes, or onto driveways or into vehicles on the streets, potentially blinding drivers?

7. **Helipad.** What is the purpose of the helipad? How often would it be used? What would be the effect on noise levels and ambient light throughout the neighborhood? What would be the hours of operation? What safety precautions are needed/being taken? Will equipment, etc. on the rooftop servicing the helipad add even more to the building's height?

8. **Rooftop restaurant/lounge.** Hours of operation, effect of ambient lighting, odors and noise levels, potential special events lasting into the night, and maximum capacity of the restaurant need to be addressed. If there is an open door for the installation of a nightclub or other late-night operation, the possibility of increased crime and street disturbances needs to be addressed.

9. **Other project components.** What is the parking garage's exterior wall treatment, and would it be properly soundproofed and vented? What lighting would be used inside the parking area? Where will the project's trash bins be located, and how will

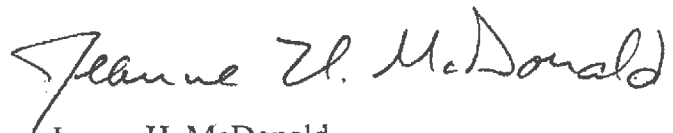
that affect noise and traffic from trash pick-up, containment of vermin, unsightliness? Will they be off limits to the public to avoid creating an attractive nuisance? The central courtyard is being presented as open to the neighborhood but how much of it will be designated for the use of the surrounding restaurants or other venues? Will the number of parking spaces be sufficient for the expected traffic levels, especially with relation to the residential parking areas? Is the garage space included in the maximum FAR?

10. **Miscellaneous.** Construction noise levels, dust and debris and other pollutants, traffic, construction hours, and safety for the project must all be evaluated. Other recent commercial developments in the neighborhood are not fully occupied. The likelihood of these additional commercial spaces in the area being fully occupied and successful must be evaluated. Known fault lines run very close to this location that must be addressed by geologic studies. Issues of landslides, soil erosion, and subsidence also need to be thoroughly addressed. Also critical are the project's compliance with SCAQMD requirements

11. **Alternatives.** The Environmental Impact Report should discuss alternatives to reduce the negative impact on this neighborhood. Can the residential tower be reconfigured in a way that would have less of a negative impact on the neighborhood – a lower building a bigger footprint of structures on the site? A taller and narrower tower to present less view blockage?

We look forward to seeing these and other issues thoroughly addressed in the Environmental Impact Report.

Sincerely,


Jeanne H. McDonald

cc: Board of Directors, The Granville Homeowners Association, Inc.

**ENVIRONMENTAL ISSUES
& IMPACTS**

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- Aesthetics
- Agriculture and Forestry
- Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Traffic/Transportation
- Utilities/Service Systems

RECEIVED
 CITY OF LOS ANGELES
 ENVIRONMENTAL
 UNIT
 OCT 15 2018

Notes: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and other potential alternatives, and/or measures to avoid or reduce environmental impacts.

As a pro. owner, I am business home owner I am concerned that I believe this project will have noise issues. Traffic will be impossible going up Laurel Canyon to Laurel Canyon. I am making a home addition and the congestion, traffic will heavily impact a heavily congested area. Interest - Laurel Canyon + Sunset.

No more business housing - where will these people stop if as I can tell you from my high end grocery stores who with high end eating places. Height of buildings is outrageous. Light will mess up my eyes, and winter headaches. Who cares about your tax dollars. Prostrated causing all these headaches + sunset will be horrible. You are bringing nothing to the community but noise pollution, ugly developments looking like a disaster.

CONTACT INFORMATION (Optional, please print clearly)

Name: Daniel Garcia Representing Agency or Organization: Local Home Builders

Address: 524 Los Angeles Ave City/State/Zip: Los Angeles CA 90046

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

RECEIVED
CITY OF LOS ANGELES

OCT 15 2013

ENVIRONMENTAL
UNIT

Re: ENV_201325520-EIR
Project Name: 8150 Sunset Blvd. Mixed-Use Project
Project Location/Address: 8150 Sunset Blvd.
Community Planning Area: Hollywood Community Plan Area
Council District: 4-Tom LaBonge

Dear Ms. Hewawitharana,

Oct. 8, 2013

My home since 1980 has been at Colonial House-- a Historic landmark of the city of Los Angeles. . When I heard about the proposed project, I was deeply distressed. We already have a mall with restaurants and a gym and theatres on Crescent Heights. What would another one do to this neighborhood? Parking has already been strained on our street. I am thinking of the noise, pollution, destruction that another one will do to the quality of life of the citizens in this area. The impact of a project of this size would be devastating.

Not only that-- shouldn't we try to preserve an area which tells a story about our city? Rich in history and architecture? Do we want to sacrifice a neighborhood for another mall?

I ask that you consider the concern of residents-- worried about property values and the value of maintaining our neighborhood as well as the impact on local businesses. The intersection of Sunset and Crescent Heights is heavily travelled day and night and the area cannot support more. The project is too big, too radical and too dense.

Sincerely,



Joyce Eliason



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Sunset / Crescent Heights project

3 messages

Jessica Blafer <jessicablafer@gmail.com>

Wed, Oct 16, 2013 at 1:00 PM

To: tom.labonge@lacity.org, carolyn.ramsay@lacity.org, renee.weitzer@lacity.org, jonathan.brand@lacity.org, lisa.schechter@lacity.org, srimal.hewawitharana@lacity.org, luciralia.ibarra@lacity.org

Dear Mr. LaBonge and Staff,

I am writing because I live in the City of Los Angeles near the new project on the corner of Crescent Heights and Sunset Boulevard and my boyfriend lives very close to the new project also and shares my opinions. Neither of us currently go to the strip center because it is hard to park, it is run-down, and quite honestly it appears to be unsafe and a haven for low-life's and homeless people, especially at night. I think the new project is a beautiful design with a lot of open area and looks like it will be a nice and safe place for us to visit, eat at, and shop in.

I have never written to my councilmembers before, but after getting sick to my stomach reading on curbed that the rich hills residents are trying to stop the project and complaining about the nice new project creating traffic and blocking their views I felt compelled to send this. The traffic on Laurel Canyon and on Sunset is caused by the hills resident's housecleaners, gardeners, repairmen, pool cleaners, chefs, nannies, and contractor's, and by commuters from the valley, not by one new shopping center. I don't even need to comment on the view issue because its so ridiculous, but all of us have been in the hills and we know the views are 180 degrees and are very expansive, it's impossible for one building to block those.

The real winners when this get's built are the people who get to live in the great affordable housing. I wish I qualified for it because it will probably be nicer than what I can afford to rent, but this is a great opportunity for you to be a champion for a group without a voice which are the families and elderly couples who will be able to live in nice and safe affordable housing in a great part of town.

There is no doubt that this project is a major improvement to what we have today and will benefit many people in the form of housing, shopping, restaurants, and jobs. Please help this great new project that benefits the entire community move forward.

Thank you,
Jessica Blafer

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:24 PM

To: Jessica Blafer <jessicablafer@gmail.com>

Dear Ms. Blafer,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

11/17/2014

City of Los Angeles Mail - Sunset / Crescent Heights project

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:24 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Chase Bank/Lytton Center - GOD SAVE L.A.

4 messages

CECILY GAMBRELL <elgambrell@gmail.com>
To: Srimal.hewawitharana@lacity.org

Wed, Oct 16, 2013 at 3:50 AM

Dear Ms. Hewawitharana,

From one Los Angeleno to another, I send you deep greetings of wellness and hope.

I am a fourth generation Californian. I crafted what seems a thousand letters dripping in logical, viable and wholly meritorious points that underscore the fiscal and cultural benefit of preserving (adaptive or otherwise) the Chase/Lytton building, and overall, what remaining historic architecture we have left in our city. But none seemed sound enough, for I am well aware of the city and county view on historic architecture – that it has no value. That bigger is better. That history and L.A., as pertains to historic architecture, are not synonymous. From the Hall of Justice, to the Millennium Project, to the enormous affair that's been in the works downtown for years now, our great and singular city is being stripped of its singularity. in effort to emulate places so far from its own self. This is so because your civic forefathers of the most recent kind of past, and now those with whom you work, are demolishing it rather swiftly, from downtown to the border of Beverly Hills.

Thus, I can only and simply say this, and hope from the depths of my gut that it resonates somehow, somewhere: Historic architecture is the foremost inculcating grand dame of our past, one without whom we truly know nothing. Razing the building in question is like getting rid of your grandparents, and their wisdom and directly accessible tactile historic experience for a couple of younger so and so's who haven't a fraction of the education or quality to convey to those around them. It's doing away with depth for... well, for whatever end the city and the developers are seeking. Which is seemingly, and almost most assuredly not posterity, nor the retention of our fine city's historic value, nor integrating California's past at large with its future.

OMG - OUR CITY IS DYING TO MAINTAIN ITS OWN DEFINITIVE PLACE AND VOICE IN THE WORLD. With run away production and our horrible production incentives (stunningly lame considering we are (soon to be were) the entertainment capital of the world), THE ENTERTAINMENT INDUSTRY ALONE IS NOT GOING TO MAINTAIN THE ATTRACTIVE APPEAL & VALUE OF THIS CITY. LIKE ALL OTHERS, IT IS ONLY ITS HISTORY THAT WILL PREVAIL IN BEING ITS CHIEF MOST ENDURING, ALLURING AND EMOTIONALLY CONNECTIVE ATTRIBUTE.

GOD SAVE L.A. - PLEASE LET IT BEGIN WITH YOU, PLEASE.

Thank you with the utmost of sincerity for your time, from the bottom of my heart.

Respectfully and Humbly,

Cecily Gambrell

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: CECILY GAMBRELL <elgambrell@gmail.com>

Wed, Oct 16, 2013 at 2:19 PM

Dear Ms. Gambrell,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 2:19 PM

[Quoted text hidden]

CECILY GAMBRELL <elgambrell@gmail.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 17, 2013 at 10:43 AM

Thank you ever so kindly for your reply. I am most grateful. I wish a wonderful rest of your week and weekend. :)

Most sincerely,

Cecily Gambrell
[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 SUNSER BLVD. Case ENV-20132552-EIR

4 messages

Lynn Russell <lenabydesign@mac.com>
To: srimal.hewawitharana@lacity.org

Tue, Oct 15, 2013 at 11:57 PM

 **Untitled.pdf**
46K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Lynn Russell <lenabydesign@mac.com>

Wed, Oct 16, 2013 at 2:16 PM

Dear Ms. Russell,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

On Tue, Oct 15, 2013 at 11:57 PM, Lynn Russell <lenabydesign@mac.com> wrote:

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 2:16 PM

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

From: **Lynn Russell** <lenabydesign@mac.com>
Date: Tue, Oct 15, 2013 at 11:57 PM
Subject: 8150 SUNSER BLVD. Case ENV-20132552-EIR
To: srimal.hewawitharana@lacity.org



Untitled.pdf

46K

Lynn <lenabydesign@mac.com>

Wed, Oct 16, 2013 at 2:28 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you for the confirmation.

Sent from my iPhone

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Comments in Response to Notice of Preparation for ENV-20132552-EIR (Sunset Boulevard Mixed-Use Project located at 8150 Sunset Boulevard)

4 messages

Jamie Hall <jamie@jamiethall.com>

Tue, Oct 15, 2013 at 9:11 PM

To: srimal.hewawitharana@lacity.org

Cc: "jonathan. brand" <jonathan.brand@lacity.org>, luciralia.lbarra@lacity.org, carolyn.ramsay@lacity.org, Ramin Kolahi <rkolahi@babnc.org>, tony tucci <radiocave@earthlink.net>, Gary Plotkin <gplotkin@babnc.org>, Cassandra Barrères <barreres@aol.com>

Dear Ms. Hewawitharana:

I am in receipt of the Notice of Preparation ("NOP") dated September 12, 2013 for the Sunset Boulevard Mixed-Use Project located at 8150 Sunset Boulevard ("Project"). On behalf of the Board of the Laurel Canyon Association ("LCA"), I am pleased to provide the attached comments in advance of the Draft Environmental Impact Report ("DEIR") that will be prepared for the Project.

Regards,

Jamie T. Hall

8150 Sunset Blvd NOP Response Letter.pdf
149K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:13 PM

To: Jamie Hall <jamie@jamiethall.com>

Dear Mr. Hall,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:14 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

8150 Sunset Blvd NOP Response Letter.pdf
149K

Gary A. Plotkin <GPlotkin@prlplaw.com>

Fri, Oct 18, 2013 at 5:27 PM

To: Jamie Hall <jamie@jamiethall.com>

Cc: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>, "jonathan. brand" <jonathan.brand@lacity.org>, "luciralia.lbarra@lacity.org" <luciralia.lbarra@lacity.org>, "carolyn.ramsay@lacity.org" <carolyn.ramsay@lacity.org>, Ramin Kolahi <rkolahi@babnc.org>, tony tucci <radiocave@earthlink.net>, Gary Plotkin <gplotkin@babnc.org>, Cassandra Barrères <barreres@aol.com>

Jamie

Excellent. Prepare a motion seeking support from our NC

Gary A. Plotkin
gary.a.plotkin@gmail.com
Tel. 310-472-7286
Cell. 818-515-0333
Desert 760-200-5468

Sent from my iPad.

[Quoted text hidden]

<8150 Sunset Blvd NOP Response Letter.pdf>



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Case #ENV-2013-2552-EIR/8150 Sunset Boulevard

3 messages

cgdblessed@aol.com <cgdblessed@aol.com>
To: srimal.hewawitharana@lacity.org

Tue, Oct 15, 2013 at 8:40 PM

October 15, 2014

Sunset Plaza as it exists today could be improved and better used. It is a mainstay in this community and offers jobs and small businesses that make up a part of our neighborhood. However, I feel the proposed project may have a significant effect on the environment and our community.

My concerns are listed below:

Aesthetics: The project will most certainly have an adverse effect on our scenic vistas.
Project will damage scenic resources.
Effect the existing visual character and quality of surroundings around the site.

Air Quality: Cause of pollutants such as ozone, carbon monoxide, etc.
(I live directly across the street from where the proposed entrance will be for commercial deliveries and the entrance for residential parking. Mechanical ventilation by law is required for underground parking and must be vented and all carbon monoxide must be collected and exhausted.) How is this going to be done? In my building there are residents who suffer from serious respiratory issues. Project could cause odors affecting many people in the neighborhood.

Cultural Resources: Adverse change in our historical environment in the community.

Geology and Soils: Project will be built on a known earthquake fault and could cause a rupture of some kind with possible strong seismic ground shaking, seismic related ground failure, various soil issues such as erosion or topsoil loss. Issues of lateral spreading, instability of the soil, and collapse causing serious risks of life and property.

Greenhouse Gas Emissions: Cause directly or indirectly greenhouse gas emissions into the environment.

Hazards and Hazardous Materials: Physically interfere with emergency response and emergency evacuation plans. Cause a hazard to neighborhood with transport use, and disposal of hazardous materials.

Land Use and Planning: Physically divide an established community.

Noise: People exposed to excessive levels of noise, excessive ground vibration and ground noise. Project could generally increase noise levels around areas of the project.

Population and Housing: Displace people in both housing and business. Having them to go elsewhere.

Public Services: Causing issues in response times and other performance objectives for WEHO public services in and around this project.

Transportation/Circulation: Seriously change traffic patterns and safety causing serious risks around the project,

neighborhood and community. Inadequate emergency access and access for various paratransit agencies for disabled and seniors. Causing issues with our existing public transit routes, pedestrians and most important circulation abilities for the disabled and wheelchair users, causing a serious issue of safety and daily access.

Please be advised that as a senior and a wheelchair bound person the above mention is of foremost concern to me with to my safety and continued ability to be able to circulate in and around the project areas and my safety during the construction and afterwards.

Clara G. Denson
1435 Havenhurst Drive #105
West Hollywood, CA 90046
email: cgdblessed@aol.com
contact #: (424)202-0906

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: cgdblessed@aol.com

Wed, Oct 16, 2013 at 2:11 PM

Dear Ms. Denson,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrmet.com>

Wed, Oct 16, 2013 at 2:11 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Case No. ENV_20132552-EIR

3 messages

Ashley Holt <ashleytaylorholt@gmail.com>

Tue, Oct 15, 2013 at 3:18 PM

To: srimal.hewawitharana@lacity.org, luciralia.ibarra@lacity.org

Cc: carolyn.ramsay@lacity.org, renee.weitzer@lacity.org, jonathan.brand@lacity.org, tom.labonge@lacity.org

Dear Ms. Ibarra and Ms. Hewawitharana,

I am a West Hollywood resident of the North Harper House, which is located on Harper Avenue just south of Sunset. My apartment is around the corner from the proposed project at 8150 Sunset and no more than a two minute walk away. I moved to this neighborhood because of the various opportunities it presents to me on a daily basis. Harper is a wonderfully historic street with extraordinary and architecturally significant buildings. The street is lively but also provides me with peace and quiet when I need it. Being just south of Sunset, I am also located just a stone's throw away from one of the most energetic and lively commercial strips in the entire country. The entertainment industry embodies Los Angeles, and Sunset Boulevard embodies the entertainment industry – It's fun and active, and living close to that type of environment is one of the major reasons I moved to the area.

Sunset is also different than Harper and other neighboring streets architecturally – Sunset has both modern and historic buildings up and down the strip, and the contrast created by the older and the newer buildings produces a wonderful and diverse visual environment. I love the idea of more modern buildings, and that is what drew me to the 8150 Sunset project. If it is built as the renderings suggest, I could see this building becoming a landmark location on the strip, as it's visually stunning and I believe would contrast well with the older buildings in the area.

All I can say about the current site at 8150 Sunset is that I never go there. I pass by it quite often going to Trader Joe's, the movies, and restaurants east of Crescent Heights, but the site as is doesn't offer any type of retail that I use. It's unfortunate that the site is such a mess, as I try to "stay local" and avoid getting in my car as often as I can. I do this for two reasons – first, I live a happier, more productive life when I avoid driving and wasting my precious time languishing in traffic, and secondly, I am doing my part to live in a more environmentally-friendly fashion. Needless to say, I would be more likely (as would my neighbors, I'm sure) to frequent local restaurants and shopping opportunities at 8150 Sunset were it to be redeveloped into something grand. A new development with retail and restaurants I would actually go to would give our neighborhood more of a community feel, improve the aesthetics by removing the blighted structures that currently exist on the site, and reduce traffic by improving walking conditions and retail options in close proximity.

What I was most surprised about with this project was its commitment to improving walking conditions in the area. Even walking near the current site is a dreadful thought – the new project will change that dramatically with its focus on pedestrians. Large swaths of open space and a clear commitment to making the pedestrian experience as pleasant as possible are some of the biggest reasons I love this project. Our neighborhood and West Hollywood in general have for years been asking for a more walkable city – finally a developer has listened to us and created a project that celebrates walking. I have no issue with the height of the project as building vertically is clearly one of the most important and smart urban planning principles, especially if that allows for great amounts of space on the ground floor.

Thank you for your work to date on this project, and I hope going forward you will share the vision to see this property become something amazing.

Sincerely,

Ashley Holt
1430 North Harper Ave
West Hollywood, CA
90069

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Ashley Holt <ashleytaylorholt@gmail.com>

Wed, Oct 16, 2013 at 1:53 PM

Dear Ms. Holt,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 1:54 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Notice of Preparation, 8150 Sunset Boulevard Mixed-Use Project

3 messages

Adrian Fine <afine@laconservancy.org>

Tue, Oct 15, 2013 at 1:50 PM

To: "Srimal.hewawitharana@lacity.org" <Srimal.hewawitharana@lacity.org>

October 15, 2013

RE: Notice of Preparation, 8150 Sunset Boulevard Mixed-Use Project

Dear Srimal Hewawitharana:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation (NOP) for the 8150 Sunset Boulevard Mixed-Use Project, including the proposed demolition of the historic Lytton Center and current Chase Bank building. Please see attached comment letter from the Los Angeles Conservancy.

Best, Adrian

Adrian Scott Fine | Director of Advocacy | Los Angeles ConservancyT 213 430 4203 | F 213 623 3909 | afine@laconservancy.org523 W 6th Street, Suite 826, Los Angeles, CA 90014 | www.laconservancy.org

Get connected: Follow the Conservancy on Twitter and become a Facebook fan today!

Join the Conservancy and become an advocate for preservation in L.A. County.

**NOP, 8150 Sunset Blvd. Mixed-Use Project, LA Conservancy, 10.15.13 asf.pdf**
177K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:50 PM

To: Adrian Fine <afine@laconservancy.org>

Dear Adrian Fine,

Thank you for your comments. They will be included in the official file and will also be forwarded to the

11/17/2014

City of Los Angeles Mail - Notice of Preparation, 8150 Sunset Boulevard Mixed-Use Project

consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:50 PM

To: David Crook <D.Crook@pcmet.com>

[Quoted text hidden]



NOP, 8150 Sunset Blvd. Mixed-Use Project, LA Conservancy, 10.15.13 asf.pdf

177K



LOS ANGELES
CONSERVANCY

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Submitted electronically

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
FAX: (213) 978-1343
Email: Srimal.hewawitharana@lacity.org

October 15, 2013

RE: Notice of Preparation, 8150 Sunset Boulevard Mixed-Use Project

Dear Srimal Hewawitharana:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation (NOP) for the 8150 Sunset Boulevard Mixed-Use Project, including the proposed demolition of the historic Lytton Center and current Chase Bank building. Based on its architectural significance, the Conservancy believes the Lytton Center building qualifies as a historical resource and should be treated as such through the EIR process. As there will be a significant impact to a cultural resource, we urge the city to mandate consideration of a range of potentially feasible preservation alternatives to demolition in the Draft Environmental Impact Report (DEIR).

I. The EIR should acknowledge Lytton Center as an “historical resource” under CEQA

The Lytton Center typifies the national banking trends in the postwar years. Lytton Savings, like Home Savings, California Federal, Great Western, and others, was a savings and loan financial institution that grew after World War II as an alternative to traditional banks.

With its dramatic, folded plate concrete roof and glass-walled banking floor, the former Lytton Center was a striking departure from traditional bank design when it opened in 1960. As financial institutions nationwide analyzed the need for progressive banking methods following World War II, architects responded by radically reinventing the bank’s form. Lytton Center typified these national postwar banking trends through its modern architectural design, transparency, and integrated art component, and is one of Los Angeles’ earliest remaining examples of this transformative shift in postwar-era bank design.

Company president Bart Lytton, an enthusiastic supporter of the arts, selected architect Kurt W. Meyer of the firm Hagman & Meyer, along with interior designer Adele Faulkner. Meyer’s design is unabashedly modern, utilizing contrasting building materials and modernist forms. The building’s folded plate concrete roof, supported by slender vertical piers, caps a glass-walled façade of clerestories and ground-floor glazing offset by a mid-level band of book-matched, polished



travertine that wraps around the building's front and sides. Bouquet Canyon stone provides a contrasting texture on first floor walls flanking the central, glass-walled façade.

The building's three-level interior is divided into a full-height banking floor inside the Sunset Boulevard entrance, which receives natural light from the clerestories and expansive glazing along the ground floor, and two upper levels of office and administrative spaces located beyond the banking floor. The more prominent of postwar-era bank buildings popularized the integration of abstract art components in the 1960s. At Lytton Center, the banking floor contains a monumental *dalle de verre* (faceted glass) and concrete screen designed by acclaimed artist-craftsman Roger Darricarrere, who was one of the first practitioners of this type of stained glass technique in the United States. The 8 foot by 50 foot screen, which is significant as Darricarrere's first commercial commission, is illuminated internally and serves both as an integrated component of abstract art and to separate the ground level public area from that containing the executive offices. Darricarrere later designed the monumental skylight for the now-demolished 1965 Columbia Savings Building on the Miracle Mile.

Following Lytton Center's completion in 1960, a commercial phase of development commenced at the rear of the site with the construction of a retail plaza, though a 12-story office tower proposed to rise above the plaza shops was never built. Lytton Center later operated as a branch of Great Western Savings and more recently as Washington Mutual before being acquired by Chase.

A. Lytton Center in the context of postwar bank design

The Conservancy considers Lytton Center to be significant on the regional level as a monumental example of the transformative changes in American bank architecture during the postwar era, reflecting a paradigm shift in bank design. The bank building appears eligible for the California Register under criteria 1 and 3, both for its association with postwar changes in bank architecture and its innovative use of materials, integrated art program, and high level of craftsmanship.

Savings and loans were in high demand in the postwar years as they financed the massive residential development boom. Their growth, along with the growth of the region, translated to the need for increased office space. Lytton Savings constructed Lytton Center as a new home office, reflecting its modernity in the modern architectural design, transparency, and integrated art component. It is one of Los Angeles' earliest remaining examples of this transformative shift in postwar-era bank design.

The banks as a building type underwent an incredible transformation during this period of unprecedented growth, as financial institutions nationwide analyzed the need for progressive banking methods and architects responded by radically reinventing the bank's form. The magnitude of this trend for American society, and for banking and architecture specifically, prompted the journal *Architectural Record* to publish a set of articles on the subject in its "Building Types Study" series in 1945. The articles noted that, "perhaps in no field of activity have changed methods of work caused such a striking change in building needs as in the old conservative field of banking."¹

Traditionally, American banks adhered to architectural models inspired by Classical precedents. Los Angeles examples that reflect this heritage include the Farmers and Merchants Bank Building (1904), located at 401 South Main Street, and the Federal Bank Building (1910), located at 2201 North Broadway. From the 19th century through the 1920s, Classical-inspired architecture was commonly adopted for banks to convey stability and the image of a financially sound institution. At the same time, banking legislation had been busy "creating a market for government bonds, facilities for the re-discount of commercial

¹ "Banks." *Architectural Record*. March, 1945.



paper, and mobilizing the productive capital of the nation.”² Inside these temples of commerce, however, bank design and layout did not specifically cater to the individual as a consumer.

Postwar prosperity changed the banking industry forever, as “the middle class and its spending power were finally recognized.”³ When wartime building restrictions were lifted in 1947, modernism expressed in both building materials and building designs prevailed among banks, which sought a bright new future as they overhauled their design to meet the changing needs of postwar society. Several design features became commonplace, including facades featuring expanses of glass to allow passersby to see inside and spacious interior banking rooms with open tellers’ counters.⁴ *Architectural Forum* summarized the reasons behind the new look of American bank buildings:

*Banks used to sell security. But now, with their deposits federally insured, they are selling service. Today’s bankers are an aggressive new breed of financial merchandisers, replacing the stiff old banking types of yesteryear, and they are out to lure ever passing pedestrian into opening a special checking account.*⁵

As noted by architectural historian Charles Belfoure, “by the late 1950s and early 1960s, bank design seemed to go in two distinct directions: rectangular glass boxes such as those of Mies van der Rohe, or more plastic forms executed in poured concrete and favored by the other modern master of the period, LeCorbousier.”⁶ Architect Craig Ellwood’s South Bay Bank (1958), located at 1800 South Sepulveda Boulevard in Manhattan Beach, exemplifies this transparent school of postwar bank design, while architect Charles Deaton’s Wyoming National Bank (1962), in Casper, Wyoming, exemplified the sculptural school.⁷

Lytton Center remains a significant example of postwar-era bank design in Los Angeles. Other notable postwar-era bank structures by Meyer’s architecture firm, which became Kurt Meyer and Associates in 1963, include the Pomona regional office of Lytton Savings (1964) and the New Formalist style Financial Savings Building in Culver City (1966). His Brutalist style Liberty Savings Building in West Los Angeles (1966), which is a seven-story office tower, is significant for its use of concrete.

II. The DEIR should acknowledge a significant impact to a cultural resource and provide a range of preservation alternatives

A key policy under 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.”⁸ 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.”⁹

² Smith, Perry Coke, AIA. “What Bankers Want of Their Buildings.” *Architectural Record*. March, 1945.

³ Belfoure, Charles. *Monuments to Money: The Architecture of American Banks*. Jefferson, NC: McFarland, 2005: 245.

⁴ Belfoure, 245.

⁵ Belfoure, 250.

⁶ Belfoure, 257.

⁷ “Sculptural Approach to a National Bank.” *Architectural Record*, Vol. 137. No. 6. June, 1965: 197.

⁸ Public Resources Code §21001 (b), (c).

⁹ *Sierra Club v. Gilroy City Council* (1990) 222 Cal. App.3d 30, 41; also see PRC §§ 21002, 21002.1.



Courts often refer to the EIR as “the heart” of CEQA, providing decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzing alternatives that would reduce or avoid those impacts.¹⁰ The CEQA Guidelines require a range of alternatives to be considered in the EIR that would feasibly attain most of basic project objectives but would avoid or “substantially lessen” the project’s significant adverse environmental effects. 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.¹¹

To ensure fair consideration of preservation alternatives, the DEIR should first assess the feasibility of the proposed project in terms of current zoning limits, the capacity of existing infrastructure, cumulative impacts (including of historic resources), and sustainability goals. At minimum, the DEIR should include at least one alternative that retains the Lytton Center and complies with the *Secretary of the Interior’s Standards for Rehabilitation* while maintaining the Lytton Center’s eligibility as an historic resource.

III. Conclusion

We believe that creative reuse options exist for the historic Lytton Building and that it can be integrated successfully into a larger development project. The proposed project should consider adapting the bank building for commercial retail use and incorporating it into the full project as a distinctive anchor of the community.

Thank you for the opportunity to comment on the NOP for the 8150 Sunset Boulevard Mixed-Use Project. We urge the city to require thoughtful and thorough consideration of preservation alternatives that would retain Lytton Center and incorporate it into the larger project. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

About the Conservancy

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, established in 1978 to preserve and revitalize the significant architectural and cultural heritage of Los Angeles through advocacy and education. The Conservancy’s all-volunteer Modern Committee has been at the forefront of preserving mid-century architecture since its inception in 1984.

Sincerely,



Adrian Scott Fine
Director of Advocacy

cc: City Councilmember Tom LaBonge, Council District 4
Hollywood Heritage
Hollywood Hills West Neighborhood Council

¹⁰ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

¹¹ PRC §§ 21081; *Friends of Sierra Madre v. City of Sierra Madre* (2001) 25 Cal.4th 165, 185.





Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Boulevard Mixed-Use Project Case Number ENV-2013-2552-EIR

3 messages

Dietrich Nelson <dnelson@dnaepr.com>

Tue, Oct 15, 2013 at 12:53 PM

To: srimal.hewawitharana@lacity.org

Cc: luciralia.ibarra@lacity.org

Dear Ms. Hewawitharana:

Here are issues regarding the project at 8150 W. Sunset Boulevard that I think should be addressed in the EIR:

1. Nowhere in their plans indicate a plan for emergency vehicle access on the property such as fire trucks, police cars or ambulances. The only access to the property is through the parking facility.
2. Traffic at the intersection of Crescent Heights and Sunset is one of the most congested and dangerous in Los Angeles. Adding a project of this size will certainly increase traffic.
3. Removal of the turn lane (east on Sunset turning south on Crescent Heights) is unacceptable due to the project's design. Large vehicles such as a grocery store semi would have extreme difficulty turning south on Crescent Heights without crossing two or three lanes since the design creates at minimum a 60 degree turn.
4. The bus stop is presently located on Sunset at Crescent Heights, on the traffic island, which allows for cars to easily turn south on Crescent Heights. Moving it across the street west is unacceptable as is moving it further west on Sunset. I prefer leaving the traffic island in its present state.
5. Sidewalk dining on Sunset Boulevard should be set back into the restaurant(s) property and not take up pedestrian sidewalk. This will prevent problems for two-way pedestrian walking and wheel chair access.
6. Ingress and egress into the indoor parking is inadequate and has the potential to be very dangerous. The property has only one egress for vehicles out of the garage onto Crescent Heights which has the potential of massive backup of vehicles trying to leave.
7. Delivery and trash pickup access on Havenhurst Drive is unacceptable and will increase congestion and noise on an otherwise quiet street filled with landmark apartments and homes.
8. At the meetings on the property the representatives have stated that valet parking or valet-assisted parking will be offered to patrons. This will result in the need for many valet attendants in order to deal with the retail shoppers or diners. Thus far they have been vague as to how this will operate.
9. The number of parking spaces for this size of a project is inadequate. Also reducing the number of regular sized vehicle spaces is unacceptable. Also where will employees park? There is no on-street parking near the property.
10. 16 stories is grossly oversized for the area.
11. Rooftop dining is unacceptable and will create unnecessary noise that will have an impact on nearby residents in the Hollywood Hills and on Havenhurst Drive. It's also stated in the plans that additional kitchens will be located there implying that the proprietors plan to rent out the space for parties. This could create major noise issues for the residents.

12. I believe this is a High Fire Severity Zone and any flames from barbeque grills in the residential area could potentially be deadly should sparks, cigarettes or any other form of fire blow over to the Kirkwood Bowl area just north of the property. I believe Los Angeles Fire Department should be consulted before granting any open outdoor areas on the roof.
13. Is West Hollywood's traffic be included in the traffic study? I strongly urge this be included in the EIR since West Hollywood begins just south of the property and on Havenhurst. For your information the intersection at Crescent Heights and Fountain, just below the property, has been designated as FAIL.
14. Digital signage on the property is unacceptable since it is located so close to homes in the Hollywood Hills to the north. The luminosity of the project alone will be extremely high and have an impact on neighboring homes.
15. Providing 428 bicycle parking spaces is very odd since very few people ride bicycles on Sunset Boulevard or Crescent Heights. The area is extremely dangerous for cyclists who tend to ride on Fountain or Santa Monica Boulevard.

Thank you for your time and I appreciate considerations on any of the items listed above. Please let me know if you need additional details or information.

Best regards,

Dietrich Nelson

2359 Nichols Canyon Road

Los Angeles, CA 90046

323.309.3314 - cell

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:47 PM

To: Dietrich Nelson <dnelson@dnaepr.com>

Dear Dietrich Nelson,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:47 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Project

3 messages

Billy Sorrentino <billy@karbonshark.tv>

Wed, Oct 16, 2013 8:58 AM

To: tom.labonge@lacity.org, carolyn.ramsay@lacity.org, renee.weitzer@lacity.org, jonathan.brand@lacity.org, lisa.schechter@lacity.org, srimal.hewawitharana@lacity.org, luciralia.ibarra@lacity.org

Dear Council and Staff,

Thank you for taking the time to listen to my thoughts on the new 8150 Sunset project. I am an immediate neighbor of the project and am part of your council district. I live in the 7950 West building that was built a few years ago by Legacy Partners. I moved to this area and this building specifically for a few reasons: first, the location is exciting because you can walk and ride many different entertainment venues on the strip; second, its very hard to find quality newer rental apartments in good areas of the city; and finally, its important to me to live in a part of where I don't need to drive long distances for all of my daily needs (work, groceries, entertainment).

I am sure that when my building went through the approval process you heard many of the same naysayers complain about traffic, noise, views, etc. I'd bet residents probably never contact let you know about the actual results after new projects are built. Let me be the first to tell you that this building I live in, 7950 Sunset, is a success. My neighbors and I love being here active in our social communities, we are respectful and honorable to our neighbors who have lived here longer than us, we don't create lots of traffic or noise but rather we support businesses in the immediate vicinity that we can walk to, we don't crowd the sidewalks or put a strain on the emergency services, but rather enhance the tax base and stimulate the neighborhood economy. I need to stop being afraid of change and embrace it for all of its positives, any impacts I am sure will be minimal and will be forgotten after the project opens and the positives can be experienced.

Notwithstanding my comments above, the 8150 project is superior in that it offers a few things that 7950 Sunset didn't. 7950 Sunset does have a few design shortcomings: first, there is no outdoor open area except on the roof (doesn't engage the public); second, the building was built with wood such that I can hear my neighbors and those who live above me and we don't get the benefit of floor to ceiling glass; the 8150 design will allow for a much better retail mix with numerous restaurants that will much better serve the tenants and neighbors than 7950 does.

This area, once regarded as a loud and unsafe part of Sunset, is starting to improve and form into a real urban neighborhood. The 8150 project is a great example of what we need more of in this area. I am very excited for the rooftop dining and the new cafe's that will be a part of the project. I encourage you to assist in getting this project off the ground and further enhance this area into an eclectic neighborhood.

Best Regards,

Billy Sorrentino

Karbonshark® TV

7950 W Sunset Blvd, APT 206 | Los Angeles, CA 90046

C: 386.481.8148 | O: 323.380.7996

E: billy@karbonshark.tv | www.karbonshark.tv

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Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:26 PM

To: Billy Sorrentino <billy@karbonshark.tv>

Dear Mr. Sorrentino,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 2:26 PM

To: David Crook <D.Crook@pcmet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

SUNSET and CRESCENT HEIGHTS PROJECT

3 messages

Diane Cary <dianecary@me.com>

Tue, Oct 15, 2013 at 11:15 AM

To: srimal.hewawitharana@lacity.org

I am emailing you to EMPLORE you to stop the proposed construction of a 22 story structure on the corner of Sunset Blvd and Crescent Heights!!

I own a home and have lived 4 blocks from there, 8235 Lincoln Terrace, LA 90069, for 13 years with my husband,
James Parriott.

This is a historical neighborhood that is already burdened with the traffic of tourists and visitors to LA, as it is a hot spot of interest. PLEASE DO NOT ALLOW SUCH A CONSTRUCTION TO RUIN THE HISTORICAL NATURE OF OUR AREA AND TO SEVERELY AND NEGATIVELY IMPACT THOSE OF US WHO LIVE AND PAY PROPERTY TAXES HERE!!!

Thank you for your response!

Best,

Diane Cary and James D Parriott , 8235 Lincoln Terrace, LA 90069
323-854-7784 mobile

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:23 PM

To: Diane Cary <dianecary@me.com>

Dear Ms. Cary and Mr. Parriott,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:23 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Development

6 messages

michael grace <mlpgrace@gmail.com>

Mon, Oct 7, 2013 at 10:11 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, renee.weitzer@lacity.org

Cc: Michael LoGrande <michael.logrande@lacity.org>, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>, steve.lopez@latimes.com, patt.morrison@latimes.com, Steve Yoder <SJIYODER@aol.com>

Dear Ms. Hewawitharana:

Here are my comments regarding the 8150 Sunset Development. Please confirm you received them. Or should I send them by certified return receipt mail?

Re: 8150 Sunset Blvd development.

The Initial Study fails to adequately describe the proposed project and so should itself be revised, re-distributed and extended time-frames allowed for interested persons to review the necessary information. Specifically, the Initial Study:

- Misleads readers regarding the height of the project, which is only 16 stories in height if you ignore the parking garage.
- Provides no detail of the exterior wall treatment of the parking garage, making it impossible to understand the impact of the parking garage and its internal circulation, on neighboring properties. Specifically, are the exterior walls solid or permeable? What is the proposed venting and sound-proofing? What is the proposed exterior and interior lighting?
- The rooftop level uses are not adequately described, specifically as to open/outdoor space. Use of roof-top open/outdoor space would cause significant noise issues, possible odor issues (particularly regarding cooking) and may cause risk of objects falling and/or being blown from the roof-tops.
- There is no description of the proposed uses of the helipad.
- There is no detail of the type of signage and its illumination; particularly regarding potential electronic/moving images.
- There is insufficient detail of the internal loading docks to understand the path of travel of trucks serving the project.
- The study describes the location as "highly urbanized" but ignores the low-density single-family development in the adjoining Hollywood Hills, with low levels of traffic, low ambient light, and abundant wildlife. Residential development to the south of the site is also relatively low-density and with relatively low levels of traffic and ambient light and noise. The project should be correctly characterized to assess the impacts on its neighbors.
- There is no elevation included from the west or south sides of the project, making it difficult if not impossible to assess the issues affecting neighbors to the south.
- Page 13, paragraph (c) states that "the primary valet drop-off/pick-up area [is] located on Level B1 (see Figure A-6 above)." There is no valet drop-off/pick-up specified on Figure A-6 making it impossible to assess this important feature.
- Page 15 states "trash collection bins for the entire development [are] located in the center of Level B1." They are not indicated on the plans, making it impossible to understand access, servicing and control to the trash area.

The Initial Study raises additional questions to be addressed in the EIR. Specifically:

- What alternative developments were considered? Directly to the east is a low-rise retail, entertainment and restaurant development that serves many of the community needs proposed to be served by the project. Why was this low-rise model not evaluated?

- Why was no hotel component considered? Hotel use would generate TOT to the City and cause minimal service demands on the City (particularly with regard to schools and health care).
- What alternative location was considered for the residential towers? Specifically siting such towers at the northeast corner of the site, furthest from residential uses, and at the most prominent location of the site?
- What alternative configuration was considered for the residential towers? With no height limit, a taller, thinner structure is possible using the same construction techniques, which would create a more iconic architectural statement and provide better views for its tenants, and block fewer views of neighbors.
- Does the maximum FAR include garage space?
- How much of the parking is valet vs. self-park?
- Where are valets stationed to service tandem parking spaces? How many valets will be in service and at what times? How will valet staffing levels affect back-up and wait time for cars being parked?
- The only public transportation option at this location is two (?) Metro bus lines. How does the project scale/program compare to projects near existing and proposed subway lines? What will be the impact on existing service levels for the Metro bus?
 - It is certain that additional traffic will impact Laurel Canyon, a primary connector for San Fernando Valley and the 110 Freeway. How will the project impact the 110 Freeway and other canyon routes (Franklin, Coldwater, etc.).
 - The project abuts a large, low-density area of the Hollywood Hills. What alternatives were considered to make the project compatible with low-density single-family home development? How will the project impact wildlife in the Hollywood Hills?
 - How many affordable housing units are required to qualify for the FAR density bonus? Will occupants of the affordable housing place additional demands on City services such as social services, health care services, or financial subsidies? Will occupants of these units be restricted to existing residents of the City of Los Angeles or will residents of the City of West Hollywood (or elsewhere) qualify, placing new demands on the City of Los Angeles?
 - There is mention of the roof deck areas having "ancillary catering kitchens." Are the roof decks open to the sky? How tall are the surrounding walls, and how soundproof? How large will these kitchens be and how much noise and odors will be generated? Will there be gas lines running to these kitchens or BBQ grilling? Such catering kitchens suggest large gatherings. What will be the total maximum occupancy of these roof deck areas? What hours will such events be allowed? What will be the parking/traffic management of such? How many such gatherings will be allowed monthly?
 - What handicap access is provided along Havenhurst Drive? Without handicap access, the project created physical divisions of the existing neighborhood.
 - What is the turning radius for cars entering the parking from Sunset? The driveway appears to have a 90 degree curb cut, which suggests a very tight turn required to enter the garage, and so significant slowing of this lane of traffic.
 - How can the second (eastern) lane into the garage from Sunset be used by vehicles headed east on Sunset if there is another vehicle entering at the same time?
 - How can vehicles using the Sunset garage heading east and west on Sunset coordinate their entrance into the garage without causing accidents?
 - How will use of the private residential balconies be regulated to minimize light and noise and the risk of falling and/or airborne objects to the surrounding pedestrians and neighbors?
 - What is the turning radius of trucks using the loading docks? There appears to be an immediate 90 degree turn required when entering from Havenhurst to access the loading dock. Will this allow trucks to use the entire loading dock or will trucks be forced to wait for loading dock space? Where will such waiting are be within the parking garage, or will trucks be forced to wait/idle on Havenhurst? Page 15 states that trucks would "execute a backup maneuver entirely within the parking/loading area..." There is no (obvious) area for such backup maneuver. Where will this maneuver be executed? What other traffic will this maneuver interrupt? What will be the impact on other loading that may backup trucks on Havenhurst?
 - The only trash area identified on the plans is a temporary trash/recycling area on level B1. How is this area secure for odors and vermin? Where are the other trash areas for the project? How are they secure?
 - What are the signage controls proposed for the project? Which signs will be lit and how? Which will have moving images? Will moving images distract drivers, causing traffic hazards? Which signs will be LED and how might their brightness distract/blind drivers at night?
 - What exterior treatment is considered for the towers? What will be the glare/solar heat impact on surrounding buildings?
 - The central pedestrian plaza is presented as a project amenity "to encourage indoor and outdoor

activity." What portion of the plaza will be restricted to customers of the retail/restaurants? What hours will the plaza be open to the public? What bathrooms will be available to the public? What is the public security impact from such public uses, particularly during night-time hours?

- Commercial parking requirements are reduced by 20% because of the provision of bike parking. How likely are customers/residents to be using bicycles instead of cars, given that the project site is on a hillside and access by bicycle from the north is essentially impossible.
- Why is there no egress to Sunset Boulevard, one of the two major arteries serving the project? How will drivers head west on Sunset? Wouldn't direct egress to Sunset with a new traffic light minimize traffic impacts in this direction?
- Residential access is only on Havenhurst Drive, placing a significant new demand on Havenhurst Drive. What is the current traffic generated from the site on Havenhurst? From many years of personal observation, the current project has almost no traffic impact on Havenhurst. The new impact should be assessed.
- What hours will commercial (truck) deliveries be permitted?
- What handicap pedestrian access is planned on Havenhurst? If there is none, the proposed project will physically divide the neighborhood for handicapped persons.
- Sunset Boulevard traveling west has a middle lane for stacking of three cars. What is the projected demand for access to the project from Sunset, from the east? At what times will it exceed three cars and what will be the impact of back-ups on Sunset Boulevard, potentially also blocking Laurel Canyon/Crescent Heights?
- The Crescent Heights exit allows left hand turns north on Crescent Heights. Given traffic flows southbound and northbound on Crescent Heights, how much time do cars have to exit the project...when both southbound and northbound lanes must be empty for safe egress? The EIR must study the back-up of traffic northbound which occurs at red signals on the Sunset/Crescent Heights intersection.
- The existing traffic island at Sunset and Crescent Heights is proposed to be incorporated into the project. Given that this land and street is not owned by the project, the project must be analyzed as if this land and street vacation are not given to the project. Where else would the developer propose to provide the required open space? What would be the traffic impact of containing the project in the site really owned by the project?
- What are the sound and light and odor impacts of the outdoor dining and event terrace on the north retail building? How will pedestrians and drivers be protected from objects blown off or thrown off roofs?
- Page 16 says that "commercial signage would be similar to other signage along the street commercial frontages in the area." The Sunset Specific Plan in the City of West Hollywood has specific signage guidelines that do not apply in the City of Los Angeles. There is no sign district for the City of Los Angeles at the project location. Is the developer proposing off-premises signage? Moving images? LED-lit signs? What is the impact on drivers from the distractions and light caused by such signs. What is the impact on surrounding residential and hotel users, particularly at night where such new illumination could easily prevent sleep.
- How will entry-ways and public ways be lit at night, that might throw additional light on neighboring properties, preventing sleep and disrupting persons "night vision" when walking near the project, which might create health hazards from trip and falls when "blinded by the light."
- What LEED level is the project committed to attain?
- The project claims to "support pedestrian activity." How many persons are within recognized walking distance, particularly given the steep hillside adjoining the project to the north? How much retail/commercial activity could such pedestrian activity support? How are all other users getting to the project?!
- The project claims to "reduce[s] vehicle trips and air pollution by locating residential uses within an area that has public transit." How likely are the residential tenants at the project to use the bus, which is the only public transportation anywhere near the project? How many employment opportunities are located within walking distance of the project? How likely are the residential tenants to be working at these employment opportunities...most of which are low-paying restaurant and hotel jobs.
- What is the proposed haul route for removing soil and demolition debris from the project site? What hours are construction to be allowed? What programs will reduce dust? This is particularly important given the dedicated elderly and nursing/recovery housing projects in the neighborhood.
- There are many buildings on the National Register of Historic Places within close proximity to the project. How will the project's massing and height affect these historic/cultural resources? How might construction vibration and shaking affect these older buildings? The Initial Study only mentions the Andalusian. Also to be studied is the impact on Colonial House, Mi Casa Su Casa, the Savoy and others as well as the historic district on Harper.
- The project will tower over neighboring buildings and streets and sidewalks. What will be the shading impact and the wind impacts and glare/solar loading impacts?

- What seismic studies are being relied on to determine the location of faults? The experience of Hollywood Millennium demonstrates that current surveys must be used and strongly suggests geologic studies at the project site. Known fault lines run very close to the project site (for instance, affecting the Sunset Millennium and Grafton hotel site, just blocks away).
 - If there is consideration of blocking Havenhurst given the traffic impacts on Havenhurst, how will traffic spill over to adjoining streets? What will be the health impact on Havenhurst residents for ambulance and fire and police emergency access?
 - Given the traffic impacts of the project, what is the public health impact of potentially extended drive times particularly to Cedars-Sinai from San Fernando Valley and the Hollywood Hills?
 - Given the traffic impacts of the project, what is the public health impact of traffic delays for the LAPD and LAFD and ambulance service to the Hollywood Hills, when such emergency responders have to travel through West Hollywood along Sunset?
 - The project proposes to create a park at the intersection of Sunset and Crescent Heights on land owned by the public. What would be the health hazards of persons using such a park from potential traffic accidents and vehicle emissions?
 - What is the basis for the Initial Study's statement that "additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements?" This seems utterly speculative absent a traffic study, and absurd on its face given the increased density of commercial/retail use proposed as well as the new residential use. What will be the impact of construction vehicles, particularly heavy trucks, on the asphalt streets? How does the project intend to fix potential damage? Traffic studies of existing projects near the site have already determined that many adjacent intersections operate at "failure" levels and so how does the Initial Study support its statement that "use of roadways would not be excessive..." This is a matter for the EIR to investigate and not a conclusion the Initial Study can support.

Cheers,

Michael L. Grace

310-666-6154

www.michaellgrace.com

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: michael grace <mlpgrace@gmail.com>

Tue, Oct 8, 2013 at 11:27 AM

Dear Mr. Grace,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 8, 2013 at 11:27 AM

[Quoted text hidden]

Corey Epstein <corey@20jeans.com>

Tue, Oct 15, 2013 at 11:10 AM

To: tom.labonge@lacity.org, carolyn.ramsay@lacity.org, renee.weitzer@lacity.org, jonathan.brand@lacity.org, lisa.schechter@lacity.org, srimal.hewawitharana@lacity.org, luciralia.ibarra@lacity.org, Ccouncil@weho.org,

aland@weho.org, jdamico@weho.org, jdurand@weho.org, jheilman@weho.org, jprang@weho.org

Dear Los Angeles Council member Tom LaBonge, West Hollywood Mayor Abbe Land and West Hollywood Council members:

I wanted to reach out to all of you regarding the development project at Sunset and Crescent Heights. I am a West Hollywood resident and live at The Crescent at 1274 N Crescent Heights. I would like to start off by saying that I have seen some flyers that one of our West Hollywood neighbors is sending around and I think that they are disgusting. I hope that Mr. LaBonge doesn't think that all of us in West Hollywood have such low standards for human decency and respect of public service. I am hoping that this letter of support and apology will help restore Mr. LaBonge's image of us WeHo residents.

I have seen the proposed project with the images in the press numerous times in the last few weeks and I have heard about the comments made at the neighborhood EIR meeting this past week. I want to let you know that I believe that the project will be a great addition to this neighborhood and I think it is so much better than what is there now. It's great to finally see a high quality architectural project brought forward. I'm tired of seeing every new building going up look like a 5 story cardboard box without public open space. Additionally, we could really use a grocery store and some new restaurants in this area.

While I do believe that the project will increase traffic, I believe that all good retail projects do. Why wouldn't we want a project that is more desirable to visit than the awful strip center that is there now? As long as the result of the traffic studies is that we can still go about our lives, then I am in full support. As a city, WeHo has approved numerous high-rise developments along the Sunset strip in recent years including Sunset Millennium (4 high rise towers), Sunset Time, and the 12-story Sunset and Doheny Hotel project, all in addition to the traffic heavy Gateway on Santa Monica. All of these projects impacted LA resident's views negatively while providing good housing, hotel rooms, restaurants, shopping and tax revenue for WeHo. It would be hypocritical of us to now to object to a project that is a replica (or better) of what we have done on Sunset. From an uneducated perspective, the size and height of the numerous WeHo projects appear to be more dense and taller given the size of their sites and in more constrained areas than the one proposed at 8150 Sunset which appears to have pretty large setbacks on a very large site.

Furthermore, the impacts of height and traffic generated from each WeHo project are not offset with the commensurate community benefit to the LA residents who are impacted. This project at 8150 Sunset looks to be offering a lot of public benefit in that it trades height for open space, a new corner park, pedestrian improvements, resident serving retail, affordable housing, and an immense amount of new tax revenue. While I believe that the Weho projects were good decisions as I support high quality architecture and lasting concrete buildings that are long term investments in the community, I also believe we should be cooperative and allow LA to do the same for their city.

Mr. LaBonge, I do apologize on behalf of some of our less than gracious neighbors and I hope that this project moves forward. I look forward to dining and shopping in the new project.

Warm Regards,

Corey Epstein
Founder and CEO

--
20JEANS.com™
Los Angeles, CA
corey@20jeans.com
www.20JEANS.com

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Corey Epstein <corey@20jeans.com>

Wed, Oct 16, 2013 at 1:22 PM

Dear Mr. Epstein,

11/17/2014

City of Los Angeles Mail - 8150 Sunset Development

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcmet.com>

Wed, Oct 16, 2013 at 1:22 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd

3 messages

Luchs, Jay <Jay.Luchs@ngkf.com>

Tue, Oct 15, 2013 at 10:24 AM

To: "tom.labonge@lacity.org" <tom.labonge@lacity.org>

Cc: "renee.weitzer@lacity.org" <renee.weitzer@lacity.org>, "jonathan.brand@lacity.org" <jonathan.brand@lacity.org>, "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>, "luciralia.ibarra@lacity.org" <luciralia.ibarra@lacity.org>

Dear Mr. LaBonge,

I am a resident in your district and live in the hills above the proposed 8150 Sunset project. I am writing as a concerned citizen with expertise in the field of the retail business, having represented hundreds of retailers, restaurateurs and property owners in west Los Angeles.

The area around Sunset and Crescent Heights has long underserved me and my neighbors and worse, has historically been an unattractive location for many of the retailers that I work with. The 8150 Sunset proposal should dramatically change this by offering brand new, modern spaces that should attract restaurateurs and retailers that never before considered this part of town a viable location. The efforts to make this a walkable street, placing the parking underground, pushing the retail to the street edge, offering a considerable amount of open space and by adding the residential component to the mix will also help considerably towards making this part of Sunset as vibrant and exciting as the western portion of the strip.

I am in full support of the project and look forward to seeing it become a reality.

Sincerely,

Jay Luchs

1218 N Wetherly Drive
Los Angeles, California 90069

Jay Luchs
Executive Vice President
Newmark Grubb Knight Frank
1875 Century Park East
Suite 1380
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is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: "Luchs, Jay" <Jay.Luchs@ngkf.com>

Wed, Oct 16, 2013 at 1:19 PM

Dear Mr. Luchs,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 1:19 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Case No. ENV-20132552-EIR - 8150 Sunset

3 messages

alabastur@aol.com <alabastur@aol.com>

Tue, Oct 15, 2013 at 9:44 AM

To: srimal.hewawitharana@lacity.org, gpt1287@sbcglobal.net, sjlin1@aol.com

Ebon Alabastur
1344 Havenhurst Dr.
West Hollywood, CA 90046

October 15, 2013

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

srimal.hewawitharana@lacity.org
Fax (213) 978-1343

RE: Initial Environmental Impact Study
8150 Sunset Boulevard

Case No. ENV-20132552-EIR

Dear Ms. Hewawitharana:

This is an addendum to my letter dated October 2, 2013 that I presented to your associate at the meeting in the Ariel and Will Durant Library on Sunset regarding the Environmental Impact Study.

- The Metro Line going north on Crescent Heights is actually Metro Local Line 218. LA City removed the benches for that line after an accident when a vehicle ended up on that island with one pedestrian dead and two injured.

INAPPROPRIATE DENSITY

- The Applicant appears to be requesting 200% more DENSITY based on close proximity to transit. The Fairfax Metro Bus Line is outside any reasonable distance. How can findings be made even for a minor increase let alone a 200%? Please request that the E.I.R. consult prepare a diagram showing distances to the Metro and DATA showing use by other buildings.

LOCAL STREET IMPACTS

- On Architectural Plans shown to the Public; Havenhurst Drive was identified at Havenhurst Blvd. Havenhurst Drive is a small residential street that dead ends at Sunset.
- City of West Hollywood placed a choker at the City Line boundary between Los Angeles and West Hollywood. West Hollywood City placed *SPEED BUMPS* on Havenhurst Dr prior to 2000, after many community meetings with the residents to deter non-essential traffic from speeding and using Havenhurst Dr as a short cut from Fountain Av to Sunset Blvd to avoid traffic congestion at Crescent Heights and Fountain Av. At that time proposals to make Havenhurst a Cul De Sac at the City's boundary were discussed and dismissed, partly because of Health and Safety issues. How does the Applicant propose to stage trash, deliveries, and Emergency services on Havenhurst when such impacts have already been studied and deemed problematic? PLEASE STUDY.
- The Plans show a Driveway cut on Havenhurst Drive that was not on the Plans that were mailed out to the residents within 500 feet of the proposed project. The "current" cut (25'8") allows only exit from the lower parking area, and there is a street sign on Havenhurst for NO LEFT TURN. The same cut only allows egress to the upper Parking Lot, that ramp is a One Way Egress, and also egress into the lower lot. This cut is not wide enough for the proposed use for Residents of the Apartment Tower and also for a Commercial Loading dock/bay for the proposed Market, etc. at the site. Across the street at the Andalusia Condo, the Residents there are parking in the driveway at a perpendicular angle. This parking pattern is problematic and illegal. The City of Los Angeles continues to ignore it. How can Conditions of Approval and Impact Mitigations work if the City has NO means to enforce them? The Representatives for the Proposed Development told us the current cut would remain the same.

CULTURAL RESOURCES

- This Project hugs the West Hollywood Historic Zone. There are, and have been Walking Tours of this area from Universities, the AIA, and the LA Conservatory to name a few, who come here to view and study these Cultural Resources. A Tower and the mass improvements proposed fails to address neighborhood context, compatibility and will forever change the Character of this Culturally Significant Resource. The Andalusia on Havenhurst Dr will face a multi-story Commercial Parking Structure, and that is just one of at least 5 Historically Significant building within 500 feet of this proposed development. The proposed Project is in DIRECT OPPOSITION to the City's General Plan and Hollywood Community Plans that promote compatibility with Neighborhood Character of Cultural Resources.

CONSTRUCTION STAGING

- Where will the staging for this Project be? Where will the workmen for the Project park? How and where will deliveries be made for materials? What will the working hours be for the project and do they conform to West Hollywood City's limitations? Will there be special Security for the building phase of this project?

Please study and outline necessary mitigations for the Public to Understand.

Respectfully,

Ebon Alabastur

Please excuse if this was sent first as an attachment, but I am not sure if it went through.

Ebon Alabastur

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: alabastur@aol.com

Wed, Oct 16, 2013 at 1:17 PM

Dear Mr. Alabastur,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 1:17 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Boulevard Mixed-Use Project - Metro Comment

3 messages

Sullivan, Marie <SullivanMa@metro.net>

Mon, Oct 14, 2013 at 3:11 PM

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Greetings,

Thank you for the opportunity to comment on the Sunset Boulevard Mixed Use Project at 8150 Sunset Boulevard. Attached please find Metro's comment on the proposed project. A hard copy will follow via U.S. Mail.

Marie Sullivan

Transportation Planner II | Countywide Planning

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza | Mail Stop: 99-23-4 | Los Angeles, CA 90012

P: 213.922.5667 | F: 213.922.2849

E: sullivanma@metro.net



8150 Sunset Boulevard Mixed Use Project Metro Comment.pdf
109K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 1:03 PM

To: "Sullivan, Marie" <SullivanMa@metro.net>

Dear Ms. Sullivan,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

11/17/2014

City of Los Angeles Mail - 8150 Sunset Boulevard Mixed-Use Project - Metro Comment

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 1:04 PM

[Quoted text hidden]



8150 Sunset Boulevard Mixed Use Project Metro Comment.pdf

109K



Metro

October 14, 2013

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

**RE: 8150 Sunset Boulevard Mixed-Use Project –
Notice of Preparation of an Environmental Impact Report**

Dear Ms. Hewawitharana:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in receipt of the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the proposed project at 8150 Sunset Boulevard (ENV-20132552-EIR). This letter conveys comments concerning issues that are germane to LACMTA's statutory responsibilities in relation to the proposed project as well as issues that may impact LACMTA's operations and facilities.

Several transit corridors with Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other municipal bus service operators may also be impacted and therefore should be included in construction outreach efforts.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Marie Sullivan at 213-922-5667 or by email at sullivanma@metro.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Saponara". The signature is fluid and cursive, with a horizontal line extending to the right.

Nick Saponara
Development Review Manager, Countywide Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

COMMENTS ON THE 8150 SUNSET PROPOSED CONSTRUCTION

3 messages

Alex Rose <nemorose@sbcglobal.net>

Mon, Oct 14, 2013 at 1:59 PM

Reply-To: Alex Rose <nemorose@sbcglobal.net>

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Cc: ALEXANDRA ROSE <nemorose@sbcglobal.net>

Dear Ms. Hewawitharana,

Kindly find attached and below commentary on the 8150 Sunset proposed 22 story-tall structure.

Dear Ms. Srimal,

As a concerned citizen in the West Hollywood Hills of Los Angeles (zipcode 90069), I can only "say" that this proposed development is vastly lacking in its details, its renderings are sketchy, to put it mildly; and there is absolutely ZERO assessment – which reflects – concerns about the adjoining neighborhood, which has height restrictions and many buildings and homes of historic value.

Some examples of insufficient details are as follows:

The COMMERCIAL ELEVATOR seems to be only one in number; which means it's challenging for apartment dwellers to move furniture or shoppers to come up from the parking lot.

The rooftop level uses are not adequately detailed, and when I questioned both the builder and his representative, neither would say what was really going to be developed on the roof? There are no covenants in the plan against noisy clubs, which would echo throughout the entire area, and there is no description of the indoor/outdoor space. There is a great deal of danger in including a rooftop venue, as both people and "things" could fall over the edge.

The question of a dangerous earthquake fault running under the property seems not to bother anyone; yet, we, the residents in this community want to see at least THREE highly credentialed geologists give the project their UNQUALIFIED SAFETY STAMP OF APPROVAL.

The article in the Sunday Los Angeles Times describing how negligent the city has been regarding repairing concrete buildings that have been assessed as earthquake dangers is shocking and bespeaks a City Hall and its Council Members who are more interested in receiving advice and donations from prominent construction companies than caring about the safety of their

constituents.

Furthermore, the ADVERTISED height of the project is 16 stories; when in fact, in real numbers, it's 22 stories. Again, this demonstrates the wanton carelessness the builders demonstrate towards the community. One can only hope the Planning Department will function in a more truthful, UNAGENDAED, manner.

THE PLAN is sorely lacking in details of the exterior wall material(s) of the parking garage, making it impossible to understand the impact of the parking garage and its internal circulation, on neighboring properties. For example, THE GRANVILLE was bludgeoned so hard by the underground parking structure of the CRUNCH GYM/TRADER JOE'S next door (during an earthquake – '92, I believe), that the builders of the Mall on the South East side of Sunset and Crescent Heights, was forced to pay the Granville \$15 million in damages. Specifically, what are the exterior walls made of? And, how are they going to be lit and vented.

THE PLAN is missing information on the South side of the property, which will affect residents who live along that perimeter.

The number of parking spaces is woefully small. Even if an apartment is a single, there are going to be two people living in it? Where is the second person going to park? There is VIRTUALLY ZERO street parking in the area surrounding the proposed structure.

Furthermore, I see no parking spaces allocated to the 50 – 75 employees who are going to be working there on a daily basis in the stores, maintenance, security, parking, etc., etc. Again, there is ZERO extra parking in the surrounding streets.

We also weren't informed as to HOW MANY valet parkers; security people, trash collection people, etc. will be working on a daily/weekly basis.

And the HELIPAD! That's a verbal discussion item that doesn't seem to be reflected on the plans, either.

The traffic is already SO DENSE in the intersection, it's impossible to get through Crescent Heights/Laurel Canyon coming from the East, driving West now during RUSH HOUR, because the North/South Laurel Canyon drivers hang over into the intersection, causing gridlock.

We have no information as to how trucks will even be able to enter the structure, as many trucks will be needed to service the volume of what is being proposed. Again, large semis have HUGE CHALLENGES on Sunset Blvd; and, in fact, are rarely allowed – sometimes only at hours that will most assuredly wake residents; and when they do

SERVICE Trader Joe's or Bristol Farms (two grocery stores right across the street) they tie up traffic for a very long time.

What types of signs and lights will be on the structure? Will there be billboards, bright, flashing neon signs – there's no details provided in this regard, either.

There is no information provided as to HOW LATE establishments will be allowed to stay open, disturbing the neighbors, either.

This neighborhood is NOT HIGHLY URBANIZED. Downtown L.A. is highly urbanized; Westwood is highly urbanized. This description, again, reflects the agendas of the builders (and perhaps the city) to disregard the life-style this neighborhood has always enjoyed. People live here because they DON'T want a highly urbanized lifestyle. The streets are TINY, NARROW, HILLY, and WINDING; and if myriads of cars from Sunset Blvd and Crescent Heights suddenly start using the small streets as short cuts, the neighborhood will be ruined. Housing values will plummet; and the city's tax base from houses will be negatively impacted.

There are only two bus lines – sporadic at best – that service this area; how are the buses going to be able to traverse such a densely trafficked area. The buses already can barely get through.

There needs to be a study implemented that includes the impact from the 8150 project, in conjunction with the large residential edifice planned on the corner of Sunset and Olive as well as the large hotel planned, which will include the Petersen Building on La Cienega and the old Tiffany Theatre on Sunset. There is also discussion of a new Marriott on the corner of Sunset and Doheny.

There is no question that the impossibly dense influx of additional traffic on Laurel Canyon will send drivers to ALL THE OTHER CANYONS east and west of Laurel. Has anyone counted cars in all these canyons and then added the new influx?

With the closures Sunset Blvd. experiences now due to parades,

premieres, and special events on Hollywood Blvd. and Santa Monica Blvd. (and often Sunset Blvd., itself) it's challenging to imagine how the community is going to survive 2 ½ years of construction blockages, noise, dust, a substantial number of construction workers (not to mention their vehicles). That kind of turmoil will knock the business out from the Chateau Marmont and possibly The Standard hotels. Visitors are not going to want to pay for a tranquil room at the Chateau Marmont when the experience will be anything but. I doubt that the Chateau Marmont could sustain the losses that would be generated during a 2 ½ year period of construction.

There are no indications as to how traffic on Sunset Blvd. would be helped by this proposed structure; and they've admitted there will be no traffic mitigation on Sunset Blvd.; however, the plan to somehow block-off Havenhurst would only increase difficulty of access for that entire street of residences, not to mention that Havenhurst is a free-flowing north south street now, and to arrest the flow of traffic only builds up congestion on nearby neighborhood streets, which are already congested.

Furthermore, the plan appropriates a pedestrian crossing triangle (a traffic island) and right turn lane as if the builders are offering the citizens something when that triangle already belongs to the city of Los Angeles – i.e., the citizens.

Entrance and egress to and from the garage/parking area are ill-planned and appear to cause additional, unsafe traffic conditions – again, adding so much congestion to the two boulevards – currently overloaded and insufficient to bear existing traffic. These need to be examined closely.

Trucks unloading fresh produce often never turn off their engines when at a loading dock. The loading area in the plan seems insufficient to handle more than one or two trucks at a time; and since most trucks need to unload by a designated time, one questions how many trucks are going to be sitting in line waiting to unload on any given morning. And what will the hours of delivery allowed?

The plan does not specify the exact material the exterior of the building will be made of. The Planning Department would be well served to look

at the effect of reflective glare that might occur on neighboring buildings.

The proposed area supposedly consecrated as a pedestrian area/walkway/etc. space is also not well defined or described. Not too many neighbors are going to walk up a rather steep hill from Santa Monica Blvd. or Fountain Ave. to shop – particularly, if they're going to be returning home with heavy packages.

There is an apartment nearby on Havenhurst that houses the disabled and elderly. What plans do the builders for see to make sure the residents of this "home" are comfortable and not endangered health wise due to the construction.

There are numerous homes, particularly on the North side of Sunset Boulevard that have been built as far back as the turn of the century – and certainly in the 1920's and 1930's. The owners of these residences have invested heavily in their restoration, and to destroy the charm and history of the surrounding areas with an unattractive high-rise that does not suit the area is wrong. The neighborhood also boasts historic commercial buildings that bespeak certain financial values because they ARE historic magnets for tourists.

Addressing the above issue is important on several fronts: 1) Will the value of the businesses of historic significance decrease? Will tourism continue to flourish if Sunset Blvd. turns into Westwood – a mass of unappealing high-rises that could exist in any American city? And, what about the residents whose homes delight in magnificent views overlooking the city? The value of these homes will decrease immeasurably when blocked by a giant high-rise.

Furthermore, we have scene a distinct lack of co-ordination between the West Hollywood City Hall and the Sheriff's Dept. with their Los Angeles counterparts, and this site is just on the border between the two cities. Criminal perpetrators know they just have to step over a close line to avoid pursuit and prosecution.

Our neighborhood residents are extremely concerned that the City Of Los

Angeles is on the path to yet another disastrous, ill-planned, and unsupervised building project under the aegis of developers who care not one whit or the neighbors concerns. Nor are they or the city bothered that a giant earthquake fault runs below Sunset Blvd. at the base of the hills; nor, has the building group been forthcoming in its presentation of its plan.

Also, this building group is so new, one cannot point to another construction project they have successfully completed - a fact that unnerves some citizens.

We can only hope that SOMEONE in the Planning Department will look closely at the proposal and examine it thoroughly, honestly, and without personal agenda.

I thank you for your consideration of our concerns.

Alexandra Rose
CHAIR, Industry Initiatives and Special Projects
THE DODGE COLLEGE OF FILM AND MEDIA ARTS
CHAPMAN UNIVERSITY (323) 654-8662

8291 PRESSON PLACE, LOS ANGELES, CA 90069

Alexandra Rose, Producer

Alex Rose Productions

8291 Presson Pl.

Los Angeles, CA 90069

(323) 654-8662

(213) 507-6616 = cell

CHAIR

Special Projects and Industry Initiatives

Lawrence and Kristina Dodge College of Film and Media Arts

Chapman University

arose@chapman.edu

(714)744-7941

141K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Alex Rose <nemorose@sbcglobal.net>

Wed, Oct 16, 2013 at 10:39 AM

Dear Ms. Rose,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 16, 2013 at 10:39 AM

[Quoted text hidden]



SRIMAL LETTER_LA_PLANNING DEPT..docx
141K



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Comments re: 8150 Sunset Blvd

4 messages

Karen deMille <kdmdesign@sbcglobal.net>

Sun, Oct 13, 2013 at 3:02 PM

Reply-To: Karen deMille <kdmdesign@sbcglobal.net>

To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Dear Ms Hewawitharana,

Attached, please find my comments regarding the proposed development project at 8150 Sunset Blvd. I have sent it in 2 formats, and will follow up by sending it to you on paper.

Thank you very much for your detailed attention to our concerns.

All the best,

Karen deMille Kennedy
1351 N Crescent Heights
W. Hollywood, CA 90046
studio: 323.822.1844 mobile: 310.490.3456

Home Couture: Gallery Images de Luxe ~
<http://www.karendemille.com>

2 attachments

 **8150 KdMK comment letter.doc**
54K

 **8150 KdMK comment letter.pdf**
85K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 10:09 AM

To: Karen deMille <kdmdesign@sbcglobal.net>

Dear Ms. deMille Kennedy,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 10:09 AM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

2 attachments

8150 KdMK comment letter.doc
54K



8150 KdMK comment letter.pdf
85K

Karen deMille <kdmdesign@sbcglobal.net>
Reply-To: Karen deMille <kdmdesign@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 16, 2013 at 10:29 AM

Dear Ms. Hewawitharana,

Thank you so much for letting me know that you received my letter.
Unsure of the viability of email, I sent them via mail and fax.
I know you are one person doing a Herculean task.
I apologize for adding more paper to your load.

Thank you so much for the work you are doing.
It was a pleasure to meet you at the Scoping meeting.

All the best,

Karen deMille Kennedy
studio: 323.822.1844 mobile: 310.490.3456

Home Couture: Gallery Images de Luxe ~
<http://www.karendemille.com>

From: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Karen deMille <kdmdesign@sbcglobal.net>
Sent: Wednesday, October 16, 2013 10:09 AM
Subject: Re: Comments re: 8150 Sunset Blvd

[Quoted text hidden]

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

RE: Case No: ENV_20132552-EIR
Project Name: 8150 Sunset Blvd Mixed-Use Project

October 10, 2013

Dear Srimal Hewawitharana,

My name is Karen deMille Kennedy. I own a condominium at 1351 N Crescent Heights, West Hollywood, CA 90046 where I have resided since 1999. I have been an active resident, long time board member in many capacities, including former president of the HOA. As a professional designer, I was part of the team that redesigned and oversaw our building's most recent renovations.

Our homeowner's association, Crescent Plaza, is a member of the Crescent Heights-Havenhurst Neighborhood Preservation Association (CH-HNPA).

The residents in this neighborhood would be happy to be rid of the existing eyesore at 8150 Sunset, and we would welcome a beautifully designed project that took into consideration the actual needs of our residents and our visitors. However, there are concerns about the project as proposed.

COMPATIBILITY

- **Please review the viability of this design with relation to our architecturally gem-filled neighborhood.** The developers call the proposed architecture as 'timeless'. It actually appears rather 'generic' and looks as if it could be dropped into any city USA.
- **Please determine how the values of nearby homes will be reassessed with regard to loss of views and loss of direct light.** This over-scaled project will obscure sight lines from all directions and adversely change the light sources for the neighboring buildings many of which are listed on the National Historic Register.
- **Please study how the reflective surfaces will affect the nearby buildings and the sight of passing drivers.** A glass-clad building will undoubtedly create glare, blinding light and reflected heat.

NOISE

- **Please study how the noise from the outdoor pool and outdoor restaurants, including a penthouse restaurant, will be contained so as not to impact the neighbors to the south [between Crescent Heights and Havenhurst, north of Fountain] especially at night?**
- **Please study how the noise from the incoming and outgoing cars, both residents and customers, will impact the immediate block to the south [between Crescent Heights and Havenhurst, north of Fountain] especially at night?**
- **Please study how the noise and subsequent air patterns from helicopters would affect the people, the buildings and the vegetation within 500' of the helipad, especially the block to the south of 8150 Sunset [between Crescent Heights and Havenhurst, north of Fountain]. What will the flight pattern of the helicopters be? Will the developers and the city guarantee that under no circumstances the heliport be used for any other purposes except for emergencies, as we have been insured by the developer?**

TRAFFIC

The first block of Crescent Heights heading south from Sunset is already a downhill raceway. For those of us who reside here, it is our neighborhood. Ground plans show and specify two lanes of cars exiting the property onto Crescent Heights in both northbound and southbound directions.

- **Please determine that these additional cars will not add to the 'speedway' effect of southbound vehicles, especially after the drivers have been waiting for the valets to deliver their cars.**
- **Please determine that the cars exiting the property heading north across 2 lanes of oncoming southbound traffic and over a yellow solid line on Crescent Heights will be able to do so safely and reasonably.**
- **Please explain how the developer is able to appropriate city streets and property for their own use, eliminating a viable thoroughfare from Sunset Blvd to southbound onto Crescent Heights.** All of the developer's plans show the inclusion of the triangular island and the right of way that connects Sunset Blvd with Crescent Heights, which are actually Los Angeles City property as part of the 8150 development. If this right of way and the adjacent triangular island were to be incorporated into 8150 Sunset, the vehicles turning south onto Crescent Heights will back up on Sunset Boulevard, and then once they reach the intersection they will have to make a hairpin turn to the right onto Crescent Heights.

PARKING

- **Please determine that there is ample street parking in a reasonable walking distance for all the overflow vehicles that will not want to use valet parking.**

Since there is no self-parking, and all the parking will be valet, or valet-assisted, it stands to reason that many visitors, including residents' guests will look for parking on the streets of West Hollywood. Both Crescent Heights and Havenhurst to the south are constantly completely filled with parked vehicles. There is permit parking on both streets at night.

GEOLOGY, SOILS and WATER

- **Please study how the excavation that is required for this project will affect the foundations and structures of the buildings in the block to the south of 8150 Sunset [between Crescent Heights and Havenhurst, north of Fountain].**
- **Please determine whether there will be water run off during construction, and once the project is completed, onto the properties in the block of West Hollywood to the south of 8150 Sunset [between Crescent Heights and Havenhurst, north of Fountain] that could create erosion and possible undermining of these properties' foundations and superstructures.**

HOUSING

- **Please insure that these apartment units are indeed being designed as rental units, in perpetuity, and if the developer will not guarantee this to the City of LA, and their neighbors, then the City must insist that they be designed and built as condominiums.**
Delineating each apartment as a subdivided unit with it's own tract number while advertising rental units is suspicious. Condominiums have more stringent requirements including more parking per unit. Which is it - Rentals or Condos?

LOS ANGELES & WEST HOLLYWOOD

- **Please delineate how the developer and the City of Los Angeles will work with the City of West Hollywood to insure that all is done to minimize the impact on their neighbors in West Hollywood.**

In closing, I would like to ask that the developer and the City of Los Angeles show good faith to their immediate neighbors in West Hollywood and ask that you plan appropriately and abide reasonably within the community.

We will applaud you for the creation of a development that fits the aesthetics and the spirit of our neighborhood that we, too, will take pride in utilizing.

Thank you for your sincere attention to my comments. I look forward to reviewing the responses to my concerns in the EIR Report.

Sincerely,

Karen deMille Kennedy

1351 N. Crescent Heights
Apartment 106
West Hollywood, CA 90046
kdmdesign@sbcglobal.net

P.S. A hard copy of my comments will follow via USPS.

P3

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

RE: Case No: ENV_20132552-EIR
Project Name: 8150 Sunset Blvd Mixed-Use Project

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- **Please insure that these apartment units are indeed being designed as rental units, in perpetuity, and if the developer will not guarantee this to the City of LA, and their neighbors, then the City must insist that they be designed and built as condominiums.**
Delineating each apartment as a subdivided unit with it's own tract number while advertising rental units is suspicious. Condominiums have more stringent requirements including more parking per unit. Which is it - Rentals or Condos?

LOS ANGELES & WEST HOLLYWOOD

- **Please delineate how the developer and the City of Los Angeles will work with the City of West Hollywood to insure that all is done to minimize the impact on their neighbors in West Hollywood.**

In closing, I would like to ask that the developer and the City of Los Angeles show good faith to their immediate neighbors in West Hollywood and ask that you plan appropriately and abide reasonably within the community.

We will applaud you for the creation of a development that fits the aesthetics and the spirit of our neighborhood that we, too, will take pride in utilizing.

Thank you for your sincere attention to my comments. I look forward to reviewing the responses to my concerns in the EIR Report.

Sincerely,

Karen deMille Kennedy

1351 N. Crescent Heights
Apartment 106
West Hollywood, CA 90046
kdmdesign@sbcglobal.net

P.S. A hard copy of my comments will follow via USPS.

P3



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Please attach to my email of 10/13

3 messages

Jsumer <jsumer@aol.com>
To: srimal.hewawitharana@lacity.org

Sun, Oct 13, 2013 at 1:59 PM

Dear Ms. Hewawitharana:

Please add the following to my letter of 10/13. I appreciate it very much.

I will also send a copy in the mail that can be attached to my letter sent by mail.

It appears the prior developer attached cement structures to the wall dividing 1425 N. Crescent heights and 8150 Sunset Blvd.

Will these structures be dismantled and leave the wall on my building intact?
This wall is necessary to serve as protection from street vandals.

I am attaching 2 pictures of this wall and also a photo of the pool for your reference.

Also, I would like to ask that any valet parking drop off in the city limits of West Hollywood be studied with the City of West Hollywood.

Thank you again.

Julie Summers
1425 N. Crescent Heights

3 attachments



photo_1.JPG
144K



photo_2.JPG
158K



photo_3.JPG
112K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Jsumer <jsumer@aol.com>

Wed, Oct 16, 2013 at 10:05 AM

Dear Ms. Summers,

Thank you for your additional comments, questions, and attached pictures. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrmet.com>

Wed, Oct 16, 2013 at 10:05 AM

[Quoted text hidden]

3 attachments



photo_1.JPG
144K



photo_2.JPG
158K



photo_3.JPG
112K



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Support for "8150 Sunset"

3 messages

Martin Turnbull <emailme@martinturnbull.com>
To: Srimal.hewawitharana@lacity.org

Fri, Oct 11, 2013 at 5:10 PM

Dear Ms. Hewawitharana,

Please find attached my letter of support for the "8150 Sunset" project (Case Number: ENV-20132552-EIR)

Also sent to

- Tom LaBonge
- Jonathan Brand
- Luci Ibarra

All the best,
MARTIN TURNBULL
The Garden of Allah novels
www.MartinTurnbull.com
Facebook
Twitter
Blog

8150Sunset support letter-Hewawitharana.pdf
84K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Martin Turnbull <emailme@martinturnbull.com>

Wed, Oct 16, 2013 at 9:35 AM

Dear Mr. Turnbull,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

On Fri, Oct 11, 2013 at 5:10 PM, Martin Turnbull <emailme@martinturnbull.com> wrote:

Dear Ms. Hewawitharana,

Please find attached my letter of support for the "8150 Sunset" project (Case Number: ENV-20132552-EIR)

Also sent to
- Tom LaBonge
- Jonathan Brand
- Luci Ibarra

All the best,
MARTIN TURNBULL
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www.MartinTurnbull.com
Facebook
Twitter
Blog

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrmet.com>

Wed, Oct 16, 2013 at 9:35 AM

[Quoted text hidden]

 **8150Sunset support letter-Hewawitharana.pdf**
84K

ALLA NAZIMOVA SOCIETY

1045 North Kings Road - Number 110 - West Hollywood, CA 90069 - 323-650-9746

October 10th, 2013

Srimal Hewawitharana
Srimal.hewawitharana@lacity.org

Dear Ms. Hewawitharana,

Re: ENV-20132552-EIR (8150 Sunset Development Project)

My name is Martin Turnbull and I am writing to you today to voice my support for the proposed 8150 Sunset development.

I am a novelist currently writing a series of novels set during Hollywood's golden era, centered at the Garden of Allah hotel.

Having spent the best part of the last seven or eight years researching, writing and blogging about the Garden of Allah and Alla Nazimova, I have always been disappointed that the Garden of Allah site—which played a central role in the development of Los Angeles' history—has devolved into such a shabby eyesore. I was very cheered to see not only a vastly improved plan for the site, but recognition of the site's historical value centrally incorporated into the proposed development.

The Garden of Allah's original inhabitant, Alla Nazimova—once the world's highest-paid star who later became a female director and producer in an overwhelmingly male-dominated industry—deserves greater recognition than the half-forgotten back alley to which she's been relegated. Her greatest legacy—the Garden of Allah hotel—was home to some of the film industry's most prominent performers, writers, directors, and musicians. These are the people whose creativity helped propel Hollywood to the zenith of world filmmaking. Both the Garden of Allah hotel and Alla Nazimova deserve better than a scruffy corner mini mall, and I believe that 8150 Sunset's proposed recognition of this site's historic value goes a long way to restoring that negligence.

Also, while I have your attention, may I point out that it is my understanding that when the Garden of Allah was razed in 1959, the famous swimming pool was not removed. It was simply left in place and filled in with debris from either the main building or villas. When the day comes to excavate this site, I'd like to suggest that great care is taken when the pool is uncovered. It is possible that it will be filled with unique mementos of a bygone and era, which has continued to fascinate movie audiences and film scholars for decades.

Los Angeles has an embarrassingly woeful reputation of mindlessly pulling down unique and precious buildings, concreting them over, and then ignoring its past as though it never happened. The mini mall currently sitting at 8150 Sunset Boulevard is one of the worst examples of that. In this new development, we have an opportunity to right that wrong and in my view, it is an opportunity too valuable to miss.

Best Regards,

Martin Turnbull
Author, *the Garden of Allah* novels
Co-founder, *the Alla Nazimova Society*
www.thegardenofallah.com
www.allanazimova.com
emailme@martinturnbull.com

Jon Ponder
www.PlaygroundToTheStars.com