



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Casey Maddren

1 message

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

Mon, Jan 12, 2015 at 4:07 PM

 **SPansy15011217000.pdf**
95K



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

8150 Sunset Project DEIR, ENV-2013-2552-EIR

1 message

Casey Maddren <cmaddren@gmail.com>

Sun, Jan 11, 2015 at 2:41 PM

To: srimal.hewawitharana@lacity.org, planning.envreview@lacity.org

Dear Ms. Hewawitharana,

Below is a comment that I would like to make on the DEIR for the above referenced project, 8150 Sunset Blvd., ENV-2013-2552-EIR.

I'd also like to say that I was frustrated in my attempt to post the comment on-line at the DCP's web page. While the page seemed to display properly, the text box indicated for comments was completely unresponsive. I hope that the DCP will fix this problem as soon as possible. Many area stakeholders have shown an interest in commenting on this project, and I would imagine that they are as frustrated as I am by this technical problem.

Thank you for your time.

Casey Maddren
Infrastructure Chair,
Hollywood Hills West Neighborhood Council
Home Address:
2141 Cahuenga Blvd., Apt. 17
Los Angeles, CA 90068

I believe there are numerous deficiencies in the DEIR for the 8150 Sunset project, ENV-2013-2552-EIR, including inadequate or misleading information regarding traffic, public transit, wastewater management and other potential impacts. However, by far the most serious omission is the lack of information on the upgrades necessary to meet the LAFD code. I'm referring specifically to the failure to provide a DWP assessment of upgrades required to provide the necessary water flow to the 4 fire hydrants which will serve the site.

The DEIR clearly states that the 4 hydrants must provide a flow of 9,000 gallons per minute (gpm) for a project of this height. It also clearly states that the capacity of current infrastructure will only provide 3,750 gpm. The DWP apparently completed a Service Advisory Request (SAR Number 38449), approved in July, 2013. The SAR is referenced in a footnote on page 4.I.1-5, with a note saying that it can be found in Appendix G of the DEIR. However, the SAR is nowhere to be found in the appendix.

I have contacted the DWP twice asking to obtain a copy of the SAR, and have not yet received it. I believe this is a crucial piece of information if stakeholders are to assess the project's fire safety. While the developer apparently has assumed responsibility for upgrades in order to meet the project's daily water requirements, there is no discussion of upgrades which will meet the LAFD code requirement of 9,000 gpm fire-flow.

I am particularly concerned because the condition of the existing water infrastructure in the area is deteriorating. The rupture of a water main on Sunset last year received a good deal of media attention. The DWP has stated that the area's water infrastructure is aging and that corrosion is a problem, but so far they have not made public a plan for addressing these issues.

I believe that because the DEIR does not address this issue of adequate fire-flow, it is incomplete. The SAR needs to be made public so that area stakeholders can assess whether or not the proposed development meets

fire safety requirements. This is not an entitlement that can be negotiated or an impact that can be mitigated. This is a clear cut question of whether the high-rise alternatives proposed in the DEIR will satisfy LAFD code requirements. We're talking about public safety. The DWP needs to guarantee that necessary upgrades will be in place before the completion of the project.

Casey Maddren
Infrastructure Chair,
Hollywood Hills West Neighborhood Council
Home Address:
2141 Cahuenga Blvd., Apt. 17
Los Angeles, CA 90068



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Michael Peretzian - comment 8150 sunset

2 messages

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

Mon, Jan 12, 2015 at 4:06 PM

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65K

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

Mon, Jan 12, 2015 at 4:07 PM

thank you

On Mon, Jan 12, 2015 at 4:06 PM, Karen Hoo <karen.hoo@lacity.org> wrote:

--
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



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

8150 Sunset Boulevard

1 message

Michael Peretzian <peretzian@gmail.com>
To: planning.envreview@lacity.org

Sun, Jan 11, 2015 at 12:38 PM

Dear Members of the Department of City Planning:

I am very concerned about the proposal captioned above for two reasons:

1. Traffic is already a problem at this intersection, not only because of the north/south and east/west flow, which is already listed as one the worst traffic intersections in the city, but in evaluating the impact of this project, one should take into account the cause of the existing conduction, which is that when travelling north from this intersection, Crescent Heights goes down from two lanes down to one lane when the road becomes Laurel Canyon Boulevard at Hollywood Boulevard. The possibility of traffic congestion can only become worsened, and while considering the number of cars to be added to this situation should the project be approved, it should also take into account the sheer amount of time it will take each car to successfully navigate this intersection, without cars being caught in the intersection and blocking opposing traffic. This is already a problem during rush hour, and for those coming home from work during rush hour to patronize any of the businesses across the street at the retail spaces at 8000 Sunset Boulevard, such as Trader Joes or Crunch Gym, this will be a nightmare and probably cause them to have to take their business elsewhere.

2. Havenhurst has a number of apartment buildings that have much architectural and historical significance. These are gems of Hollywood in the fifties and sixties, which housed many stars from the entertainment world, such as Bette Davis. This project proposes to use Havenhurst as the point of access by trucks that supply and services the retail spaces of the project, completely eroding the atmosphere and aesthetics of one of the most picturesque and historically significant streets in the city.

I urge you to consider these aspects, and to even visit the site, hopefully during an afternoon rush hour, and see for yourself why many of us, while we welcome the need of smart and compatible development of this property, this proposal is so inappropriate for the safety and beauty of the surrounding neighborhood.

Michael Peretzian

2235 Nichols Canyon Road

Los Angeles, CA 90046



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Eliza Congdon

1 message

Karen Hoo <karen.hoo@lacity.org>

Mon, Jan 12, 2015 at 4:08 PM

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



SPansy15011217001.pdf

207K



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

Written Comment for ENV-2013-2552-EIR

2 messages

Eliza Congdon <econgdon@ucla.edu>

Thu, Jan 1, 2015 at 10:46 AM

Reply-To: Eliza Congdon <econgdon@ucla.edu>

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "planning.envreview@lacity.org" <planning.envreview@lacity.org>

Dear Srimal of the Environmental Analysis Section, Department of City Planning,

I am submitting written comments in opposition of the current scale of the proposed re-development at 8150 Sunset Blvd. (Case # ENV-2013-2552-EIR). Please consider our comments when preparing your report - and I would appreciate confirmation of receipt.

Thank you,
Eliza Congdon and Adam Cherney
Tenants at 1425 N. Crescent Heights Blvd.



SunsetDevelopmentLetter_CongdonCherney_Jan2015.pdf
150K

Eliza Congdon <econgdon@ucla.edu>

Mon, Jan 12, 2015 at 8:59 AM

Reply-To: Eliza Congdon <econgdon@ucla.edu>

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "planning.envreview@lacity.org" <planning.envreview@lacity.org>

Dear Srimal,

Can you please confirm that you received our written comments regarding case # ENV-2013-2552-EIR, e-mailed on 1/1/15?

Thanks very much,
Eliza Congdon

From: Eliza Congdon <econgdon@ucla.edu>

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>; "planning.envreview@lacity.org" <planning.envreview@lacity.org>

Sent: Thursday, January 1, 2015 10:46 AM

Subject: Written Comment for ENV-2013-2552-EIR

[Quoted text hidden]



January 1, 2015

To Srimal Hewawitharana of the Environmental Analysis Section, Department of City Planning,

We are submitting this letter in strong opposition to the planned re-development at 8150 Sunset Blvd. My husband and I have lived at 1425 N. Crescent Heights Blvd. (owned by Julie Summers) for 6.5 years (since June 2008 exactly, and with no plans of leaving). Over this time, we have become very familiar with our neighborhood, the city of West Hollywood and the greater Los Angeles community. We are active community members and always vote in local elections. We are certain that development of a mixed-use residential and retail project at 8150 Sunset Blvd. is a terrible idea and will negatively affect a large number of community residents, including ourselves.

We are incredibly disappointed in our elected officials and community for allowing this project to proceed. At this point, we sincerely ask you to lower the height and the impact of the project.

As your role is in evaluating the environmental impact of the proposed re-development, we are submitting an argument against the proposal that addresses some of our major concerns about the clearly negative impact of the re-development. There are three overarching reasons that we oppose this development, in particular the current scale of the proposed re-development.

First, construction of the building will have a substantial and negative impact on our neighborhood, and we will suffer the greatest. Not only does our building face the proposed construction site, but our north-facing apartment is on the border of this proposed re-development. As such, we will be directly affected by the years of noisy and toxic construction. Access to our building, by foot or car, will be disrupted, and the already-busy traffic surrounding our building is likely to worsen. Beyond the period of construction, it is clear that our quality of living would be substantially reduced after completion – as the planned development would obliterate the view from all of the units in our building, as well as common areas. This re-development comes as we prepare to have our first child in August 2015. Our financial situation does not allow for us to have a new baby *and* move into a new apartment. Clearly, as tenants of this apartment building for over 6 years, we love our apartment, neighborhood, and community. We are gravely concerned about the impact – of the noise, the traffic, the obstruction of light, the risk that a project of this size poses to us during an earthquake – that this re-development will have on our family's life. *We implore you to protect our quality of life by lowering the scale of the project*

Second, the scale of the proposed re-development raises serious concerns about its impact on the environment in our community. Figure 2 in the enclosures provided in the Notice of Completion and Availability of Draft Environmental Impact Report (dated 11/20/14) illustrates that the planned re-development is bounded, on all sides but one, by multi-family residences. In particular, our 3-story building intersects with the site such that we would be enclosed first by construction and later by a 9-story and 16-story project. Clearly, the size of the proposed re-development is *not in scope with the surrounding buildings*. Furthermore, if allowed to proceed as currently planned, this re-development will obstruct the skyline between Los Angeles and the City of West Hollywood: a 9-to-16-story project would block a significant portion of the view of the West Hollywood Hills to many residents located not just between Havenhurst Drive and N. Crescent Heights Blvd., but for residents extending to the east, west, and south. The construction and eventually the project would increase traffic in an already extremely busy site. A review of the number of car accidents on the corner of N. Crescent Heights Blvd. and Sunset Blvd. alone should tell you that increased traffic at this location would have a negative effect in our community. In addition, the proposer's plan of developing a new public space at the northeast corner of the site clearly reflects the unfamiliarity

with this corner (as major stopping points for Metro bus lines 2/302 and 218), both in terms of the type of public traffic that we get on this corner and the success of other public spaces in the neighborhood (e.g., The Laurel House).

Our third overarching reason for opposing the scale of the proposed re-development is the clear lack of need for a project of this size in our neighborhood. The last thing our neighborhood needs is another mixed-use residential and retail project as there are already far too many new developments in the community that are under-occupied. Looking east, there is the development at the corner of N. Crescent Heights Blvd. and Sunset Blvd. that is only about half occupied with business. Further east, two blocks down on Sunset Blvd. between Laurel Ave. and Hayworth Ave., there is another new development that houses retail space on the ground floor and apartments above. Many of the apartments are not rented; the majority of retail space is empty. Looking west, the picture is even bleaker. There are countless developments – old and new – that are under-occupied. This abundance of un-occupied space along Sunset Blvd. practically guarantees that the proposed development will suffer a similar fate. Along similar lines, it is likely that the proposed development will negatively impact the environment and our quality of life by changing the face of retailers in the area. This trend towards driving out local business in reasonably sized and affordable business properties in favor of overpriced developments that favor chain businesses is in opposition to the spirit of our neighborhood, as well as platforms put forth by the majority of City Council members during their election campaigns. *The scale of the proposed development is out of proportion with the community needs.*

We sincerely hope that you will consider our opposition to the scale of the proposed re-development, in light of the clear and negative impact that this plan will have on the quality of life of current residents. By continuing to negatively affect our quality of life with such projects that are *not in line with the needs of the community*, the city runs the risk of losing the residents that help make this such a diverse and healthy community. Please record our objection to the scale of the planned re-development.

Sincerely,
Eliza Congdon & Adam Cherney
Residents of 1425 N. Crescent Heights Blvd.
West Hollywood, CA 90046




Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Save Sunset 1 of 2

1 message

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

Mon, Jan 12, 2015 at 4:09 PM

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7268K



Luciralia Ibarra <luciralia.ibarra@lacity .org>

Save Sunset 2 of 2

1 message

Karen Hoo <karen.hoo@lacity.org>

Mon, Jan 12, 2015 at 4:10 PM

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

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7562K



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

3 messages

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: **Ric. Abramson** <ric@workplays.com>
Date: Tue, Jan 6, 2015 at 6:00 PM
Subject: RE: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR
To: srimal.hewawitharana@lacity.org

Hello Srimal:

Thank you for your notification. In looking through the large amount of material, there is a general description of the current uses on the property but I have yet to locate a description and analysis of the existing property's individual land uses areas, parking spaces and trip allocation I suspect it is in the document somewhere?

Would you please have the consultants point out where in the Report it describes the existing land uses with their individual floor areas that all added up equal the 80,000s.f.? (i.e. Bank s.f., Retail, s.f., Restaur s.f., Art Storage s.f., etc.) It would also be useful to have the current parking allocations for each individual use currently on site.

Finally, please request from the Traffic Consultants that they point out how or where in their analysis the trip generation figure of 5,296 daily trips is broken down and derived based on the individual current use on the site and the trips allocated to each use?

Thank you for helping to access this information in the Report.**From:** PCR_Team**Sent:** Thursday, November 20, 2014 11:21 AM**To:** planning.envreview@lacity.org**Cc:** David Crook; planning.envreview@lacity.org; srimal.hewawitharana@lacity.org**Subject:** Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

Dear Interested Party:

You are receiving this message on behalf of the City of Los Angeles Department of City Planning due to your expressed interest in the 8150 Sunset Boulevard Mixed Use Project Draft EIR. Attached for your information is the Notice of Availability of the Draft EIR for the Project. You are invited to submit your written comments on the Draft EIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until January 5, 2015. Please reference City Case No. ENV - 2013-2552-EIR in your comments.

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

Thank you.

PCR Services Corporation

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: **Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>
Date: Mon, Jan 12, 2015 at 3:16 PM
Subject: Re: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR
To: ric@workplays.com

Dear Mr. Abramson,

In response to your inquiry, the information you have requested is contained in the DEIR. For example, the existing uses and parking are described on Page 4.J-8 of the DEIR and on Page 1 of Appendix H - Traffic Impact Analysis Report. The existing uses trips are summarized on Page 4.J-40 of the DEIR and a breakdown by use is provided on Page 17, Table 2(b), of Appendix H.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

On Tue, Jan 6, 2015 at 6:00 PM, Ric. Abramson <ric@workplays.com> wrote:

Hello Srimal:

Thank you for your notification. In looking through the large amount of material, there is a general description of the current uses on the property but I have yet to locate a description and analysis of the existing property's individual land uses areas, parking spaces and trip allocations I suspect it is in the document somewhere?

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Finally, please request from the Traffic Consultants that they point out how or where in their analysis the trip generation figure of 5,296 daily trips is broken down and derived based on the individual current uses on the site and the trips allocated to each use?

Thank you for helping to access this information in the Report.

From: PCR_Team

Sent: Thursday, November 20, 2014 11:21 AM

To: planning.envreview@lacity.org

Cc: David Crook; planning.envreview@lacity.org; srimal.hewawitharana@lacity.org

Subject: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

Dear Interested Party:

You are receiving this message on behalf of the City of Los Angeles Department of City Planning due to your expressed interest in the 8150 Sunset Boulevard Mixed Use Project Draft EIR. Attached for your information is the Notice of Availability of the Draft EIR for the Project. You are invited to submit your written comments on the Draft EIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until January 5, 2015. Please reference City Case No. ENV-2013-2552-EIR in your comments.

Srimal Hewawitharana

Environmental Analysis Section

Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, California 90012

Thank you.

PCR Services Corporation

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: **Ric. Abramson** <ric@workplays.com>
Date: Mon, Jan 12, 2015 at 6:23 PM
Subject: RE: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you Srimal. Much easier to navigate with some guidance.

From: Srimal Hewawitharana [<mailto:srimal.hewawitharana@lacity.org>]
Sent: Monday, January 12, 2015 3:16 PM
To: ric@workplays.com
Subject: Re: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

Dear Mr. Abramson,

[Quoted text hidden]

[Quoted text hidden]



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: Letter Regarding the Draft Environmental Impact Study

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Jan 13, 2015 at 9:14 AM

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

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

From: **Jsumer** <jsumer@aol.com>
 Date: Mon, Jan 12, 2015 at 11:07 AM
 Subject: Letter Regarding the Draft Environmental Impact Study
 To: srimal.hewawitharana@lacity.org

January 12, 2015

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

Emailed and sent by US Post

RE: Draft Environmental Impact Study
 8150 Sunset Boulevard

Case No. ENV-20132552-EIR

Dear Ms. Hewawitharana:

My name is Julie Summers and for 21 years I have owned, lived in, and managed the 24 unit apartment building at 1425 N. Crescent Heights Blvd, which directly abuts the proposed 8150 Sunset project both to the north and west.

This letter was sent to you on October 11, 2013 and I am resending it with changes and the past concerns, which have not been answered. It is my understanding that this letter will be answered and my concerns addressed.

My first concern is that the 15 foot setback required between commercial and residential use must be adhered to. The applicant appears to be requesting little or no setback from my residents' units. My building, built in 1959, has single glazed windows. Such a reduction in setbacks would have an adverse impact. There is NO hardship in developing this property. How can findings for a variance be made absent of hardships?

At previous scoping and community meetings, hydrology concerns were raised with respect to the underground parking proposed. The current site is parked full on-grade and therefore has no sub-surface impacts. How will the multiple level subterranean parking walls affect the underground water by damming existing flow and diverting water into 1425 N. Crescent Heights which has a very old one-story subterranean parking garage? How can this site specific condition be mitigated if at all?

Many of my neighbors are addressing the environmental issues raised by the EIR study and I will not duplicate these questions.

I understand that a traffic study has been done and I would like it on record that I am extremely concerned that good access is available to paramedics, police, and Sheriff and Fire departments for the residents of my building. Also, I did not see in the study that traffic from a three story mixed-use project on the corner of Crescent Heights and Santa Monica Boulevard in West Hollywood (Walgreen's) was included.

No matter what project is selected for the development of 8150 Sunset, I am concerned that traffic related to 8150 Sunset will both enter and exit onto Crescent Heights in front of or directly next to my building causing extreme hardship to all residents living at 1425 N. Crescent Heights. I am asking that a further study be done with the City of West Hollywood for ingress and egress of traffic in relation to 1425 N. Crescent Heights.

With respect to off-site parking, the streets of West Hollywood surrounding the proposed project are restricted and for the use of residents. Parking is by permit only in the evenings so there will be no spaces available to the Project site. Many of my residents tell me they have a hard time finding parking as it is.

I am also asking that there is no idling of delivery trucks in the middle of Crescent Heights directly in front of 1425 N. Crescent Heights, particularly during the hours a person sleeps. The City of West Hollywood has guidelines for idling trucks between yellow lines in front of residential dwellings. Please check with them.

Please remember the beep beep of trucks unloading carry a very loud sound.

I am also requesting that the traffic consultants work with the City of West Hollywood to find a coordinated and mutually acceptable solution for any entry from north bound Crescent Heights, regardless of what is developed on the property

There is a large truck delivery to Sunset Five, the building at 8000 Sunset across the street on Crescent Heights. The loading dock is directly across from my building. Deliveries for Trader Joe's at 8000 Sunset already have an impact on Crescent Heights. Please consider one of the mitigations to be that the Project at 8150 Sunset be limited to commercial uses that can be serviced by van delivery and loading only

There should be no additional large truck deliveries entering or exiting on Crescent Heights based on cumulative impacts of Havenhurst Drive because Crescent Heights is a residential street and cannot stage large commercial loading operations.

Please study the benefits of requiring a planted median in the middle of Crescent heights to direct the flow of through traffic and prevent idling or illegal turns.

Will any dedicated truck access to the Project that is running directly north of my property and very near residential units be covered to mitigate the noise and carbon monoxide?

I realize views are not protected. Currently many of my units have views of the hills north of Sunset Boulevard. Will ivy or covering, be planted and maintained on all blank cement walls facing both the north and west of my building?

Seasonal, forceful winds gusts coming down from Laurel Canyon go back to the first settlers in the area. During several months of the year, the wind blows very strong down Laurel Canyon--strong enough to blow cinder blocks used by Direct TV for the installation of satellite dishes used for high definition TV. These cinder blocks have literally blown off the roof on the south west corner of my building onto the cement below. Because of the proposed height of the building facing Crescent Heights, I am concerned about any elevated open areas and objects blowing off and hurting people in the street. Please examine the Project for potential impact from these seasonal winds.

I believe a "noise tunnel" effect similar to that of the acoustics at Carnegie Hall would be created by the height of the Project, both on Crescent Heights and Havenhurst Drive. This would be created by the sound carried from Sunset Boulevard. For the peace and quiet of the neighborhood, which currently exists, I would like this studied.

My residents currently enjoy an outdoor pool at the rear of my residential building. I am very concerned about any diminutive effects of light and shade on the pool, as well as privacy concerns for those using the pool. Those using the pool would also be exposed to the top parking level and residential tower. Would resident's use of the pool be limited during construction? Please explore mitigations to protect the light, air and privacy of the pool area. How will the pool and the pool area be protected during construction?

Also, please study the light, air and privacy with regard to the windows facing the Project and of those apartments facing and impacted by the Project. Please include artificial light. Please include any bars or restaurant use which, should be

placed along Sunset boulevard so as not to negatively impact residential units in my building and all the people living south of the Project in the possible "noise tunnel" mentioned above. I am concerned that people's right of a good night's sleep be protected.

In 1994, The Granville, a condominium building located at 1424N. Crescent Heights, sunk 5 feet during the Northridge Quake as a result of the Sunset Five's (8000 Sunset) under-ground parking construction directly adjacent to it. Please study the underground water table and soil instability caused by underground excavation for parking and determine if any measures can be taken to ensure that my building does not "sink" in case of a seismic event or because of the construction at 8150 Sunset.

Living conditions and quality of life during construction will be adversely impacted for all those living in my building. I have real concerns about dust and dirt and noise. Will the soil be "wet down"? Will a dirt net be put up around ongoing construction?

How will people be protected during loud construction? There are elderly and children living in the building and most people work from home.

Will a "sound wall" be put up?

Will double-paned, soundproof windows be installed in all of my apartments?

There is currently a wall on the north side of my property that separates my property from the 8150 Sunset 8150 property. There is a 40 foot row of plants on this wall that residents in the north facing apartments see. This wall appears to be half on 8150 Sunset and half on 1425 N. Crescent Heights. How will this wall be taken down?

What say do I have in this matter? Will the plants be moved? How are my residents protected from the negative health affects of parking exhaust and pollutant emissions? Will my parking garage, which is in the direct line of fire, of receiving all dust and dirt from the found level be protected?

Will landscaping be the same that is currently shown in the drawings of 8150 Sunset, or be equally as attractive when another project is planned?

I am very concerned that good contact information be given to me during the entire time of construction. Will this be given? What recourse do I have if this is not the case?

There are currently rats at 8150 Sunset. What measures will be taken to ensure all rats and rodents are contained at 8150 during construction and disposed of?

There are power lines adjacent to the rear of my property near the pool terrace. Please ensure that as part of the new construction, these power lines are relocated to service underground in order to adhere to safety standards.

Lastly, I appreciate all that you do, and listening to residents' concerns about their lives and making the best decision possible. Thank you.

Julie D. Summers

Member of the Crescent Heights - Havenhurst Preservation Association



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Message from Lily

4 messages

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 13, 2015 at 10:20 AM

Reply-To: c554e@lacity.org

To: Luciralia.Ibarra@lacity.org

**SLily15011310190.pdf**

112K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 13, 2015 at 1:10 PM

Reply-To: c554e@lacity.org

To: Luciralia.Ibarra@lacity.org

**SLily15011313100.pdf**

401K

Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Tue, Jan 13, 2015 at 12:11 PM

To: "Allyson K. Dong" <a.dong@matrixeir.com>, Stephanie Eyestone-Jones <s.eyestone@matrixeir.com>

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

From: <c554e@lacity.org>

Date: 2015-01-13 13:10 GMT-08:00

Subject: Message from Lily

To: Luciralia.Ibarra@lacity.org

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

**SLily15011313100.pdf**

401K

c554e@lacity.org <c554e@lacity.org>


Tue, Jan 13, 2015 at 1:52 PM

Reply-To: c554e@lacity.org

To: Luciralia.Ibarra@lacity.org

11/6/2016

City of Los Angeles Mail - Message from Lily

 **SLily15011313520.pdf**
111K



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: Ric. Abramson <ric@workplays.com>
Date: Tue, Jan 6, 2015 at 6:00 PM
Subject: RE: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR.
To: srimal.hewawitharana@lacity.org

Hello Srimal:

Thank you for your notification. In looking through the large amount of material, there is a general description of the current uses on the property but I have yet to locate a description and analysis of the existing property's individual land uses areas, parking spaces and trip allocations. I suspect it is in the document somewhere?

Would you please have the consultants point out where in the Report it describes the existing land uses with their individual floor areas that all added up equal the 80,000s.f.? (i.e. Bank s.f., Retail, s.f., Restaurant s.f., Art Storage s.f., etc.) It would also be useful to have the current parking allocations for each individual use currently on site.

Finally, please request from the Traffic Consultants that they point out how or where in their analysis the trip generation figure of 5,296 daily trips is broken down and derived based on the individual current uses on the site and the trips allocated to each use?

Thank you for helping to access this information in the Report.

From: PCR_Team**Sent:** Thursday, November 20, 2014 11:21 AM**To:** planning.enreview@lacity.org



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: **Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>
Date: Mon, Jan 12, 2015 at 3:16 PM
Subject: Re: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR
To: ric@workplays.com

Dear Mr. Abramson,

In response to your inquiry, the information you have requested is contained in the DEIR. For example, the existing uses and parking are described on Page 4.J-8 of the DEIR and on Page 1 of Appendix H - Traffic Impact Analysis Report. The existing uses trips are summarized on Page 4.J-40 of the DEIR and a breakdown by use is provided on Page 17, Table 2(b), of Appendix H.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

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

Tue, Jan 13, 2015 at 9:11 AM

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

From: Ric. Abramson <ric@workplays.com>
Date: Mon, Jan 12, 2015 at 6:23 PM
Subject: RE: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you Srimal. Much easier to navigate with some guidance.

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, January 12, 2015 3:16 PM
To: ric@workplays.com
Subject: Re: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

Dear Mr. Abramson,

[Quoted text hidden]

[Quoted text hidden]

Fax to (213) 978 - 1343

January 12, 2015

Re;Case Number: ENV-2014-2883-Eir/Project Location: 7107 - 7129
Hollywood Boulevard, Los angeles,CA 90046

To Luciralia Ibarra
Department of City Planning
City of Los angeles
City Hall 200 North Spring Street, Room 750 Los Angeles, CA 90012

I've lived in this neighborhood for over 22 years... The very idea of an out of town developer Horizon Project is appalling and ridiculous.

The entrance to a Commercial parking structure on Hollywood Blvd abuts the let turn lane on Hollywood Blvd heading west which is often backed up during rush hour. How will residents of the buildings be able to safely exit and enter with a stream of traffic?

Ambient noise from roof top decks that includes swimming pools and recreational use for residents is totally inappropriate for a residential area. There will also be significant ambient nose from patrons of commercial establishments as will as public utilizing the "public plaza". This area is currently quiet except for some car muffled car traffic. Hollywood Blvd is a two-lane road going west between LaBrea and Fairfax and is already overburdened with traffic.

This is about big business, not the C-4-Zoning residential community of Hollywood.

Who knows this better than The Department of City Planning?

Yours Truly,



Kenny Dennis
7250 Franklin Ave, Unit 806
Los Angeles, CA 90046

January 11, 2015


Luciralia Ibarra
Department of City Planning
City of Los Angeles
200 North Spring Street Room 750
Los Angeles, CA 90012

Re: Case Number: ENV-2014-2883-Eor/Project Location:
7107-7129 Hollywood Blvd, Los Angeles, CA 90046

This letter is to express my absolute opposition to the Horizon Hollywood Project. There is no basis for the proposed zoning change to permit building this complex. Please note the following:

- A) The traffic congestion is currently horrific and this project will make it far worse. Ingress and egress is a daily nightmare
- B) The proposed height of the complex will seriously impact the "Solar Easement Rights" of the neighboring complex – the Hollywood Versailles in violation of the Solar Rights Act of 1978
- C) The proposed commercial component of the project will bring homeless panhandling to the Westside of La brea on Hollywood Bl
- D) The public parking component is totally outrageous and our residential community should not to be a parking pit for Hollywood and a cash cow for New York developers who have no interest in the community.
- E) There is no need for additional rental apartments with above market rents
- F) The proposed bicycle parking for 400 units is utter nonsense. There are few bicycle riders in the community and no bicycle lanes in area. It is too dangerous to ride a bike due to traffic congestion.
- G) Need one mention the issues of construction noise, increased demand on a crumbling infrastructure, impeding emergency vehicle access to our community.

Avoid the senseless litigation. The community will win on this one.


Roland Watkins
7250 Franklin Ave #1209
Los Angeles, CA 90046
(323) 882 8200

Joanne Kenny
7250 Franklin Avenue #416
Los Angeles, CA 90046

12 January 2014

RE: Case Number: ENV-2014-2883-EIR/Project Location: 7107-7219
Hollywood Boulevard, Los Angeles, California, 90046

Luciralia Ibarra
Department of City Planning
City of Los Angeles
City Hall 200 North Spring Street, Room 750 Los Angeles, CA 90012
Via fax: 213-978-1343

Dear Ms. Ibarra:

As a ten year resident and owner in the neighborhood, I am in opposition to the proposed zoning changes associated with the Horizon Project at 7107 Hollywood Boulevard.

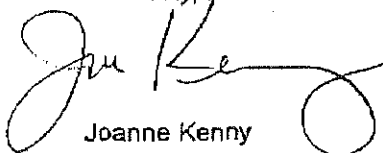
I believe the proposed zoning changes and the Horizon Project cannot be supported by the existing infrastructure - specifically Hollywood Boulevard as one of the most narrow two-lane/ four-lane main streets in Los Angeles (as compared to Sunset, Melrose & Beverly). The traffic resulting from the construction would create a multi-year backup in an already congested area (Franklin to La Brea and Hollywood to La Brea). The traffic resulting from the proposed project - as a mixed public/private space - would contribute to this same problem but on a permanent basis. I believe both scenarios put the safety and living conditions of the residents at serious risk. Any congestion already forces some diversions (and reckless rush hour drivers) up into the communities above and below Hollywood between Fairfax and La Brea. On numerous occasions, I've already experienced drivers racing up streets and blowing through stop signs when taking my young child out for walks.

From a neighborhood perspective, La Brea and the existing zoning truly creates a buffer between commercial and residential Hollywood. I feel that the petty crime and homeless issues experienced by central Hollywood do not often leap this divide. The proposed changes, if accepted, would expose the residential community by drawing those associated with petty crime across the La Brea buffer. I believe that this would make my family and other residents less safe.

As a result of these key issues among many others, I believe that the proposed changes would make the area less desirable for current residents - and more likely to move out.

Thanking you in advance for your time and consideration,

Sincerely,



Joanne Kenny

7260 Franklin Avenue, 416
Los Angeles, CA 90046

jon ripper

Phone: 323.459.3311
Email: kenrip@mindspring.com

January 11, 2015

Ms. Lucralla Ibarra
Department of City Planning
City of Los Angeles
City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: Case Number: ENV-2014-2883-EIR/Project Location: 7107-7219 Hollywood Boulevard, Los Angeles, California, 90046

Dear Ms. Ibarra:

As a ten year resident and owner in the neighborhood, I am in opposition to the proposed zoning changes associated with the Horizon Project at 7107 Hollywood Boulevard.

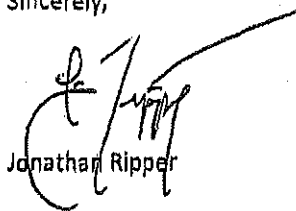
I believe the proposed zoning changes and the Horizon Project cannot be supported by the existing infrastructure - specifically Hollywood Boulevard as one of the most narrow two-lane/four-lane main streets in Los Angeles (as compared to Sunset, Melrose & Beverly). The traffic resulting from the construction would create a multi-year backup in an already congested area (Franklin to La Brea and Hollywood to La Brea). The traffic resulting from the proposed project - as a mixed public/private space - would contribute to this same problem but on a permanent basis. I believe both scenarios put the safety and living conditions of the residents at serious risk. Any congestion already forces some diversions (and reckless rush hour drivers) up into the communities above and below Hollywood between Fairfax and La Brea. On numerous occasions, I've already experienced drivers racing up streets and blowing through stop signs when taking my daughter out for walks.

From a neighborhood perspective, La Brea and the existing zoning truly create a buffer between commercial and residential Hollywood. I feel that the petty crime and homeless issues experienced by central Hollywood do not often leap this divide. I have a wife, a two year old daughter and a mother that walk regularly in the neighborhood - to the grocery store, Wattles Garden and other businesses. The proposed changes, if accepted, would expose the residential community by drawing those associated with petty crime across the La Brea buffer. I believe that this would make my family and other residents less safe.

And as a result of these key issues among many others, I believe that the proposed changes would make the area less desirable for residents - and more likely to move out (as would be the case for me and my family).

Thanking you in advance for your time and consideration,

Sincerely,



Jonathan Ripper

ROBERT WILLIAMS
7250 Franklin Avenue, #411
Los Angeles, CA 90046
213.308.0222

January 10, 2015

Department of City Planning
City of Los Angeles
Los Angeles City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012

Attn: Luciralia Ibarra

Re: Case Number ENV-2014-2883-EIR/Project Location
7107-7129 Hollywood Boulevard, Los Angeles, CA 90046

To Whom It May Concern:

As a 14-year homeowner in the immediate area of the proposed Horizon Hollywood project, **I strongly oppose any change of zoning from R-3, Medium Residential, especially to C-4 Regional Center Commercial, to the west of La Brea Avenue. I further state my thorough objection to the proposed Horizon Hollywood concept** which I find egregious not only in its excessive height but also in its total disregard for current problems of over-densification, traffic, noise, and challenges to already strained, aging infrastructure including water and sewer systems.

At present, eastbound traffic on Franklin Avenue is blocked nearly every morning at La Brea Avenue, and at other times, by serious congestion often backed up from the intersection of La Brea and Hollywood Boulevard, site of the proposed project. Adding vehicles from the project's additional 940 parking spaces will greatly worsen this situation, which is also further complicated by frequent street closures for special events on Hollywood Boulevard. Furthermore, the assertion that Horizon residents will be more inclined to use MTA or bicycles is unproven and overstated.

Moreover, our quiet neighborhoods of Hollywood Hills West have been residential communities for the last century – and I am among residents who do not want this setting compromised by any zoning change that would allow for commercial development in this area, especially along Hollywood Boulevard west of La Brea Avenue. This setting, with the foothills and access to Runyon Canyon, must be preserved for the present and future. A further strong observation among area residents is that the developer, LeFrak of New York, has no local ties and could care less about quality of life in our neighborhoods.

As a community leader and homeowners' association board member, **I oppose any zoning change from R-3, and strongly urge the Planning Commission and City Council to concur.**

Sincerely,

Robert Williams

ROBERT WILLIAMS
7250 Franklin Avenue, #411
Los Angeles, CA 90046
213.308.0222

January 10, 2015

Department of City Planning
City of Los Angeles
Los Angeles City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012

Attn: Luciralia Ibarra

Re: Case Number ENV-2014-2883-EIR/Project Location
7107-7129 Hollywood Boulevard, Los Angeles, CA 90046

To Whom It May Concern:

As a 14-year homeowner in the immediate area of the proposed Horizon Hollywood project, **I strongly oppose any change of zoning from R-3, Medium Residential, especially to C-4 Regional Center Commercial, to the west of La Brea Avenue. I further state my thorough objection to the proposed Horizon Hollywood concept** which I find egregious not only in its excessive height but also in its total disregard for current problems of over-densification, traffic, noise, and challenges to already strained, aging infrastructure including water and sewer systems.

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Moreover, our quiet neighborhoods of Hollywood Hills West have been residential communities for the last century – and I am among residents who do not want this setting compromised by any zoning change that would allow for commercial development in this area, especially along Hollywood Boulevard west of La Brea Avenue. This setting, with the foothills and access to Runyon Canyon, must be preserved for the present and future. A further strong observation among area residents is that the developer, LePrak of New York, has no local ties and could care less about quality of life in our neighborhoods.

As a community leader and homeowners' association board member, **I oppose any zoning change from R-3, and strongly urge the Planning Commission and City Council to concur.**

Sincerely,


Robert Williams

7135 Hollywood Blvd ; #1009
Los Angeles, CA 90046-3960
(323) 851-6188
georgedrury.smith@yahoo.com

January 11, 2015

Luciralia Ibarra
Department of City Planning
City of Los Angeles
City Hall 200 North Spring Street, Room 750 Los Angeles, CA 90012

Fax: (213) 978-1343

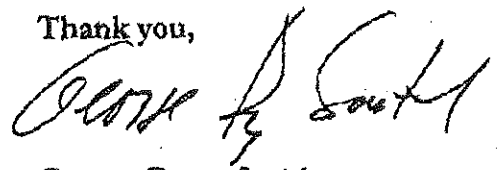
Re: Case Number: ENV-2014-2883-EIR/Project
Location: 7107-7129 Hollywood

It is my believe that the subject proposed development will:

- a. have a substantial adverse effect on the scenic vista;
- b. substantially damage scenic resources, including, but not limited to, trees and an architecturally significant building;
- c. substantially degrade the existing visual character or quality of the site and its surroundings;
- d. create a new source of substantial light or glare which would adversely affect day and nighttime views in the area;
- e. substantially change the residential character of the neighborhood; and
- f. create a traffic nightmare.

FOR THESE REASONS AND MANY MORE I OPPOSE APPROVAL OF THIS PROJECT.

Thank you,



George Drury Smith

HUMAN DEVELOPMENT ASSOCIATES*Clinical and Forensic Psychology, Inc.*

7250 Franklin Avenue, Suite 1115

Los Angeles, CA 90046

Phone (323) 874-6966

FAX 323-874-1419

Joseph H. Pruitt, Jr., Ph.D.

Executive Director

January 15, 2015

Luciralia Ibarra,
Department of City Planning
City of Los Angeles
City Hall, 200 North Spring Street, Room 750
Los Angeles, CA 90012

re: Case Number: ENV-2014-2883-EIR/Project Location: 7107-7129
Hollywood Boulevard, Los Angeles, California 90046

Dear Ms. Berman:

This letter is to outline my most strenuous objection to the Department of City Planning changing the zoning regulations from residential to commercial to allow real estate developers to demolish the landmark Mosaic Church building to erect a sky scraper mixed use commercial and residential development.

The historic zoning plan for the Hollywood Gateway corner of Hollywood Boulevard and La Brea Avenue as served Hollywood well over the course of its development into one of the most beautiful and famous urban design landscapes in the world. The Hollywood Gateway entrance to the commercial section of Hollywood Boulevard provides the very well planned vista of the Hollywood hills as a backdrop to the commercial core with residences layering up the sunset strip residences to the west.

The church itself is a well known and beloved landmark which serves as the entrance to the residential section of the sunset strip with Hollywood hills west. This design has been an aesthetic success over the decades. The present zoning laws have served the City well.

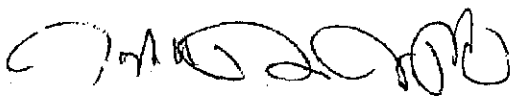
Hollywood is already suffering from intolerable traffic congestion from the many new mega residential projects which have opened in the last decade with no expansion of traffic routes. Most of these new developments are largely vacant because the supply far exceeds demand. Many of the eastern parts of Hollywood remain in decay and could well profit from any such new commercial-retail

developments. There is no good rationale to destroy the design of the historic Hollywood gateway to place such a development in the residential section there.

Page 2.

I have lived in this neighborhood for more than 41 years and I remain devoted to its betterment and wise development. This proposed development would destroy the livability of the neighborhood, its traffic access, and its beautiful world famous design. To approve allowing this project there is akin to Paris placing a highrise commercial development on the Champs Elysee opposite the Place de la Concorde. This project would be equally obscene.

Very truly,



Joseph Pruitt, Jr., Ph. D.,
Clinical Psychologist.



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Emailing: 8150 CHHNPAList re DEIR 01.15.docx

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

Tue, Jan 13, 2015 at 12:47 PM

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

From: **grifton tanquary** <gpt1287@sbcglobal.net>
Date: Tue, Jan 13, 2015 at 11:30 AM
Subject: Emailing: 8150 CHHNPAList re DEIR 01.15.docx
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Cyd Zeigler <cydzeiglerjr@gmail.com>, Jonathan Brand <jonathan.brand@lacity.org>, Scott Lunceford <slunceford@weho.org>

Your message is ready to be sent with the following file or link attachments:

8150 CHHNPAList re DEIR 01.15.docx

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

 **8150 CHHNPAList re DEIR 01.15.docx**
19K

Crescent Heights – Havenhurst Neighborhood Preservation Association

January 12, 2015

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

The following are questions we neighbors have relating to the DEIR for 8150 Sunset Boulevard:

- Does the proposed project conform to the Hollywood Community Plan? Is the project “compatible with the objectives, policies, general land uses and programs specified in the general plan”? Please have the consultant include a summary of the general land use parameters for this site as envisioned by the Community Plan.
- Density introduces the greatest impacts because of scale, parking requirements and availability, trips generated, underground evacuation and street interruptions for deliveries. This property has been downzoned twice, the first time in 1984 to an FAR of 1.5:1 and the second time in 1989 when the FAR was further reduced to 1.1:1. Ask the consultant to review the reports and analyses associated with these density reductions and add this information to the EIR. Then, justify permitting a development with a FAR of 3:1 on this site.
- The applicant has made reference to the site being close to a major transit stop. Is the site within 1,500 feet of the Traffic Stop at the corner of Fairfax and Santa Monica Boulevards? Show the map used to calculate this distance. Is the distance measured in a straight line, “as the crow flies”, or by following the pedestrian pathways? Have the consultant show how this distance is calculated and determine the number of residents or commercial customers who would use this transit.
- It appears in the site plan that the sidewalk along Crescent Heights adjacent to the property has been removed. Is there a sidewalk on the east side of the project on

Crescent Heights? How does a pedestrian walk north to the Sunset intersection along the west side of Crescent Heights?

- The applicant is requesting a subdivision of the property, so the project must be evaluated as if condominiums will be built. What are the parking requirements for new condominiums where parking off-site is unavailable? Is this what is called for in the present plan? What is the amount of parking that is reduced because of the addition of the affordable housing units?
- The traffic study appears faulted. There is a 40% increase in the commercial space, including a market, and construction of 239 new condominiums, yet the study shows a decrease in traffic during the day.
- The city has taken action in the past to ensure that a large, impactful project not be built at this intersection. Why has the EIR consultant failed to study a project that meets the city's vision as expressed in the Hollywood Community Plan? The public was told that the EIR process is set up to ensure for "opportunities for meaningful input from the public". The public has asked for an analysis of an alternative plan for a mixed project with a 1.1:1 FAR as called for in the Community Plan, and has been reflected in the actions the city has previously taken to downsize this site.

Grafton P. Tanquary
President
1287 N. Crescent Heights Blvd.
West Hollywood, CA 90046
323.656.8779
gpt1287@sbcglobal.net



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

(no subject)


1 message

Darlene Navarrete <darlene.navarrete@lacity.org>

Tue, Jan 13, 2015 at 1:51 PM

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

Return envelopes for 8150 (extension)

 **8150 returns.pdf**
2488K



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Save Sunset Comments

2 messages

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

Tue, Jan 13, 2015 at 3:54 PM

Just this one pdf today.

 **SLily15011316470.pdf**
6483K

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

Tue, Jan 13, 2015 at 3:58 PM

Thank you

On Tue, Jan 13, 2015 at 3:54 PM, Karen Hoo <karen.hoo@lacity.org> wrote:
Just this one pdf today.

--
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Fwd: Possible Extension of DEIR Comment Period for 8150 Sunset Blvd.

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 14, 2015 at 8:48 AM

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

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

From: **Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>

Date: Tue, Jan 6, 2015 at 9:25 AM

Subject: Re: Possible Extension of DEIR Comment Period for 8150 Sunset Blvd.

To: Scott Lunceford <SLunceford@weho.org>

Hi Scott,

The comment period has been extended till January 20, 2015. Please see attached.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

On Wed, Dec 31, 2014 at 9:58 AM, Scott Lunceford <SLunceford@weho.org> wrote:

Hi Srimal,

I heard that the Draft EIR comment period for the project at 8150 Sunset Blvd. may have been extended. Is this the case, or are final comments still due by January 5, 2015?

Happy New Year,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org[323-848-6427](tel:323-848-6427)

11/6/2016

City of Los Angeles Mail - Fwd: Possible Extension of DEIR Comment Period for 8150 Sunset Blvd.

 **8150SunsetDEIR_CommentPeriodExtensionLtrSigne d.pdf**
214K

**DEPARTMENT OF
CITY PLANNING**

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT
RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
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MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

December 31, 2014

NOTICE OF EXTENSION

THIS IS TO SERVE AS NOTICE THAT THE FINAL DAY OF THE COMMENT PERIOD FOR DRAFT EIR ENV-2013-2552-EIR (SCH NO. 2013091044) HAS BEEN EXTENDED FROM JANUARY 5, 2015 TO JANUARY 20, 2015*

TO: Owners of Property and Occupants and Other Interested Parties

PROJECT NAME: 8150 Sunset Boulevard Mixed-Use Project

SITE LOCATION: 8150 W. Sunset Boulevard, Los Angeles, CA 90046 (See Figure 1)

COMMUNITY PLANNING AREA: Hollywood

COUNCIL DISTRICT: 4 – Tom La Bonge

COMMENT REVIEW PERIOD: November 20, 2014 – January 20, 2015*

PROJECT DESCRIPTION: AG-SCH 8150 Sunset Boulevard Owner, L.P., (the “Applicant”) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard (the “Project Site”) with a mixed-use residential and retail project (the “Project”). The property is located within the Hollywood community of the City of Los Angeles (the “City”), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the Project Site. An aerial photograph of the Project Site and surrounding land uses is provided in Figure 2. The Project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height as measured from the intersection of Sunset and Crescent Heights Boulevards (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the Project Site along Havenhurst Drive to the top of the South Building; due to the sloping nature of the Project Site, the 16-story portion of the South Building would appear to be 20 stories in height at the southwest corner of the Project Site along Havenhurst Drive). The North Building, which will be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The Project site plan is illustrated in Figure 3.

The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, and 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The

Project would also provide a new, 9,134 square-foot public space ("Corner Plaza") at the northeast corner of the site (this area is, and will continue to be, owned by the City, although the Applicant will be required to improve and maintain the area), a 34,050-square-foot central public plaza at the site interior ("Central Plaza"), public rooftop deck/garden areas ("Sunset Terrace") along Sunset Boulevard, a private pool and pool deck area for residents ("Pool Terrace"), as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library, as well as a wrap-around landscaped terrace on the fourth floor of the South Building ("Garden Terrace"). Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure ("Parking Structure") housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses). Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of 3:1.

PERMITS AND APPROVALS: The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following: Affordable Housing Incentives, including the following off-menu Incentives: (1) an off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii)); and (2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A,5(c), with attendant parking for both commercial and residential parking; Parking Option 1, pursuant to Section 12.22-A,25(d)(1), which allows parking to be provided at a ratio of 1 space for each studio and one-bedroom unit, and two spaces for each two- and three-bedroom unit, and provides that required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units; Site Plan Review; Master Conditional Use Permit for Alcohol (on- and off-site sales); Subdivision to create airspace lots and for condominium purposes; Variance to allow a fitness studio, as not otherwise permitted in the C4 zone; Demolition permits; Construction permits, including building, grading, excavation, foundation, and associated permits; B-Permits and other required permits for off-site improvements; Approvals and associated permits for the reconfiguration and maintenance of the adjacent City-owned traffic island area at the southwest corner of Sunset and Crescent Heights Boulevards; Haul route permit, as may be required; Street tree removal permit; and other approvals as needed.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Based on the analysis contained in this Draft EIR, implementation of the Project would result in significant and unavoidable impacts related to historical resources, construction-related traffic, and construction-related noise and vibration. Other issues addressed in the Draft EIR include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, population and housing, public services (fire, police, parks, and libraries), transportation and parking (construction traffic, intersections, roadway segments, regional transportation system, access, parking). With implementation of mitigation measures, no other significant and unavoidable impacts are expected to occur as a result of construction or operation of the Project.

DOCUMENT REVIEW AND COMMENT: If you wish to review a print copy of the Draft EIR or the documents referenced in the Draft EIR, you may do so, by appointment, during office hours (between 8:00 A.M. and 4:00 P.M.) at the City of Los Angeles, Department of City Planning, 200 North Spring Street, City Hall, Room 750, Los Angeles, CA, 90012. The Draft EIR is also available online at the Department of City Planning's website at <http://cityplanning.lacity.org> by clicking on the "Environmental" tab, then "Draft EIR." Print and digital versions are also available at the following Library Branches:

- 1) Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- 2) Will & Ariel Durant Branch Library, 7140 W. Sunset Boulevard, Los Angeles, CA 90046
- 3) Fairfax Branch Library, 161 South Gardner Street, Los Angeles, CA 90036
- 4) John C. Fremont Library, 6121 Melrose Avenue, Los Angeles, CA 90038

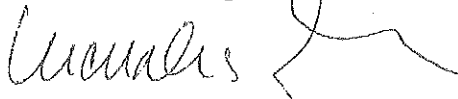
The Draft EIR can also be purchased on CD-ROM for \$7.50 per copy. Contact Srimal Hewawitharana at (213) 978-1359 to purchase copies.

The review period for the Draft EIR begins on November 20, 2014 and ends on January 20, 2015. If you wish to submit comments regarding the Draft EIR, please reference the file number above and submit in writing, preferably by e-mail, by **Tuesday, January 20, 2015** no later than 4:00 P.M.

Please direct your comments to:

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

Michael J. LoGrande
Director of Planning



Luciralia Ibarra
City Planner, Major Projects Section



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

8150 return

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Wed, Jan 14, 2015 at 9:55 AM

Return for 8150

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1. Article Addressed to: Hollywood Hills West Neighborhood Council 7095 Hollywood Blvd., Suite #1004 Hollywood, CA 90028	B. Received by (Printed Name)	C. Date of Delivery
2. Article Number <i>(Transfer from service label)</i>	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
3. Service Type <ul style="list-style-type: none"> <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery 	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	

2. Article Number **7013 2630 0001 1157 5741**
(Transfer from service label)

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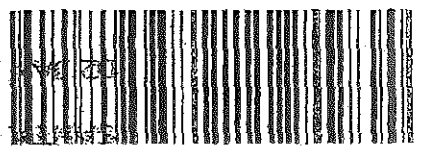
BC: 98012324375 *0577-04091-02-41

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HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL
 7095 HOLLYWOOD BLVD., SUITE #1004
 HOLLYWOOD, CA 90028
 NIXIE 918 7E 1009 0001/07/15



7013 2630 0001 1157 5741



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DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012





Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

8150 Sunset Project Support Letter

1 message

Carter Cox <carter.s.cox@gmail.com>

Wed, Jan 14, 2015 at 3:03 PM

To: planning.envreview@lacity.org, jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org, tom.labonge@lacity.org, aland@weho.org, jduran@weho.org, jdamico@weho.org, jheilman@weho.org, jprang@weho.org, sharon.shapiro@lacity.org, luciralia.ibarra@lacity.org

Please review attached DEIR comment letter.

Thank you,
Carter



Carter Cox 8150 Sunset Letter.docx

15K

To:
Srimal Hewawitharana
Environmental Specialist II
City of Los Angeles Planning Department

Re:
8150 Sunset Draft Environmental Impact Report ENV-201352552-EIR
Comment Letter

Dear Srimal,

Thank you for your work to date on the 8150 Sunset project. First and foremost, I want to express my general support for the project. The current site is in desperate need of an upgrade, and the new project will bring to this area what it needs most in housing (especially affordable housing). The lack of housing throughout the city is well-documented and has created the least affordable rental market in the entire country. Unfortunately, you read that correctly – according to the Harvard University's Joint Center for Housing Studies, Los Angeles is the most expensive city in the entire country to live in for renters (<http://www.latimes.com/opinion/editorials/la-ed-affordable-housing-part-1-20150111-story.html>). The dire housing shortage is reason enough to support this project, especially considering the large addition of very low income housing.

I for the life of me cannot fathom the hatred and disdain directed towards this project from a small minority of the population. I have seen doctored renderings to make the project look like it's twice as tall as proposed. I've witnessed a complete unwillingness to work with the developer and try to find any sort of middle ground. At a recent Hollywood neighborhood meeting the consensus from one group was that working within the city's approval structure was pointless and the only way to effect change (ie stop projects) was through the court system. It's clear to me that the opposition to this project wants nothing to be built at the site – I'm happy for them that they are successful, that they own their homes, and that they are lucky enough to live in one of the most desirable and centrally-located sections of Los Angeles. I would implore them to be reasonable, not trample on the same property rights afforded to them, and to actually read the contents of the DEIR. The document shows no major long term impacts. Does this mean that the project won't change the day-to-day of what goes on in the area? Of course not, but when you consider all of the positives the project brings, most importantly the new housing and the revitalization of this vital corner property, this project will have a greatly positive impact on the surrounding area.

Please keep in mind that the majority of those in this area (and of the entire city) are renters, and the majority of those renters struggle to pay rent each and every month. Why is this the case? Because we haven't collectively approached economic development or our housing crisis in any concrete way. While I have respect for preserving neighborhoods, this project is on the Sunset Strip. The Sunset Strip has long been associated with revelry, live music, and general entertainment. I love the area I live in because it's alive, it's active, and everything I need or want is close by. It would be hypocritical of me to deny that to additional members of the community that are currently struggling to find housing or make rent.

The Sunset Strip also has a history of taller buildings. Both old (Chateau hotel, St. James) and currently under construction (hotels at Sunset and La Cienega) projects show that the strip has a history of taller buildings. I say "taller" and not "tall" because the proposed 16 stories at 8150 Sunset is not tall! Many

projects in the heart of Hollywood, only a very short distance away, shoot up in the 20- and 30-story range. The height allows developers to make projects that are not 'lot fillers', creating open space and a neighborhood more hospitable to walkers, bikers, and users of mass transportation. Height also allows for beautiful projects to be built – I don't think anyone is proud of the low-rise mixed-use buildings popping up around our area.

I urge you and our decision-makers to look beyond the doomsday rhetoric of a small group of homeowners and see this project for what it is – a desperate addition of both market rate and affordable rental units, an upgrade to a site and corner in desperate in need of it, and a respectable design that offers open space and conveniences for pedestrians and the community writ large.

Thank you for the opportunity to comment – please keep me informed as the project progresses.

Sincerely,

Carter Cox
813 North Sweetzer Ave
West Hollywood, CA
90069



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150

3 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 3:27 PM

Hi Heber,

Can you upload the following to the Correspondence Folder?

I know we have Returned Mail 1, Returned Mail 2, and Returned Mail 3...but can you save the attachment entitled "Returned Mail.pdf" just as "Returned Mail"

And save the second attachment (returnedmail4.pdf) as "Returned Mail 4"?

Thank you,
Luci

--
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

2 attachmentsReturned Mail.pdf
99Kreturnedmail4.pdf
2488K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 3:45 PM

Done

[Quoted text hidden]

--
Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
(213) 978-1398
heber.martinez@lacity.org



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 3:47 PM

11/6/2016

City of Los Angeles Mail - 8150

To: Heber Martinez <heber.martinez@lacity.org>

Thank you!

[Quoted text hidden]



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150

3 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 3:27 PM

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And save the second attachment (returnedmail4.pdf) as "Returned Mail 4"?

Thank you,
Luci

--

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

2 attachments

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 **returnedmail4.pdf**
2488K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 3:45 PM

Done

[Quoted text hidden]

--

Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
(213) 978-1398
heber.martinez@lacity.org



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 3:47 PM

11/6/2016

City of Los Angeles Mail - 8150

To: Heber Martinez <heber.martinez@lacity.org>

Thank you!

[Quoted text hidden]



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

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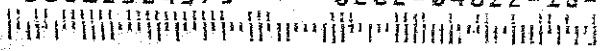
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<p>1. Article Addressed to:</p> <p style="text-align: center;">Construction Services Unit City of Los Angeles Fire Department 200 N. Main St. Los Angeles, CA 90012 Mail Stop 250</p>	<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (transfer from service label)</p>	<p style="text-align: center;">7014 2120 0003 7896 8666</p>
<p>PS Form 3811, July 2013 Domestic Return Receipt</p>	

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<p>1. Article Addressed to:</p> <p style="text-align: center;">Ray Saidi Bureau of Engineering Land Development/Mapping Division 201 N. Figueroa St., Suite 200 Los Angeles, CA 90012 Mail Stop 901</p>	<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery</p> <p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>
<p>2. Article Number (transfer from service label)</p>	<p style="text-align: center;">7014 2120 0003 7896 8628</p>
<p>PS Form 3811, July 2013 Domestic Return Receipt</p>	



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Jonathan Parfey

2 messages

Karen Hoo <karen.hoo@lacity.org>

Wed, Jan 14, 2015 at 4:01 PM

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

Hi Luci,

Here's today's batch. This is one of three.

--

*Karen Hoo
Los Angeles City Planning Department
EIR Unit, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
(213) 978-1331*



SLily15011415050.pdf

51K

Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Wed, Jan 14, 2015 at 4:01 PM

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

Thank you, Karen.

[Quoted text hidden]

--

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



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

8150 Sunset - draft EIR comments

1 message

Jonathan Parfrey <jparfrey@climateresolve.org>

Tue, Jan 13, 2015 at 10:20 PM

To: planning.envreview@lacity.org

Cc: jonathan.brand@lacity.org

Dear Planning Department:

To qualify as an Environmental Leadership Development Project, a proposal must meet rigorous criteria.

First and foremost, a developer must commit to LEED Silver certification and specifically spell out in its application those design elements that will achieve this status.

Moreover, an ELDP project must result in zero net additional emissions of greenhouse gases and demonstrate how it will achieve at least 10 percent greater transportation efficiency than comparable projects, documenting that the number of vehicle trips by residents divided by the number of residents is 10 percent more efficient than for comparable projects.

The 8150 Sunset project has demonstrably met this threshold, which is why the Governor's Office decided earlier this year to bestow ELDP status on it.

The draft EIR before you now backs this up by scrutinizing the development's impact in a number of issue areas and concluding that 8150 Sunset will not have significant negative long-term impacts.

In this day and age, we must carefully examine the environmental impact of new development proposals with an eye to doing everything we can to reduce our carbon footprint. Achieving ELDP certification is a great start.

Green-building projects like 8150 Sunset are the future and should be congratulated for their commitment to the environment.

Regards,

Jonathan Parfrey

Jonathan Parfrey
Executive Director, Climate Resolve
1000 North Alameda Street, Suite 240
Los Angeles, CA 90012
(213) 346-3200 x303 | (310) 261-0832 mobile



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Carter Cox


1 message

Karen Hoo <karen.hoo@lacity.org>

Wed, Jan 14, 2015 at 4:01 PM

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

2 of 3

 **SLily15011416380.pdf**
114K



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

8150 Sunset Project Support Letter

1 message

Carter Cox <carter.s.cox@gmail.com>

Wed, Jan 14, 2015 at 3:03 PM

To: planning.envreview@lacity.org, jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org, tom.labonge@lacity.org, aland@weho.org, jduran@weho.org, jdamico@weho.org, jheilman@weho.org, jprang@weho.org, sharon.shapiro@lacity.org, luciralia.ibarra@lacity.org

Please review attached DEIR comment letter.

Thank you,
Carter



Carter Cox 8150 Sunset Letter.docx

15K

To:
Srimal Hewawitharana
Environmental Specialist II
City of Los Angeles Planning Department

Re:
8150 Sunset Draft Environmental Impact Report ENV-201352552-EIR
Comment Letter

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Sincerely,

Carter Cox
813 North Sweetzer Ave
West Hollywood, CA
90069



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Save Sunset


1 message

Karen Hoo <karen.hoo@lacity.org>

Wed, Jan 14, 2015 at 4:02 PM

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

3 of 3

 **SLily15011416580.pdf**
1900K




Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Message from Lily

3 messages

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 14, 2015 at 4:16 PM

 **SLily15011416150.pdf**
108K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 14, 2015 at 5:31 PM

 **SLily15011417310.pdf**
47K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 14, 2015 at 5:45 PM

 **SLily15011417440.pdf**
323K



Luciralia Ibarra <luciralia.ibarra@lacity.org>

8150 Sunset Project Support Letter

Carter Cox <carter.s.cox@gmail.com>

Wed, Jan 14, 2015 at 3:03 PM

To: planning.enreview@lacity.org, jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org,
tom.labonge@lacity.org, aland@weho.org, jduran@weho.org, jdamico@weho.org, jheilman@weho.org,
jprang@weho.org, sharon.shapiro@lacity.org, luciralia.ibarra@lacity.org

Please review attached DEIR comment letter.

Thank you,
Carter



Carter Cox 8150 Sunset Letter.docx

15K

To:
Srimal Hewawitharana
Environmental Specialist II
City of Los Angeles Planning Department

Re:
8150 Sunset Draft Environmental Impact Report ENV-201352552-EIR
Comment Letter

Dear Srimal,

Thank you for your work to date on the 8150 Sunset project. First and foremost, I want to express my general support for the project. The current site is in desperate need of an upgrade, and the new project will bring to this area what it needs most in housing (especially affordable housing). The lack of housing throughout the city is well-documented and has created the least affordable rental market in the entire country. Unfortunately, you read that correctly – according to the Harvard University's Joint Center for Housing Studies, Los Angeles is the most expensive city in the entire country to live in for renters (<http://www.latimes.com/opinion/editorials/la-ed-affordable-housing-part-1-20150111-story.html>). The dire housing shortage is reason enough to support this project, especially considering the large addition of very low income housing.

I for the life of me cannot fathom the hatred and disdain directed towards this project from a small minority of the population. I have seen doctored renderings to make the project look like it's twice as tall as proposed. I've witnessed a complete unwillingness to work with the developer and try to find any sort of middle ground. At a recent Hollywood neighborhood meeting the consensus from one group was that working within the city's approval structure was pointless and the only way to effect change (ie stop projects) was through the court system. It's clear to me that the opposition to this project wants nothing to be built at the site – I'm happy for them that they are successful, that they own their homes, and that they are lucky enough to live in one of the most desirable and centrally-located sections of Los Angeles. I would implore them to be reasonable, not trample on the same property rights afforded to them, and to actually read the contents of the DEIR. The document shows no major long term impacts. Does this mean that the project won't change the day-to-day of what goes on in the area? Of course not, but when you consider all of the positives the project brings, most importantly the new housing and the revitalization of this vital corner property, this project will have a greatly positive impact on the surrounding area.

Please keep in mind that the majority of those in this area (and of the entire city) are renters, and the majority of those renters struggle to pay rent each and every month. Why is this the case? Because we haven't collectively approached economic development or our housing crisis in any concrete way. While I have respect for preserving neighborhoods, this project is on the Sunset Strip. The Sunset Strip has long been associated with revelry, live music, and general entertainment. I love the area I live in because it's alive, it's active, and everything I need or want is close by. It would be hypocritical of me to deny that to additional members of the community that are currently struggling to find housing or make rent.

The Sunset Strip also has a history of taller buildings. Both old (Chateau hotel, St. James) and currently under construction (hotels at Sunset and La Cienega) projects show that the strip has a history of taller buildings. I say "taller" and not "tall" because the proposed 16 stories at 8150 Sunset is not tall! Many

projects in the heart of Hollywood, only a very short distance away, shoot up in the 20- and 30-story range. The height allows developers to make projects that are not 'lot fillers', creating open space and a neighborhood more hospitable to walkers, bikers, and users of mass transportation. Height also allows for beautiful projects to be built – I don't think anyone is proud of the low-rise mixed-use buildings popping up around our area.

I urge you and our decision-makers to look beyond the doomsday rhetoric of a small group of homeowners and see this project for what it is – a desperate addition of both market rate and affordable rental units, an upgrade to a site and corner in desperate need of it, and a respectable design that offers open space and conveniences for pedestrians and the community writ large.

Thank you for the opportunity to comment – please keep me informed as the project progresses.

Sincerely,

Carter Cox
813 North Sweetzer Ave
West Hollywood, CA
90069

Ms. Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 N. Spring Street Room 750
Los Angeles, CA 90046

RECEIVED
CITY OF LOS ANGELES

JAN 12 2015

ENVIRONMENTAL
UNIT

Re: 8150 Sunset Boulevard

Jan 1, 2015

Dear Ms. Srimal Hewawitharana,

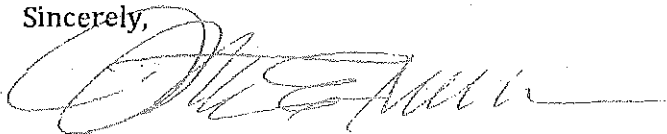
I am a resident of West Hollywood and live next door to the proposed new towers at 8150 Sunset Blvd. I am writing to you to express my disdain for the gigantic project, which has been approved for the corner. I have lived here for 15 years. I have literally seen countless accidents at this intersection. This is just in the time I am home and not at work! The traffic and congestion on this corner is extraordinary. This neighborhood does not have the infrastructure to support such a project.

The noise and dirt and dust during the construction phase will be intolerable but that will be nothing compared to the amount of traffic that will come when it is finished. I can only assume the developers are not worried about it. They do not plan to live here.

Currently there are pedestrians, cyclists and many dogs in the neighborhood and there are no accessible parks or public parking in the surrounding blocks. This proposition will be inviting 1000 + residents, employees, their dogs, their visitors, and customers into this already overcrowded neighborhood without a public parking, public park or subway.

Please reassess this plan and the traffic and congestion that will accompany this project.

Sincerely,



Suzette Ervin
Resident
1425 N. Crescent Heights Blvd #208
West Hollywood, CA 90046

Los Angeles  Department of Water & Power

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
JILL BANKS BARAD
MICHAEL F. FLEMING
CHRISTINA E. NOONAN
BARBARA E. MOSCHOS, *Secretary*

MARCIE L. EDWARDS
General Manager

December 10, 2014

Mr. Michael S. Y. Young
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, California 90012

Dear Mr. Young:


Subject: Tract No. 72370
South of Sunset Boulevard and West of Crescent Heights Boulevard

This is in reply to your letter dated October 7, 2014. This tract can be supplied with water from the municipal system subject to the Los Angeles Department of Water and Power's (LADWP) Water System Rules and requirements set forth in the enclosed report.

Upon compliance with these conditions and requirements, the LADWP's Water Services Organization (WSO) will forward the necessary clearances to the Bureau of Engineering after we receive the final tract map.

Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1218.

Sincerely,


Jesus Gonzalez, P.E.
Engineer of Western District
Water Distribution Engineering

✓ ES:ch

Enclosure

c: Bureau of Engineering (2)
Land Developing and Mapping Division
District Engineer
Map No. 148-177

John Chiappe/PSOMAS
Los Angeles City Fire Department
Water Service Representative

Los Angeles Aqueduct Centennial Celebrating 100 Years of Water 1913-2013

111 N. Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com

ITEMS CHECKED APPLY TO THIS TRACT

1. DEVELOPER MUST COMPLETE THE FOLLOWING FINANCIAL ARRANGEMENTS PRIOR TO TRACT RECORDATION:

- a. Supply System: Acreage Supply Charge _____
- b. Water Mains: Existing Proposed _____
- c. Relocation, Removal, or Abandonment of Existing Water System Facilities _____
- d. **Install new fire hydrant** _____ **X**
1-2 1/2"X4" DFH on Westside Crescent Height Blvd, 280' S/O Sunset Blvd

2. ENGINEERING REQUIREMENTS PRIOR TO TRACT RECORDATION:

- a. An accurate street and site grading plan must be furnished this Department: _____
 - 1) To determine the safety or accessibility of existing or proposed facilities. _____
 - 2) To determine accurately the conditions or limitations of service. _____
- b. _____

3. PRIOR TO RECEIVING WATER SERVICE THE DEVELOPER MUST:

- a. Enter into an "Agreement for the Installation and transfer of Title of Water Facilities" and provide a letter of credit to assure the installation of these facilities. _____
- b. Pay appropriate Engineering and Administrative fees and/or charges for supplying materials and installing facilities. _____
- c. Prepare plans for Department approval and install the following facilities
 Water Mains Fire Hydrants
 Connections to Existing Supply System Services
 Other _____
- d. Install the following Department designed facilities:
 Water Mains Fire Hydrants Meters
 Connections to Existing Supply System Services
 Other _____
- e. **Arrange for the Department to install the following:** _____ **X**
 Water Mains **Fire Hydrants X** Meters
 Connections to Existing System Services
 Top change fire hydrant

4. OTHER CONDITIONS OR REQUIREMENTS APPLICABLE TO THIS TRACT ARE DESCRIBED BELOW:

X

Separate water service will be required to supply each lot. All lots can be supplied with water directly from meters and services installed on street surface frontage or, in the absence of street surface frontage, through proposed recorded private utility horizontal and vertical onsite easements in favor of the lot owner and encumbering the lots/properties through which they pass. These easements must be in a form satisfactory to the Department and are required for release of this tract map for recordation.

5. CONDITIONS UNDER WHICH WATER SERVICE WILL BE RENDERED:

- a. Plumbing for the following lot(s) must be sized in accordance with the Los Angeles City Plumbing Code for a minimum pressure range of 30 to 45 psi at the building pad elevation:
- b. Water Service Elevation Agreements will be required for the following lot(s) because the minimum pressure on some portion of the lot(s) is less than 35 psi:
- c. Pressure regulators will be required in accordance with the Los Angeles City Plumbing Code for the following lot(s) where pressures exceed 80 psi at the building pad elevation:

X

6. EXISTING WATER MAINS ARE LOCATED IN OR ADJACENT TO THIS TRACT AS FOLLOWS:

- a. The following water mains may be inadequate to serve this tract and may need to be enlarged at the Developer's expense.

7. LOS ANGELES CITY FIRE DEPARTMENT REQUIREMENTS:

- a. **New fire hydrants** and/or top upgrades to existing fire hydrants are required in accordance with the Los Angeles Fire Code.
1-2 ½"X4" DFH on Westside Crescent Height Blvd, 280' S/O Sunset Blvd
- b. Replacement of the following existing mains:

X

8. PROPOSED WATER MAINS IN PRIVATE STREETS:

The Los Angeles Department of Water and Power will approve main installations in private streets only if Condition 9(a) below and the following conditions are met:

- a. City Engineer's standard concrete curbs and gutters are required on streets where main is to be installed for protection of meters and to adequately drain the water should there be a water main break or leak.
- b. Department of Water and Power personnel and equipment shall have access to the easement at all times by use of a standard Department padlock for operation and maintenance of our facilities.
- c. Department of Water and Power is not responsible for maintenance of the private street.

9. EASEMENT AND WATER MAIN RIGHTS REQUIREMENTS:

- a. **New Easements Are Required:** It is required that the following easements be dedicated for water line purposes to the City of Los Angeles for the use of the Department of Water and Power and shown as such on the subdivision map: X

See attached required Declaration and Note (Note goes on page 1 of Tract Map; Declaration to be notarized and recorded)

The Department's standard Dedication Certificate must be incorporated as part of the Ownership Certificate and executed by the owner of the subdivision prior to the recording of the subdivision map. A copy of the Dedication Certificate has been forwarded to the subdivision engineer.

- b. **Existing Easements Must Be Delineated On Record Map:** The Water System owns and operates water mains in recorded easements within this tract. The location of these easements must be delineated on the record map and designated as "Easement to the City of Los Angeles for use of Department of Water and Power for water line purposes, as described in Book _____, Page _____, of Official Records of Los Angeles County.
- c. **Existing Main Must Be Delineated On Record Map:** The Water System owns and operates water mains without recorded easements in the following described areas:

It is required that the locations of these mains be delineated on the record map and designated as "Rights for Water Main Purposes Owned by the City of Los Angeles for the Use of Department of Water and Power".

Procedures for Air Space Lots

Two requirements:

1. Declaration of Establishment of Water Supply Easements
2. NOTE for Air Space
 - Declaration must be notarized and recorded
May be recorded prior to recordation of final map.
 - Note goes on Sheet 1 of final tract
Sheet 1 with Note must be submitted to DWP for approval

Final tract map review

- Applicant emails back completed Declaration
- DWP reviews and approves Declaration
- DWP prints formal Declaration, signs it (2 copies) and mails back to applicant
- Applicant gets Declaration signed by owner, notarized and recorded, and mails back one "original" copy
- DWP issues clearance letters

Declaration of Establishment of Water Supply Easements

The undersigned, _____ ("Declarant"), makes this Declaration of Establishment of Water Supply Easements ("Declaration") effective this _____ day of _____, 20__ with reference to the following.

RECITALS:

A. Declarant is the Owner of real property described as Lots __ and __ of Tract No _____ MB ___- pages __ and __ in the City of Los Angeles, County of Los Angeles, State of California as per map filed in Book _____, Page __, inclusive, of official records of said County. (legal description from pg. 1 of tract map)

B. The map of Tract No. _____, being a merger and subdivision of lots __ and __ and Airspace Portions of Tract _____ contains the following:

"IRREVOCABLE EASEMENTS FOR WATER SUPPLY FACILITIES SHALL BE GRANTED WITHIN LOTS __ THROUGH __, INCLUSIVE, FOR THE PURPOSE OF PROVIDING A WATER SUPPLY TO LOTS __ THROUGH __, INCLUSIVE, IN THIS TRACT. THE EASEMENTS SHALL RUN FROM LADWP SERVICE FACILITIES AT THE STREET TO EACH INDIVIDUAL LOT. THE EASEMENT RIGHTS SHALL INCLUDE THE RIGHT TO INSTALL, OPERATE, REPAIR, REPLACE, RELOCATE, ABANDON AND/OR REMOVE WATER SUPPLY FACILITIES, INCLUDING WITHOUT LIMITATION, WATER MAINS, PIPELINES, METERS, VAULTS, AND ALL OTHER APPURTENANT FIXTURES AND EQUIPMENT REASONABLY NECESSARY TO SUPPLY WATER FROM LADWP SERVICE FACILITIES TO EACH LOT. SAID EASEMENTS SHALL BE WITHIN AND THROUGHOUT LOTS __ - __ AND ACCEPTABLE TO THE LOS ANGELES DEPARTMENT OF WATER AND POWER (LADWP). AND RECORDED WITHIN THE SUBDIVISION OF TRACT NO. _____."

C. This Declaration is being recorded in the official records of the County of Los Angeles, State of California substantially concurrently with the filing of the map of Tract No. _____ in the official records of the County of Los Angeles, State of California in satisfaction of the requirement referred to in Recital B above.

NOW, THEREFORE, Declarant declares as follows:

1. The Declarant hereby establishes, declares and grants to the owner of each of Lots __ through __, inclusive, of Tract No. _____ irrevocable easements for a water supply facility within Lots __ through __, inclusive, of such Tract No. _____ for the purpose of providing water supply to such owner's Lot in said Tract.
2. The easements referred to above shall run from the Los Angeles Department of Water and Power ("LADWP") service facilities located under street and street to each individual Lot in Tract No. _____
3. The easement rights shall include the right of the owner of each of Lots __ through __, inclusive, of Tract No. _____ to install, operate, repair, replace, relocate,

abandon and/or remove the water supply facilities serving its Lot, including, without limitation, water mains, pipelines, meters, vaults, and all other appurtenant fixtures and equipment reasonably necessary to supply water from the LADWP service facilities described in Section 2 above to each such Lot,

4. Such water supply facilities have been or shall be installed as required within, on or beneath the floors, walls and/or ceilings of the buildings located within the Lots of Tract No. _____.
5. The owners of the Lots within Tract No. _____ shall bear the total cost for repairing, maintaining and replacing the improvements installed in the easements in accordance with the terms of the Declaration of Master Covenants, Conditions and Restrictions, Reciprocal Easements and Operating Agreement for (property address) to be recorded in the Official Records of Los Angeles County substantially concurrently herewith (the "REA").
6. This Declaration of Establishment of Water Supply Easements and each and every provision hereof, shall be binding upon and shall inure to the benefit of the owners of Lots ___ through __, inclusive, of Tract No. _____ and their respective heirs, personal representatives, successors, transferees, assignees, lessees, and sublessees. The provisions hereof shall also be binding upon and effective against any owner of all or any portion of said real property whose title is acquired by trustee sale, foreclosure, Sheriff's sale or otherwise. The covenants herein contained shall run with the land, the benefits and burdens of which shall inure to the benefit of and be binding upon the undersigned and all subsequent owners of any of Lots ___ through __, inclusive of Tract No. _____.

APPROVED FOR RECORDING

_____ (Owner)

By: _____
FOR: DEPARTMENT OF WATER AND POWER

By: _____

NOTE:

WE HEREBY STATE THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE DISTINCTIVE BORDER LINES. AND WE CONSENT TO THE PREPARATION AND FILING OF SAID MAP AND SUBDIVISION. AND WE HEREBY ACKNOWLEDGE THE DEDICATION TO THE OWNER OF EACH OF LOTS __ THROUGH __, INCLUSIVE, IRREVOCABLE EASEMENTS FOR WATER SUPPLY FACILITIES WITHIN AND THROUGH LOTS __ THROUGH __ IN ACCORDANCE WITH DECLARATION OF ESTABLISHMENT OF WATER SUPPLY EASEMENTS RECORDED ON _____, AS DOCUMENT NO. _____, RECORD OF LOS ANGELES COUNTY.



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150 Sunset

6 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 11:38 AM

Hi Heber,

Can you upload the following documents to the Correspondence Folder on our website?

Also I noticed that the link for "Return Notice" in the Correspondence Folder isn't working. So one of the attachments here could possibly be a duplicate of that one.

Thank you!
Luci--
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

5 attachments

-  **returnedmail.pdf**
1379K
-  **returnedmail2.pdf**
731K
-  **returnedmail3.pdf**
92K
-  **certreturns1.pdf**
538K
-  **certreturns2.pdf**
829K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 11:59 AM

All new correspondence files have been uploaded. The "Return Notice" link has been fixed.

[Quoted text hidden]

--
Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
[\(213\) 978-1398](tel:213.978.1398)
heber.martinez@lacity.org



Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 12:01 PM

Great! Thank you so much!
[Quoted text hidden]

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 4:48 PM

Hi Heber,

I know it's close to the end of the day, but can you upload the following document to "Additional Documents" folder on our website?

Thank you!
Luci

--
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

 **72370 LADWP Ltr.pdf**
323K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 14, 2015 at 5:07 PM

Luci,
I will upload this file first thing tomorrow. I'm usually out of the office at 4:30.

Sent from my secret place.
[Quoted text hidden]
> <72370 LADWP Ltr.pdf>

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Jan 14, 2015 at 5:24 PM

That's fine. Thank you.
-Luci
[Quoted text hidden]

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd., Suite #1004
Hollywood, CA 90028

2. Article Number
(Transfer from service label)

7013 2630 0001 1157 5741

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X

- Agent
- Addressee

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1? Yes
if YES, enter delivery address below: No

3. Service Type

- Certified Mail®
- Registered
- Insured Mail
- Priority Mail Express™
- Return Receipt for Merchandise
- Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

90812324375 *0577-04091-02-41

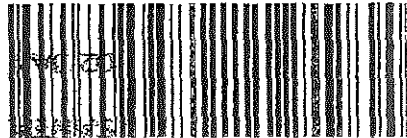
RETURN TO SENDER
ATTEMPTED - NOT KNOWN
UNABLE TO FORWARD

0001/07/15 918 7E 1009 NIXIE

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd., Suite #1004
Hollywood, CA 90028



7013 2630 0001 1157 5741



2015 JAN 14

ANA CA 928

RECEIVED
CITY OF LOS ANGELES
JAN 14 2015
ENVIRONMENTAL
UNIT

DEPARTMENT OF CITY PLANNING
Environmental Analysis Unit (13-2552)
200 N. Spring Street, Room 750
Los Angeles, CA 90012



SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>Paul Ford</i>	
1. Article Addressed to: Attn: Policy & Planning Unit Los Angeles Housing Department 1200 W 7th St, 9th Floor Los Angeles, CA 90017 Mail Stop 958		C. Date of Delivery <i>11/20/14</i>
D. Is delivery address different from item 1? <input checked="" type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label)		7014 2120 0003 7896 8918
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>Mark</i>	
1. Article Addressed to: Adrian Scott Fine Los Angeles Conservancy 523 W 6th St, suite 826 Los Angeles, CA 90014		C. Date of Delivery <i>NOV 20 2006</i>
D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label)		7014 2120 0003 7896 8529
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>CINDY FLORES</i>	
1. Article Addressed to: Melissa Becker CA Regional Water Quality Control Board 320 W. 4th St., Suite 200 Los Angeles, CA 90013		C. Date of Delivery <i>11/20/14</i>
D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label)		7014 2120 0003 7896 8420
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>[Signature]</i>	
	B. Received by (Printed Name) <i>[Signature]</i>	C. Date of Delivery 1/20/14
1. Article Addressed to: Attn: Mercedes Marquez Los Angeles Housing Department 1200 W 7th St, 9th Floor Los Angeles, CA 90017 Mail Stop 958	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8901	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>[Signature]</i>	
	B. Received by (Printed Name) <i>[Signature]</i>	C. Date of Delivery
1. Article Addressed to: Tom Erb Department of Water and Power Water Systems, Water Supply Assessment 111 N. Hope St., Room 1460 Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8741	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>[Signature]</i>	
	B. Received by (Printed Name) <i>[Signature]</i>	C. Date of Delivery
1. Article Addressed to: Mr. Charles C. Holloway (Supervisor of Environmental Assessment) Department of Water and Power 111 North Hope Street, Room 1044 Los Angeles, CA 90012 Mail Stop: 800	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8772	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Jim Doty
 Bureau of Engineering, Env. Group
 1149 S. Broadway, 6th Floor, Suite 600
 Los Angeles, CA 90015-2213 Mail Stop 939

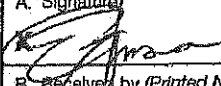
2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8888

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature  Agent
 Addressee

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type

- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Karen Coca - Env. Affairs Officer
 Bureau of Sanitation- Solid Waste Div.
 1149 South Broadway, 10th Floor 5th FL
 Los Angeles, CA 90015 Mail Stop 944

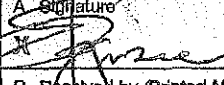
2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8796

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature  Agent
 Addressee

B. Received by (Printed Name)

C. Date of Delivery

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type

- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Dan Meyers - Civil Engineer
 Bureau of Sanitation- Solid Waste Div.
 1149 South Broadway, 10th Floor 5th FL
 Los Angeles, CA 90015
 Mail Stop 944

2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8789

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature  Agent
 Addressee

B. Received by (Printed Name)

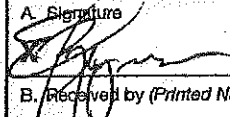
C. Date of Delivery

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type


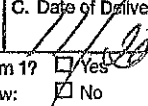
- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

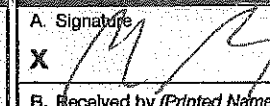
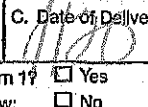
4. Restricted Delivery? (Extra Fee) Yes


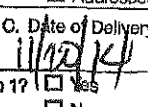
SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature 	<input type="checkbox"/> Agent <input type="checkbox"/> Addressee
	B. Received by (Printed Name)	C. Date of Delivery 11/20
1. Article Addressed to: Ron Lorenzen Dept. of Public Works Urban Forestry Division 1149 South Broadway Street, 4th Floor Los Angeles, CA 90015	<input type="checkbox"/> Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8864	
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature X	<input type="checkbox"/> Agent <input type="checkbox"/> Addressee
	B. Received by (Printed Name)	C. Date of Delivery NOV 2014
1. Article Addressed to: Los Angeles Unified School District Office of Env. Health & Safety 333 S. Beaudry Ave., 20th Floor Los Angeles, CA 90017	<input type="checkbox"/> Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8598	
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature X	<input type="checkbox"/> Agent <input type="checkbox"/> Addressee
	B. Received by (Printed Name)	C. Date of Delivery NOV 2014
1. Article Addressed to: Gwen Godek Los Angeles Unified School District Office of Env. Health & Safety 333 S. Beaudry Ave., 28th Floor Los Angeles, CA 90017	<input type="checkbox"/> Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8604	
PS Form 3811, July 2013		Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature  <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery 
1. Article Addressed to:	D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:	
Daniel Hackney - Env. Supervisor Bureau of Sanitation- Solid Waste Div. 1149 South Broadway, 10th Floor 5TH FL Los Angeles, CA 90015 Mail Stop 944	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
2. Article Number (Transfer from service label)	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
	7014 2120 0003 7896 8802	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature  <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery 
1. Article Addressed to:	D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:	
County of Los Angeles Department of Regional Planning Impact Analysis Section 320 W. Temple St., Room 1348 Los Angeles, CA 90012	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
2. Article Number (Transfer from service label)	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
	7014 2120 0003 7896 8536	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature  <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery 
1. Article Addressed to:	D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:	
Stephanie DeWolfe Director, Community Development Department City of West Hollywood 8300 Santa Monica Blvd. West Hollywood, CA 90069	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
2. Article Number (Transfer from service label)	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
	7014 2120 0003 7896 8543	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

James B. McDaniel (Water Systems)
 Dept. of Water & Power
 111 N. Hope St., Room 1455
 Los Angeles, CA 90012
 Mail Stop 800

2. Article Number

(Transfer from service label)

7014 2120 0003 7896 8765

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *W. Hill*

Agent

Addressee

B. Received by (Printed Name)

W. Hill

C. Date of Delivery

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service Type

- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Jodean M. Giese (Power Systems)
 Dept. of Water & Power
 111 N. Hope St., Room 1121
 Los Angeles, CA 90012
 Mail Stop 800

2. Article Number

(Transfer from service label)

7014 2120 0003 7896 8734

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *W. Hill*

Agent

Addressee

B. Received by (Printed Name)

W. Hill

C. Date of Delivery

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service Type

- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

SCAG
 Attn: Inter-governmental Review Section
 818 W. 7th St, 12th Floor
 Los Angeles, CA 90017-3435

2. Article Number

(Transfer from service label)

7014 2120 0003 7896 8437

PS Form 3811, July 2013

Domestic Return Receipt

COMPLETE THIS SECTION ON DELIVERY

A. Signature

X *Corine Miller*

Agent

Addressee

B. Received by (Printed Name)

Corine Miller

C. Date of Delivery

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

3. Service Type

- Certified Mail® Priority Mail Express™
- Registered Return Receipt for Merchandise
- Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) C. Date of Delivery	
1. Article Addressed to: Office of the Mayor External Affairs Heather Repenning, Director 200 N. Spring St., Room 303 Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8925</u>		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) C. Date of Delivery	
1. Article Addressed to: Hollywood Hills West Neighborhood Council 7095 Hollywood Blvd., Suite #1004 Hollywood, CA 90028	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No <div style="color: red; text-align: center;">NOV 24 2014</div>	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8949</u>		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) C. Date of Delivery	
1. Article Addressed to: Melanie Beck, Outdoor Recreation Planner Santa Monica Mtns. National Rec. Area National Park Service 401 W. Hillcrest Dr. Thousand Oaks, CA 91360	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8444</u>		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>W. T. Hill</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>W. T. Hill</i>	C. Date of Delivery
1. Article Addressed to: Andy Niknafs (Water Systems Master Planning Group) Department of Water and Power 111 N. Hope St., Room 1348 Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8758	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>J. Hoffmann</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>J. Hoffmann</i>	C. Date of Delivery
1. Article Addressed to: L.A. Co. Dept. of Public Works Planning Division 900 S. Fremont Ave., 11th Floor Alhambra, CA 91803	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8567	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> <i>J. Hoffmann</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>J. HOFFMANN</i>	C. Date of Delivery
1. Article Addressed to: Los Angeles County Engineer Sanitation District, Chief Engineer 1955 Workman Mill Road Whittier, CA 90601	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
	3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery	
	4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8550	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature X <input type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery 11/20/14
1. Article Addressed to: County Clerk – Registrar-Recorder County of Los Angeles 12400 Imperial Hwy. PO Box 53592 Norwalk, CA 90650 (DUPLICATE) (\$75.00 Fee)	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No REGISTRAR-RECORDER / COUNTY CLERK RECEIVED BY: MAIL CENTER	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8697		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature X <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name) James Lee	C. Date of Delivery 11/20/14
1. Article Addressed to: Dianna Watson Cal Trans Planning - District 7 IGR/CEQA Program Manager Transportation Planning Office, 1-1-C 100 S. Main St. Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input checked="" type="checkbox"/> No	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8475		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature X <input type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery
1. Article Addressed to: City Planning Commission Department of City Planning Commission Office 200 North Spring St., Room 272 Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8840		
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery
1. Article Addressed to: Edgar Garcia Office of Historic Resources 200 N. Spring St., Room 620 Los Angeles, CA 90012 Mail Stop 395	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8871	
PS Form 3811, July 2013 Domestic Return Receipt		

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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery
1. Article Addressed to: Office of the Mayor Economic Development Kelli Bernard 200 N. Spring St., Room 1300 Los Angeles, CA 90012	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8956	
PS Form 3811, July 2013 Domestic Return Receipt		

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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery
1. Article Addressed to: City of Los Angeles Police Department Crime Prevention Unit 100 W. 1st St., Room 250 Los Angeles, CA 90012 Mail Stop 400	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8635	
PS Form 3811, July 2013 Domestic Return Receipt		

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Department of Toxic Substances Control
 Chatsworth Regional Office
 9211 Oakdale Ave
 Chatsworth, CA 91311-6505

2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8468

PS Form 3811, July 2013

COMPLETE THIS SECTION ON DELIVERY

A. Signature *[Signature]* Agent Addressee
 B. Received by (Printed Name) _____ C. Date of Delivery 11-20
 D. Is delivery address different from item 1? Yes No
 If YES, enter delivery address below: _____

3. Service Type
 Certified Mail® Priority Mail Express™
 Registered Return Receipt for Merchandise
 Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Engineering Bureau
 Building and Safety Department
 201 N. Figueroa St., Room 1030
 Los Angeles, CA 90012 Mail Stop 115

2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8642

PS Form 3811, July 2013

COMPLETE THIS SECTION ON DELIVERY

A. Signature *[Signature]* Agent Addressee
 B. Received by (Printed Name) _____ C. Date of Delivery 11-20-14
 D. Is delivery address different from item 1? Yes No
 If YES, enter delivery address below: _____

3. Service Type
 Certified Mail® Priority Mail Express™
 Registered Return Receipt for Merchandise
 Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Melinda Gejer
 Department of Recreation & Parks
 221 N. Figueroa St., 1st floor
 Los Angeles, CA 90012
 Mail Stop 625/11

2. Article Number
 (Transfer from service label)

7014 2120 0003 7896 8680

PS Form 3811, July 2013

COMPLETE THIS SECTION ON DELIVERY

A. Signature *[Signature]* Agent Addressee
 B. Received by (Printed Name) XC LEPRO C. Date of Delivery 11-20-14
 D. Is delivery address different from item 1? Yes No
 If YES, enter delivery address below: _____

3. Service Type
 Certified Mail® Priority Mail Express™
 Registered Return Receipt for Merchandise
 Insured Mail Collect on Delivery

4. Restricted Delivery? (Extra Fee) Yes

Domestic Return Receipt

SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>Darryl Ford</i>	
	B. Received by (Printed Name) <input type="checkbox"/> Date of Delivery <i>Darryl Ford</i> <i>11-20-14</i>	
1. Article Addressed to: Darryl Ford Department of Recreation and Parks 221 N. Figueroa St., 2nd floor Los Angeles, CA 90012 Mail Stop 682	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8932	
PS Form 3811, July 2013 Domestic Return Receipt		

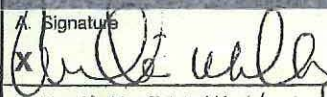
SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>[Signature]</i>	
	B. Received by (Printed Name) <input type="checkbox"/> Date of Delivery <i>[Signature]</i> <i>NOV 21 2014</i>	
1. Article Addressed to: CEQA (Env. Review & Permitting) CA Dept. of Fish and Wildlife-South Coast 3883 Ruffin Road San Diego, CA 92123	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8482	
PS Form 3811, July 2013 Domestic Return Receipt		

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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input type="checkbox"/> Agent <input type="checkbox"/> Addressee <i>[Signature]</i>	
	B. Received by (Printed Name) <input type="checkbox"/> Date of Delivery <i>[Signature]</i> <i>11/20/14</i>	
1. Article Addressed to: Honorable Zev Yaroslavsky County Supervisor, 3rd District Van Nuys District Office 14340 Sylvan Street, Suite A Van Nuys, CA 91401	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label)	7014 2120 0003 7896 8703	
PS Form 3811, July 2013 Domestic Return Receipt		

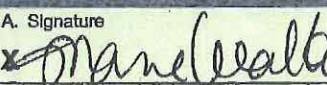
SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY	
<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>Gonzalez</i>	C. Date of Delivery
1. Article Addressed to: Fernando Gonzalez Bureau of Sanitation - Wastewater Engineering Services Division 2714 Media Center Dr. Los Angeles CA 90065	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No <i>LOSA</i>	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8819</u>		
PS Form 3811, July 2013 Domestic Return Receipt		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		


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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>Erin Floyd</i>	C. Date of Delivery <i>11/21/14</i>
1. Article Addressed to: Rachel Kwok, Environmental Planner Strategic & Transportation Planning 1685 Main Street, Room 212 PO Box 2200 Santa Monica, CA 90407	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8826</u>		
PS Form 3811, July 2013 Domestic Return Receipt		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		

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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature <input checked="" type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name) <i>LYN RAULS</i>	C. Date of Delivery <i>11/21</i>
1. Article Addressed to: Rosi Dagit Resource Conservation District of the Santa Monica Mountains P.O. Box 638 Agoura Hills, CA 91376-0638	D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No	
2. Article Number (Transfer from service label) <u>7014 2120 0003 7896 8611</u>		
PS Form 3811, July 2013 Domestic Return Receipt		
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		

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	B. Received by (Printed Name) Andrew Wilks	C. Date of Delivery 11/20/14
1. Article Addressed to: Mr. Suk Chong L.A. Co. Dept. of Public Works Land Development Division P.O. Box 1460 Alhambra, CA 91802-1460	D. Is delivery address different from item 1? <input type="checkbox"/> Yes if YES, enter delivery address below: <input checked="" type="checkbox"/> No	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input checked="" type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8574		
PS Form 3811, July 2013 Domestic Return Receipt		



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<ul style="list-style-type: none"> Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature  <input type="checkbox"/> Agent <input checked="" type="checkbox"/> Addressee	
	B. Received by (Printed Name)	C. Date of Delivery
1. Article Addressed to: Suzanne Goode CA Dept of Parks and Recreation 1925 Las Virgenes Road Calabasas, CA 91302	D. Is delivery address different from item 1? <input type="checkbox"/> Yes if YES, enter delivery address below: <input checked="" type="checkbox"/> No	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8505		
PS Form 3811, July 2013 Domestic Return Receipt		

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	B. Received by (Printed Name) John Dallas Jr.	C. Date of Delivery
1. Article Addressed to: Hydrant and Access Unit City of Los Angeles Fire Department 221 N Figueroa St., Ste. 1500 Los Angeles, CA 90012 Mail Stop 250	D. Is delivery address different from item 1? <input type="checkbox"/> Yes if YES, enter delivery address below: <input checked="" type="checkbox"/> No	
3. Service Type <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Priority Mail Express™ <input type="checkbox"/> Registered <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Insured Mail <input type="checkbox"/> Collect on Delivery		
4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes		
2. Article Number (Transfer from service label) 7014 2120 0003 7896 8673		
PS Form 3811, July 2013 Domestic Return Receipt		





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

8150 Sunset Boulevard Mixed-Use Project

1 message

Stephen Yoder <stephenjyoder@gmail.com>

Wed, Jan 14, 2015 at 4:59 PM

To: planning.envreview@lacity.org

Srimal Hewawitharana

Environmental Analysis Section

Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, CA 90012

To The City Planning Department, Councilman Tom LaBonge,

I strongly object to the oversized and completely out of context development being proposed for the south-west junction of Sunset & Crescent Heights on these grounds;

This EIR makes reference to general conformance, yet general conformance is not the standard on which a project may be approved. In the EIR there is no serious respect given to the historical context for a development of this scale, mass or design. This project stands in direct conflict to the Hollywood General Plan and CEQA.

HEIGHT

The land use detailed in the 8150 Sunset Blvd EIR is simply too excessive. At 216 feet this will be the tallest skyscraper on the historically low rise Sunset Strip.

8150 is applying for a permit to build condominiums. I ask that the city of Los Angeles reject this permit because on the way in which the approval process for rentals and condominiums differs. The EIR Represents the project as 16 stories when it is actually over a realistic 20 stories at 10 feet per story. I believe this to be an intentional misrepresentation to confuse the public, and because of this I demand a new EIR that correctly states the height without this misleading and incorrect figure of just sixteen stories.

HISTORICAL RESOURCE DISTRICT

The Chateau Marmont and the surrounding French Chateau style apartment buildings represent some of Los Angeles's premier historical treasures, so to tower over them with a massive skyscraper will be a blight upon the area and a tragedy of urban design that cannot be undone. The EIR does not accurately represent the destruction to the neighborhood that this project will cause. The current design will have a disastrous effect on the historical nature of the immediate surroundings by:

- Demolishing the Lytton Building.
- The EIR fails to correctly address the aesthetic and financial effects of blocking the light and views of the historic Chateau Marmont, the Colonial House, Andalusia, Mi Casa, Chateau Marmont, The Granville, and The Savoy and countless hillside residents.
- The shading the Chateau Marmont, Colonial House, and The Andalusia will completely destroy one of the most open and spacious areas of Hollywood's original residential district.

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"

and states that...

"Transition building heights should be imposed, especially in the medium density housing designated areas where the designation is immediately adjacent to properties designated Low Medium 1 or more restrictive"

This project shares a property line with a 2 story residential building and I believe it is not consistent with the general plan. Specifically, the project immediately borders R4B zoned buildings on Havenhurst, R4a on Crescent Heights, and R2 – 1x1 zoning across Havenhurst.

TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retails spaces, offices and gym employees, deliveries and the sheer number of the customers those business will need to cover their rent, the real figure will be closer to 8-10,000 new vehicle movements per day at this already abysmally overcrowded intersection.

I demand that the city of Los Angeles independently reassess the real figures based on actual traffic rather than the ridiculous disingenuous 'trips per day' guesstimate made in the EIR.

Laurel Canyon Blvd (between Sunset & Ventura) is one of the most heavily congested corridors, as identified in the CGPF analysis of 2010 population and employment projections. (City of Los Angeles General Plan, Transportation, Chapter 2)

The proposal to take out a turning lane on the intersection of Laurel and Sunset will worsen traffic and slow emergency response times. This application must be denied.

The lead agency, the City of LA Planning Department, must consider whether this project will cause unsafe conditions for roadway users, residents and tax payers to avoid more expensive and disastrous lawsuits by properly determining the consequences of:

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"

- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

The EIR does not satisfactorily address the fact that there are nothing like enough parking spaces for the 480+ residents, 100+ retail, restaurant and gym employees along the thousands of clients they will need to attract to cover their rent. This will mean thousands of cars a day circling one of the most congested areas in Hollywood searching for parking, adding massive amounts of pollution, destroying our quality of life, and making it impossible for residents and emergency vehicles to have speedy access to the hillside neighborhoods.

THE "CONDO" LOOPHOLE

Townscape, the developers, are now applying to the city for condo parcel numbers. This means the units will be considered "individual homes" and are not subject to city rent increase guidelines. This is clearly a way to get around city rent guidelines, and to turn the unenforced 'low income housing' benefits they are asking for into yet more easy to flip profit. I also ask that these loopholes are closed.

LOSS OF SERVICE

The addition of traffic and the overburden of parking to this already overcrowded intersection is going to result in a huge loss of speedy emergency service to all hillside residents. When seconds matter in the event of fire or heart attack this loss of service will open the door to potentially massive law suits against the city in the event of catastrophic or fatal accidents in the hillside communities.

[Your personal note would be added here under the title of "ADDITIONAL CONCERNS".]

These are some of my concerns, and I would like to know that City Hall will address them.

Thank you, yours sincerely,

Stephen J. Yoder



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

(no subject)

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Thu, Jan 15, 2015 at 12:20 PM

 **8150.pdf**
351K

1425 N. CRESCENT HEIGHTS APTS.

JULIE D. SUMMERS
1425 N. Crescent Heights, #307
West Hollywood, CA 90046
Phone (323) 656-7400
Fax (323) 656-7422
Email - jsuner@aol.com

RECEIVED
CITY OF LOS ANGELES

JAN 15 2015

ENVIRONMENTAL
UNIT

January 12, 2015

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

Emailed and sent by US Post

RE: Draft Environmental Impact Study
8150 Sunset Boulevard

Case No. ENV-20132552-EIR

Dear Ms. Hewawitharana:

My name is Julie Summers and for 21 years I have owned, lived in, and managed the 24 unit apartment building at 1425 N. Crescent Heights Blvd, which directly abuts the proposed 8150 Sunset project both to the north and west.

This letter was sent to you on October 11, 2013 and I am resending it with changes and the past concerns, which have not been answered. It is my understanding that this letter will be answered and my concerns addressed.

My first concern is that the 15 foot setback required between commercial and residential use must be adhered to. The applicant appears to be requesting little or no setback from my residents' units. My building, built in 1959, has single glazed windows. Such a reduction in setbacks would have an adverse impact. There is NO hardship in developing this property. How can findings for a variance be made absent of hardships?

At previous scoping and community meetings, hydrology concerns were raised with respect to the underground parking proposed. The current site is parked full on-grade and therefore has no sub-surface impacts. How will the multiple level subterranean parking walls affect the underground water by damming existing flow and diverting water into 1425 N. Crescent Heights which has a very old one-story subterranean parking garage? How can this site specific condition be mitigated if at all?

Many of my neighbors are addressing the environmental issues raised by the EIR study and I will not duplicate these questions.

I understand that a traffic study has been done and I would like it on record that I am extremely concerned that good access is available to paramedics, police, and Sheriff and Fire departments for the residents of my building. Also, I did not see in the study that traffic from a three story mixed-use project on the corner of Crescent Heights and Santa

Monica Boulevard in West Hollywood (Walgreen's) was included.

No matter what project is selected for the development of 8150 Sunset, I am concerned that traffic related to 8150 Sunset will both enter and exit onto Crescent Heights in front of or directly next to my building causing extreme hardship to all residents living at 1425 N. Crescent Heights. I am asking that a further study be done with the City of West Hollywood for ingress and egress of traffic in relation to 1425 N. Crescent Heights.

With respect to off-site parking, the streets of West Hollywood surrounding the proposed project are restricted and for the use of residents. Parking is by permit only in the evenings so there will be no spaces available to the Project off-site. Many of my residents tell me they have a hard time finding parking as it is.

I am also asking that there is no idling of delivery trucks in the middle of Crescent Heights directly in front of 1425 N. Crescent Heights, particularly during the hours a person sleeps. The City of West Hollywood has guidelines for idling trucks between yellow lines in front of residential dwellings. Please check with them.

Please remember the beep beep of trucks unloading carry a very loud sound.

I am also requesting that the traffic consultants work with the City of West Hollywood to find a coordinated and mutually acceptable solution for any entry from north bound Crescent Heights, regardless of what is developed on the property.

There is a large truck delivery to Sunset Five, the building at 8000 Sunset across the street on Crescent Heights. The loading dock is directly across from my building. Deliveries for Trader Joe's at 8000 Sunset already have an impact on Crescent Heights. Please consider one of the mitigations to be that the Project at 8150 Sunset be limited to commercial uses that can be serviced by van delivery and loading only.

There should be no additional large truck deliveries entering or exiting on Crescent Heights based on cumulative impacts of Havenhurst Drive because Crescent Heights is a residential street and cannot stage large commercial loading operations.

Please study the benefits of requiring a planted median in the middle of Crescent heights to direct the flow of through traffic and prevent idling or illegal turns.

Will any dedicated truck access to the Project that is running directly north of my property and very near residential units be covered to mitigate the noise and carbon monoxide?

I realize views are not protected. Currently many of my units have views of the hills north of Sunset Boulevard. Will ivy or covering, be planted and maintained on all blank cement walls facing both the north and west of my building?

Seasonal, forceful winds gusts coming down from Laurel Canyon go back to the first settlers in the area. During several months of the year, the wind blows very strong down Laurel Canyon—strong enough to blow cinder blocks used by Direct TV for the installation of satellite dishes used for high definition TV. These cinder blocks have literally blown off the roof on the south west corner of my building onto the cement below. Because of the proposed height of the building facing Crescent Heights, I am concerned about any elevated open areas and objects blowing off and hurting people in the street. Please examine the Project for potential impact from these seasonal winds.

I believe a "noise tunnel" effect similar to that of the acoustics at Carnegie Hall would be created by the height of the Project, both on Crescent Heights and Havenhurst Drive. This would be created by the sound carried from Sunset Boulevard. For the peace and quiet of the neighborhood, which currently exists, I would like this studied.

My residents currently enjoy an outdoor pool at the rear of my residential building. I am very concerned about any diminutive effects of light and shade on the pool, as well as privacy concerns for those using the pool. Those using the pool would also be exposed to the top parking level and residential tower. Would resident's use of the pool be limited during construction? Please explore mitigations to protect the light, air and privacy of the pool area. How will the pool and the pool area be protected during construction?

Also, please study the light, air and privacy with regard to the windows facing the Project and of those apartments facing and impacted by the Project. Please include artificial light. Please include any bars or restaurant use which,

should be placed along Sunset boulevard so as not to negatively impact residential units in my building and all the people living south of the Project in the possible "noise tunnel" mentioned above. I am concerned that people's right of a good night's sleep be protected.

In 1994, The Granville, a condominium building located at 1424N. Crescent Heights, sunk 5 feet during the Northridge Quake as a result of the Sunset Five's (8000 Sunset) under-ground parking construction directly adjacent to it. Please study the underground water table and soil instability caused by underground excavation for parking and determine if any measures can be taken to ensure that my building does not "sink" in case of a seismic event or because of the construction at 8150 Sunset .

Living conditions and quality of life during construction will be adversely impacted for all those living in my building. I have real concerns about dust and dirt and noise. Will the soil be "wet down"? Will a dirt net be put up around ongoing construction?

How will people be protected during loud construction? There are elderly and children living in the building and most people work from home.

Will a "sound wall" be put up?

Will double-paned, soundproof windows be installed in all of my apartments?

There is currently a wall on the north side of my property that separates my property from the 8150 Sunset 8150 property. There is a 40 foot row of plants on this wall that residents in the north facing apartments see. This wall appears to be half on 8150 Sunset and half on 1425 N. Crescent Heights. How will this wall be taken down?

What say do I have in this matter? Will the plants be moved? How are my residents protected from the negative health affects of parking exhaust and pollutant emissions? Will my parking garage, which is in the direct line of fire, of receiving all dust and dirt from the found level be protected?


Will landscaping be the same that is currently shown in the drawings of 8150 Sunset, or be equally as attractive when another project is planned?

I am very concerned that good contact information be given to me during the entire time of construction. Will this be given? What recourse do I have if this is not the case?

There are currently rats at 8150 Sunset. What measures will be taken to ensure all rats and rodents are contained at 8150 during construction and disposed of?

There are power lines adjacent to the rear of my property near the pool terrace. Please ensure that as part of the new construction, these power lines are relocated to service underground in order to adhere to safely standards.

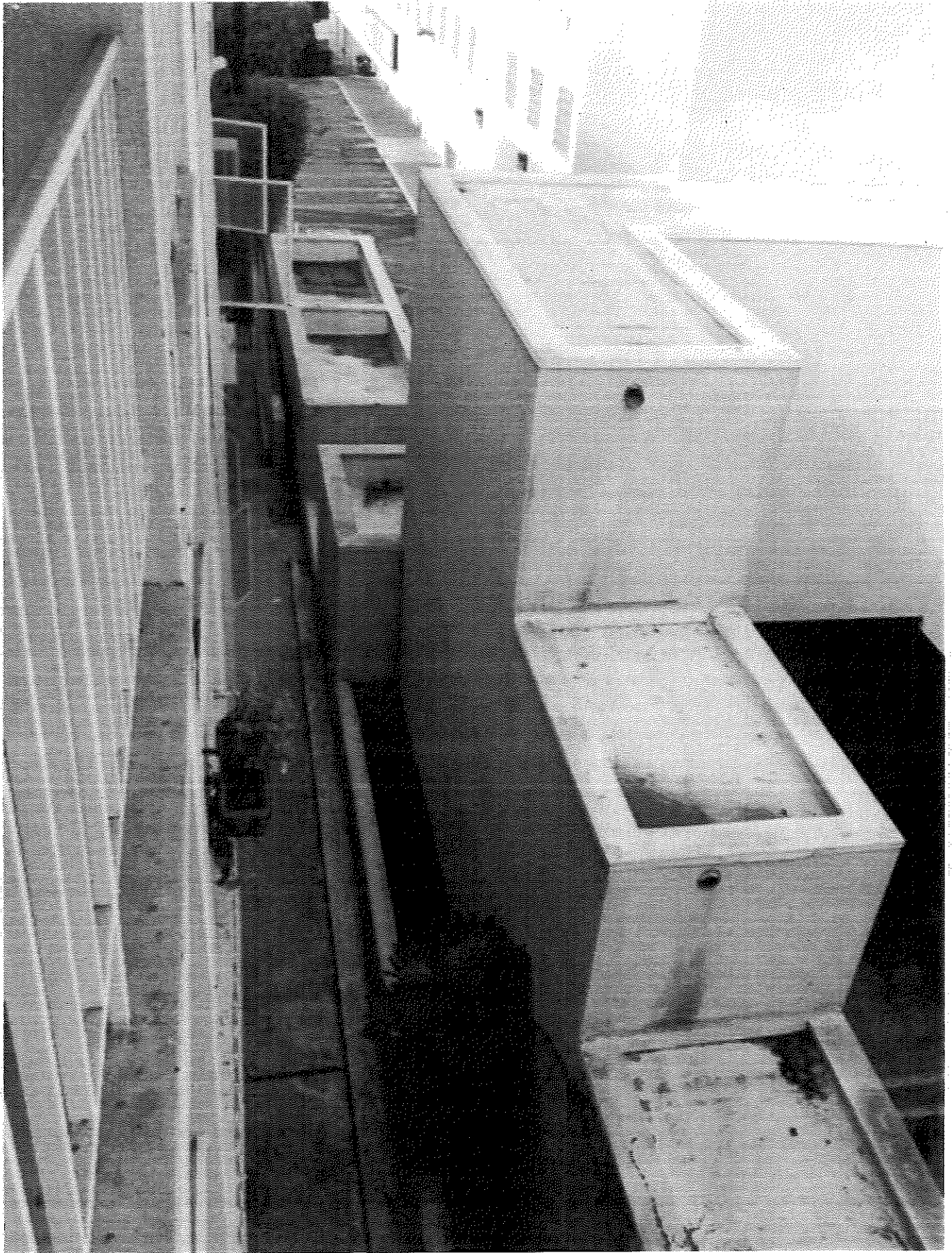
Lastly, I appreciate all that you do, and listening to residents' concerns about their lives and making the best decision possible. Thank you.



Julie D. Summers

Member of the Crescent Heights - Havenhurst Preservation Association







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

Re: Letter

1 message

Suzette Ervin <suzerin@aol.com>
To: Susan Dynner <sdynner@yahoo.com>
Cc: planning.envreview@lacity.org

Thu, Jan 15, 2015 at 11:07 PM

This is what I have. Looks like the same. I mailed it as well. Try print and mail. and then resend e mail tomorrow . ???

planning.envreview@lacity.org

Ms. Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 N. Spring Street Room 750
Los Angeles, CA 90046

On Jan 15, 2015, at 3:25 PM, Susan Dynner <sdynner@yahoo.com> wrote:

I just tried to send an email and it bounced back. Perhaps you have another email address?

Susan Dynner
aberration films
323-656-1830

On Thursday, January 15, 2015 2:24 PM, Susan Dynner <sdynner@yahoo.com> wrote:

Thanks for reminding me! It is. I'll send it today.

Susan Dynner
aberration films
323-656-1830

On Thursday, January 15, 2015 2:11 PM, Suzette Ervin <suzervin@aol.com> wrote:

Hi Susan

Did you write your letter to the planning person about the bldg next door?

I think the deadline is the 20th.

Suzette



Luciralia Ibarra <luciralia.ibarra@lacity .org>

(no subject)

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>

Thu, Jan 15, 2015 at 12:21 PM

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

 **8150 return.pdf**
51K



DEPARTMENT OF CITY PLANNING
Environmental Analysis Unit (13-2552)
200 N. Spring Street, Room 750
Los Angeles, CA 90012

SANTA ANA
CA 926
02 JAN '15
PM 3 L



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JAN 15 2015

ENVIRONMENTAL
UNIT

OCCUPANT

1345 HAVENHURST DR #6
WEST HOLLYWOOD CA 90046

NIXIE 915 SE 1000 7281/10/15

RETURN TO SENDER
INSUFFICIENT ADDRESS
UNABLE TO FORWARD

BC: 90012324375 *0377-05021-02-40

90001510143



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150

3 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Thu, Jan 15, 2015 at 12:27 PM

Hi Heber,

Can you please upload the attached to the "Correspondence" Folder on our website for this project as "Returned Mail 6"?

Thank you,
Luci

--
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

 **returnedmail6.pdf**
51K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Thu, Jan 15, 2015 at 2:57 PM

Done

[Quoted text hidden]

--
Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
[\(213\) 978-1398](tel:213.978.1398)

heber.martinez@lacity.org

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Thu, Jan 15, 2015 at 2:59 PM

Thank you!

[Quoted text hidden]



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 3 L



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 CITY OF LOS ANGELES

JAN 15 2015

ENVIRONMENTAL
 UNIT

OCCUPANT
 1345 HAVENHURST DR #6
 WEST HOLLYWOOD CA 90046

NIXIE 915 SE 1009 7282/10/15

RETURN TO SENDER
 INSUFFICIENT ADDRESS
 UNABLE TO FORWARD

BC: 90012324375 *0377-05021-02-40

50-0001-10-213



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Stephen Yoder

1 message

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

Thu, Jan 15, 2015 at 4:24 PM

1 of 2

 **SLily15011517140.pdf**
172K



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Jon Frishman


1 message

Karen Hoo <karen.hoo@lacity.org>

Thu, Jan 15, 2015 at 4:24 PM

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

2 of 2

 **SLily15011517141.pdf**
104K



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

Draft EIR ENV 2013 2552 EIR SCH NO 2013091044 8150 Sunset Blvd

1 message

Jon frishman <jon@frishmanarc.com>
To: planning.envreview@lacity.org

Wed, Jan 14, 2015 at 5:16 PM

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning

Michael J. LoGrande
Director of Planning

Luciralia Ibarra
City Planner, Major Projects Section

Hello All,

I have reviewed the EIR and have attached some of my comments, I am not sure of the proper procedure or format so please bear with my ignorance, hopefully some of my comments will assist in killing the project as currently proposed.

Regards,

Jon Frishman

 **COMMENTS for DRAFT EIR ENV.pdf**
37K

COMMENTS for DRAFT EIR ENV-2013-2552-EIR (SCH NO. 2013091044)
8150 Sunset Blvd. Mixed-Use Project

Mitigation Measure HIST3 Relocation of Bank, this is physically impossible and ridiculous to consider. "Retention of bank is not feasible", the bank should get landmark status for the City of Los Angeles. The bank's architecture has many architectural design features that would be difficult and expensive to recreate with today's requirements and restrictions and is a great example of architecture for that period. The building has a great potential to be modified in a sensitive way to create something that is profitable for the developer and reflects back to the elements that were previously removed. The existing ramp would also provide a great opportunity for site access and should be considered in lieu of the ramp that is proposed on Sunset Blvd.

1. Site Access;
 - The ramp along Sunset Boulevard is unacceptable; it is conveniently not noted in the drawings but is located in plan. It would compromise the pedestrian circulation along Sunset Blvd. and would create a hazard for pedestrians.
 - See figure 2-4. The ramp is not noted on figure 2-13 in front of the dining terrace.
2. Off site circulation
 - The traffic island is a public street element and should not be formally compromised by privatizing the street.
3. The East and West Elevations represent a cartoon Architectural study more relevant to the 80s design vocabulary than contemporary modern architecture which is the way the project is described.
4. The notion of a helipad is an old code requirement that is ridiculous given the function of the building which is housing. Trying to land a helicopter at that location would be a dangerous proposition.
5. The feature retail building at the corner of Sunset and Crescent Heights is another cartoon image of a building. Having some retail function in a three story void space is out of character to Sunset Blvd. and does not adequately anchor the building to the site.
6. Item 7, Sustainable features "supporting pedestrian activity."
 - Creating an auto ramp on Sunset Blvd is not supporting the pedestrian.
 - Creating an interior public space is also not supporting the pedestrians at street level, creating an interior street and turning its back on the street is not an urban idea.
7. "Reducing vehicle trips" is irrelevant and developer speak, currently the closest metro station is in Hollywood and Sunset vehicle traffic is already jammed up with westbound morning and eastbound evening traffic.
8. Alternative 5 Bank Preservation, B Environmental impact, 1 aesthetics
 - The building footprint represented in the option is a tepid gesture with a store footprint that neither unifies the existing urban fabric nor engages with the Bank footprint.
 - The mega project concept of a short building at the street level and an interior linear courtyard and a tall interior housing building defies and denies the building prototype of Los Angeles.
 - Table 4.A-2 4.A-57 It is completely out of character with the surrounding urban fabric, scale and massing and would be better suited for an open site out in the suburbs than in the city of Hollywood.
 - Sunset Blvd. Elevation 4.A-8, the building "wall" along Sunset Blvd. is anti-pedestrian and doesn't acknowledge the grade change. A monolith plinth is being proposed to accommodate the parking below and compromises the grade changes and natural flow and access of the site.
 - Figure 5.E-3 illustrates the proposed building massing with copycat roof planes made of metal trying to emulate the precast concrete roof of the bank, this is yet one of many examples where the architecture poorly tries to adapt to the scale and detail that is present in the bank building.

END _____



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>


Harry Morton - 8150 Sunset Comment

1 message

Karen Hoo <karen.hoo@lacity.org>

Fri, Jan 16, 2015 at 6:28 AM

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

 **SLily15011607260.pdf**
56K



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

8150 Sunset DEIR comment

1 message

Harry Morton <hm@harrymortonholdings.com>

Thu, Jan 15, 2015 at 5:44 PM

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

Cc: "planning.envreview@lacity.org" <planning.envreview@lacity.org>, "jonathan.brand@lacity.org" <jonathan.brand@lacity.org>

Dear Ms. Hewawitharana,

As the owner and operator of Pink Taco, located at 8225 Sunset Boulevard, I have a direct vested interest in what we are surrounded by on The Strip. I am no different than the other thousands of business owners and property owners in the area; both commercial and residential. With that said, I strongly support Townscape and their efforts to bring an innovative top-notch development to Hollywood.

The Strip continues to adapt with the times – Sunset began as an entertainment district and continues to evolve by adding residential and hotel uses while retaining its allure. An influx of new residents to The Strip will boost our local economy. Homes and apartment building values will increase. The neighborhood will be safer, and the SW corner of Sunset and Crescent Heights will no longer be an eyesore on an otherwise lively portion of the Sunset strip. Not to mention that the project has been given the title Environmental Leadership Development Project, which basically means that they are creating jobs, generating millions in revenue to the City, and of course, will be exceedingly green.

I am not a City Planner, but simply put, this is a location that is in dire need of a makeover. As the eastern gateway to the Sunset Strip and the first thing drivers see after coming down Laurel Canyon, it's a shame that the site operates as a strip mall, replete with retail that does not serve the surrounding area. We need change there and we need it to be of the utmost quality. I look forward to seeing this project built and reaping the benefits.

Regards,

Harry Morton




Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Suzette Ervin

1 message

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

Fri, Jan 16, 2015 at 6:29 AM

 **SLily15011607270.pdf**
51K



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Save Sunset

2 messages

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

Fri, Jan 16, 2015 at 6:51 AM


1 of 2

 **SLily15011607430.pdf**
5491K

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

Fri, Jan 16, 2015 at 6:52 AM

2 of 2

 **SLily15011607450.pdf**
6011K



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Message from Lily

6 messages

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 4:58 PM

Reply-To: c554e@lacity.org

To: diana.kitching@lacity.org, luciralia.ibarra@lacity.org

 SLily15012016440.pdf
4372K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 5:03 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012016460.pdf
5713K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 5:09 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012016490.pdf
4873K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 5:12 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012016520.pdf
3053K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 5:15 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012016540.pdf
3962K

c554e@lacity.org <c554e@lacity.org>

Tue, Jan 20, 2015 at 5:19 PM


Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

SLily15012017120.pdf

11/6/2016

City of Los Angeles Mail - Message from Lily

 4184K



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

8150

1 message

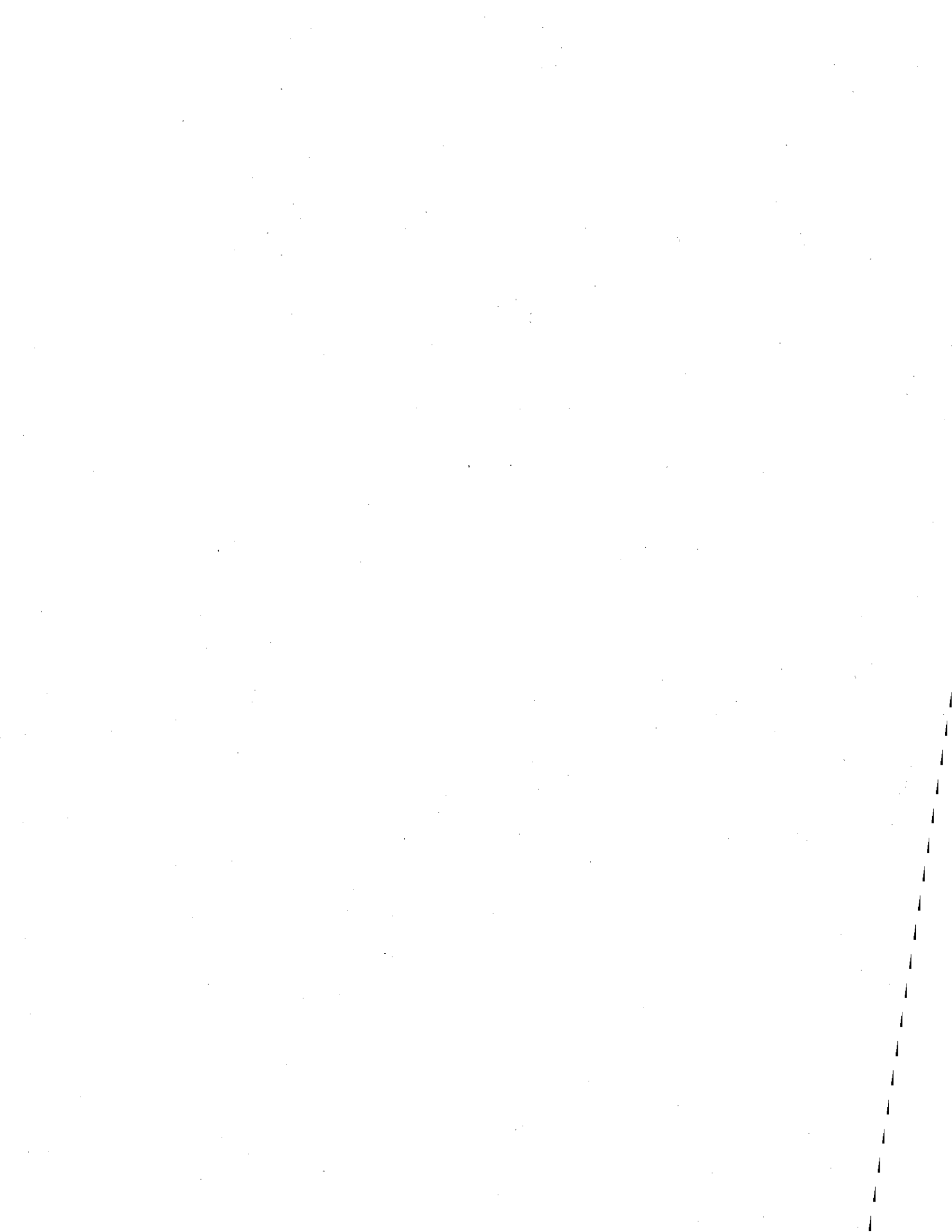
Darlene Navarrete <darlene.navarrete@lacity.org>

Wed, Jan 21, 2015 at 7:19 AM

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

State Clearinghouse letter

 **8150.pdf**
314K





Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Memorandum

Date: January 12, 2015
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2013091044
8150 Sunset Blvd Mixed-Use Project

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CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
UNIT

Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **January 20, 2015** to accommodate the review process. All other project information remains the same.

cc: Srimal Hewawitharana
City of Los Angeles
Dept. of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

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MARTA SEGURA
JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



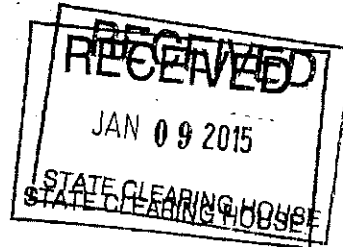
ERIC GARCETTI
MAYOR

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(213) 978-1272
LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274
JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org



December 31, 2014

NOTICE OF EXTENSION

THIS IS TO SERVE AS NOTICE THAT THE FINAL DAY OF THE COMMENT PERIOD FOR DRAFT EIR ENV-2013-2552-EIR (SCH NO. 2013091044) HAS BEEN EXTENDED FROM JANUARY 5, 2015 TO JANUARY 20, 2015*

TO: Owners of Property and Occupants and Other Interested Parties

PROJECT NAME: 8150 Sunset Boulevard Mixed-Use Project

SITE LOCATION: 8150 W. Sunset Boulevard, Los Angeles, CA 90046 (See Figure 1)

COMMUNITY PLANNING AREA: Hollywood

COUNCIL DISTRICT: 4 – Tom La Bonge

COMMENT REVIEW PERIOD: November 20, 2014 – January 20, 2015*

PROJECT DESCRIPTION: AG-SCH 8150 Sunset Boulevard Owner, L.P., (the “Applicant”) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard (the “Project Site”) with a mixed-use residential and retail project (the “Project”). The property is located within the Hollywood community of the City of Los Angeles (the “City”), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the Project Site. An aerial photograph of the Project Site and surrounding land uses is provided in Figure 2. The Project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height as measured from the intersection of Sunset and Crescent Heights Boulevards (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the Project Site along Havenhurst Drive to the top of the South Building; due to the sloping nature of the Project Site, the 16-story portion of the South Building would appear to be 20 stories in height at the southwest corner of the Project Site along Havenhurst Drive). The North Building, which will be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The Project site plan is illustrated in Figure 3.

The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, and 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The

Project would also provide a new, 9,134 square-foot public space ("Corner Plaza") at the northeast corner of the site (this area is, and will continue to be, owned by the City, although the Applicant will be required to improve and maintain the area), a 34,050-square-foot central public plaza at the site interior ("Central Plaza"), public rooftop deck/garden areas ("Sunset Terrace") along Sunset Boulevard, a private pool and pool deck area for residents ("Pool Terrace"), as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library, as well as a wrap-around landscaped terrace on the fourth floor of the South Building ("Garden Terrace"). Parking for all proposed uses would be provided on-site via a seven-level, (three subterranean and semi-subterranean levels) parking structure ("Parking Structure") housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses). Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of 3:1.

PERMITS AND APPROVALS: The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following: Affordable Housing Incentives, including the following off-menu Incentives: (1) an off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A.25(f)(4)(ii)); and (2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A.5(c), with attendant parking for both commercial and residential parking; Parking Option 1, pursuant to Section 12.22-A.25(d)(1), which allows parking to be provided at a ratio of 1 space for each studio and one-bedroom unit, and two spaces for each two- and three-bedroom unit, and provides that required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units; Site Plan Review; Master Conditional Use Permit for Alcohol (on- and off-site sales); Subdivision to create airspace lots and for condominium purposes; Variance to allow a fitness studio, as not otherwise permitted in the C4 zone; Demolition permits; Construction permits, including building, grading, excavation, foundation, and associated permits; B-Permits and other required permits for off-site improvements; Approvals and associated permits for the reconfiguration and maintenance of the adjacent City-owned traffic island area at the southwest corner of Sunset and Crescent Heights Boulevards; Haul route permit, as may be required; Street tree removal permit; and other approvals as needed.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Based on the analysis contained in this Draft EIR, implementation of the Project would result in significant and unavoidable impacts related to historical resources, construction-related traffic, and construction-related noise and vibration. Other issues addressed in the Draft EIR include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, population and housing, public services (fire, police, parks, and libraries), transportation and parking (construction traffic, intersections, roadway segments, regional transportation system, access, parking). With implementation of mitigation measures, no other significant and unavoidable impacts are expected to occur as a result of construction or operation of the Project.

DOCUMENT REVIEW AND COMMENT: If you wish to review a print copy of the Draft EIR or the documents referenced in the Draft EIR, you may do so, by appointment, during office hours (between 8:00 A.M. and 4:00 P.M.) at the City of Los Angeles, Department of City Planning, 200 North Spring Street, City Hall, Room 750, Los Angeles, CA, 90012. The Draft EIR is also available online at the Department of City Planning's website at <http://cityplanning.lacity.org> by clicking on the "Environmental" tab, then "Draft EIR." Print and digital versions are also available at the following Library Branches:

- 1) Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- 2) Will & Ariel Durant Branch Library, 7140 W. Sunset Boulevard, Los Angeles, CA 90046
- 3) Fairfax Branch Library, 161 South Gardner Street, Los Angeles, CA 90036
- 4) John C. Fremont Library, 6121 Melrose Avenue, Los Angeles, CA 90038

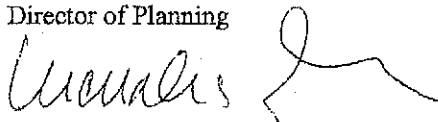
The Draft EIR can also be purchased on CD-ROM for \$7.50 per copy. Contact Srimal Hewawitharana at (213) 978-1359 to purchase copies.

The review period for the Draft EIR begins on November 20, 2014 and ends on January 20, 2015. If you wish to submit comments regarding the Draft EIR, please reference the file number above and submit in writing, preferably by e-mail, by **Tuesday, January 20, 2015** no later than 4:00 P.M.

Please direct your comments to:

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

Michael J. LoGrande
Director of Planning



Luciralia Ibarra
City Planner, Major Projects Section

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

SCH #2013091044

Project Title: 8150 Sunset Boulevard Mixed-Use Project
Lead Agency: City of Los Angeles **Contact Person:** Srimal Hewawitharana
Mailing Address: Dept. of City Planning, 200 N. Spring Street, Room 750 **Phone:** (213) 978-1359
City: Los Angeles **Zip:** 90012 **County:** Los Angeles

Project Location: 8150 Sunset Boulevard
County: Los Angeles **City/Nearest Community:** Los Angeles
Cross Streets: Sunset Boulevard and Crescent Heights Boulevard **Zip Code:** 90046 **Total Acres:** 2.56
Assessor's Parcel No.: 5554-007-014, 015 **Section:** **Twp.:** **Range:** **Bas:**
Within 2 Miles: **State Hwy #:** SR-101, SR-2 **Waterways:** N/A
Airports: N/A **Railways:** Metrolink **Schools:** Several

Document Type:
CEQA: NOP Supplement/Subsequent EIR (Prior SCH No.) NOI Other: Joint Document
 Early Cons Neg Dec Other EA Final Document
 Draft EIR Draft EIS Other

Local Action Type:
 General Plan Update Specific Plan Prezone Coastal Permit
 General Plan Amendment Master Plan Use Permit Other: Variance,
 General Plan Element Planned Unit Development Land Division (Subdivision, etc.) Affordable Housing
 Community Plan Site Plan Annexation Incentives
 Rezone Redevelopment

Development Type:
 Residential: Units 249 Acres _____ Employees _____ Transportation: Type _____
 Office: Sq. ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq. ft. 111,339 Acres _____ Employees _____ Power: Type _____ Watts _____
 Industrial: Sq. ft. _____ Acres _____ Employees _____ Waste Treatment: Type _____
 Educational _____ Hazardous Waste: Type _____
 Recreational _____ Other: _____
 Water Facilities: Type MGD N/A
Funding (approx.): Federal \$ _____ State \$ _____ Total \$ _____

Project Issues Discussed in Document:
 Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archaeological/Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Land Use
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other

Present Land Use/Zoning/General Plan Designation:
 C4-1D (Commercial)/Neighborhood Office Commercial
Project Description: The Project Applicant proposes the demolition of existing uses and development of a two- to 18-story mixed-use commercial/residential building on the 2.56-acre site, including approximately 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, with 240 residential units, including 20 affordable housing units, within twelve upper levels representing 222,554 gross square feet of residential space. Parking for proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean) parking structure with 849 parking spaces. The total development would include up to 333,803 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of approximately 3:1. Construction would commence in 2015 with completion and occupancy estimated in 2017.

State Clearinghouse Contact: (916) 445-0613

State Review Began: 11-20-2014

SCH COMPLIANCE 12-19-2015

Extended

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2013091044

Please forward late comments directly to the Lead Agency

AQMD/APCD 33

(Resources: 11, 22)

Project Sent to the following State Agencies

<input checked="" type="checkbox"/> Resources	State/Consumer Svcs
<input type="checkbox"/> Boating & Waterways	General Services
<input type="checkbox"/> Coastal Comm	Cal EPA
<input type="checkbox"/> Colorado Rvr Bd.	<input checked="" type="checkbox"/> ARB: ALL Other Projects
<input type="checkbox"/> Conservation	<input type="checkbox"/> ARB: Transportation Projects
<input checked="" type="checkbox"/> CDFW # 5	<input type="checkbox"/> ARB: Major Industrial/Energy
<input type="checkbox"/> Delta Protection Comm	<input type="checkbox"/> SWRCB: Div. of Drinking Water
<input type="checkbox"/> Cal Fire	<input type="checkbox"/> SWRCB: Div. Financial Assist.
<input checked="" type="checkbox"/> Historic Preservation	<input type="checkbox"/> SWRCB: Wtr Quality
<input checked="" type="checkbox"/> Parks & Rec	<input type="checkbox"/> SWRCB: Wtr Rights
<input type="checkbox"/> Central Valley Flood Prot.	<input checked="" type="checkbox"/> Reg. WQCB # 4
<input type="checkbox"/> Bay Cons & Dev Comm.	<input checked="" type="checkbox"/> Toxic Sub Ctrl-CTC
<input checked="" type="checkbox"/> DWR	Yth/Adlt Corrections
<input checked="" type="checkbox"/> OES	Corrections
<input type="checkbox"/> Resources, Recycling and Recovery	
CalSTA	Independent Comm
<input type="checkbox"/> Aeronautics	Energy Commission
<input checked="" type="checkbox"/> CHP	<input checked="" type="checkbox"/> NAHC
<input checked="" type="checkbox"/> Caltrans # 7	<input checked="" type="checkbox"/> Public Utilities Comm
<input type="checkbox"/> Trans Planning	State Lands Comm
	Tahoe Rgl Plan Agency
Other	
<input checked="" type="checkbox"/> HCD	Conservancy
<input type="checkbox"/> Food & Agriculture	
	Other:



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Returns

1 message

Darlene Navarrete <darlene.navarrete@lacityorg>
To: Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Wed, Jan 21, 2015 at 7:23 AM

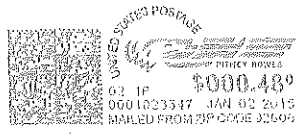
8150 returns

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DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 3 L



RECEIVED
 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

Hilary Grosser
 8665 Burton Way

NIXIE 912 SE 1009 0001/11/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
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BC: 90012324375 *0377-04554-02-40

90012324375



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

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 CA 926
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JAN 20 2015

ENVIRONMENTAL
 UNIT

HANLEY ANTHONY H
 522 N NORMANDIE AVE
 LOS ANGELES CA 90004-2010

NIXIE 928 7E 1009 0001/12/15

RETURN TO SENDER
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BC: 90012324375 *1677-06272-02-40

90012324375



DEPARTMENT OF CITY PLANNING
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 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

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 CA 926
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JAN 20 2015

ENVIRONMENTAL
 UNIT

OCCUPANT
 1430 N HARPER AVE #207
 WEST HOLLYWOOD CA 90046

NIXIE 912 SE 1309 0001/10/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
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BC: 90012480199 *0477-08352-02-40

90012480199



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
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 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

HANLEY ANTHONY H
 522 N NORMANDIE AVE
 LOS ANGELES CA 90004-0010

NIXIE 912 7E 1009 0001/11/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

BC: 90012324375 *0377-05167-02-40

90012324375



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Save Sunset comment

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Wed, Jan 21, 2015 at 9:01 AM

 **SAVE SUNSET.pdf**
6986K




Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

more letters

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Wed, Jan 21, 2015 at 9:57 AM

 **more letters.pdf**
4790K



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

(no subject)

1 message

Darlene Navarrete <darlene.navarrete@lacityorg>

Wed, Jan 21, 2015 at 10:05 AM

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

8 attachments

 **1.pdf**
101K

 **2.pdf**
57K

 **3.pdf**
41K

 **4.pdf**
88K

 **5.pdf**
42K

 **6.pdf**
110K

 **7.pdf**
95K

 **8.pdf**
119K



8150 Sunset / Case Number: ENV-2013-2552-EIR

1 message

Donnicus L. Cook <DLCook@westangelescdc.org>

Tue, Jan 20, 2015 at 10:08 AM

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

Cc: Tunua Thrash <tthrash@westangelescdc.org>, "planning.envreview@lacity.org" <planning.envreview@lacity.org>, "jonathan.brand@lacity.org" <jonathan.brand@lacity.org>, "andrew.westall@lacity.org" <andrew.westall@lacity.org>

Good morning,

West Angeles CDC is pleased to submit the attached letter of support for the above reference project.

Thank you for your consideration. Any questions, please feel free to contact me or Tunua Thrash, Executive Director, at (323) 751-3440.

Donnicus L. Cook

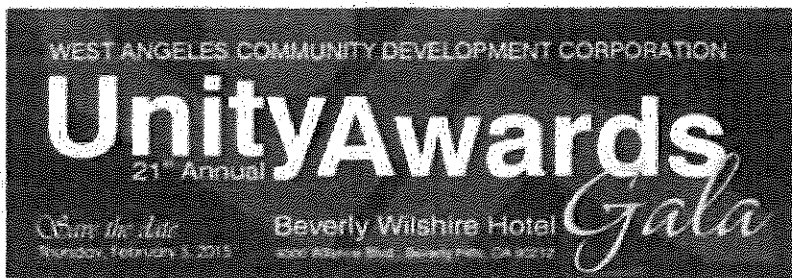
DIRECTOR OF ECONOMIC DEVELOPMENT

WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION

602B Crenshaw Blvd. | Los Angeles, CA 90013

P: 323.751.3440 ext. 24 | F: 323.751.7631

WWW.WESTANGELESCDC.ORG



 **Letter of Support - Townscape (West Angeles CDC).pdf**
482K



January 20, 2015

Srimal Hewawitharana
City of Los Angeles

RE: 8150 Sunset / Case Number: ENV-2013-2552-EIR

Dear Srimal Hewawitharana:

West Angeles CDC is a faith-based organization founded in 1994 as an outreach ministry of West Angeles Church of God in Christ located in the Crenshaw District. Over the past 20 years, West Angeles CDC has developed nearly \$50 million of real estate, is the manager of over a dozen community programs, and is a leader in economic development along the Crenshaw Corridor. Our current portfolio includes more than 350 units of affordable housing and our recently developed West Angeles Plaza, which houses Union Bank, Metro Health & Wellness Center, and the 99 Cents Only Store, a project bringing much needed jobs to the Crenshaw community. Like Townscape, we are committed to the revitalization of underserved communities.

While the Crenshaw District has been our primary focus, West Angeles CDC recognizes thoughtful developments all over Los Angeles that take into consideration the great need for affordable housing for seniors and low-to-moderate income families.

West Angeles CDC offers more than a cursory statement of support. We understand the positive impact a project like this can bring to the City of Los Angeles and increase the quality of living for those who might be unable to afford living in Hollywood in the current market. Moreover, we proudly support the 339 anticipated permanent jobs and the 1,375 anticipated total jobs directly related to the project's creation.

West Angeles CDC recognizes the opportunities that the Townscape project creates by providing a variety of housing options in close proximity to public transportation, most notably the Sunset & Fairfax Rapid Bus lines and employment centers. With easy access to public transit, many of the hundreds of jobs created could be filled by individuals that live in the Crenshaw District and other areas of South Los Angeles, who are in need of work.

West Angeles CDC sees 8150 Sunset as a project that is not only of benefit to Hollywood, but rather is an example of what forward-thinking and quality development should strive to be. We are excited and very much look forward to seeing 8150 Sunset come to life through Townscape's vision.

Sincerely,

A handwritten signature in black ink, appearing to read "Tunda Thrash-Ntuk", written over a white background.

Tunda Thrash-Ntuk
Executive Director



DEIR 8150 COMMENTS

1 message

N2SWIMNG@aol.com <N2SWIMNG@aol.com>
To: planning.envreview@lacity.org

Tue, Jan 20, 2015 at 12:00 AM

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 N. Spring Street,
Room750
Los Angeles, CA 90012

Dear Srimal,

The geotechnical study indicated that most of the laboratory testing for the subsurface earth materials was performed below the 30 ft depth. This would indicate that the subsurface parking garage will be approximately three levels below grade. Deep excavations require shoring and lagging to temporarily support the excavation while the building is being constructed. It is common to assist the shoring system to resist lateral loads by installing tieback anchors into the surrounding soil. These anchors are then tensioned to provide pressure against the excavation.

Deep excavations along property lines can affect offsite properties by movement of the shoring system toward the excavation. This is a common problem where the shoring is not adequately secured and lagging is not properly placed. Depending upon the location of the deep excavation, relative to the adjacent properties on Havenhurst (The Landmark Colonial House for one..), vibration and construction activities could cause soil at the foundation level to consolidate and promote settlement of the building. Just look at what happened exactly across the street on the Southeast corner when the Lemmie Theatre building was constructed ..it did extensive damage to the Granville which resulted in a lawsuit...

That being said, where in the DEIR does it state what method of construction they will be using for this excavation? Where are the plans that demonstrate the steps and methods for excavation? Where is the certainty that this excavation and construction will not affect the adjacent properties?

I would like to see these plans to show to my geological experts. They feel that this DEIR does not adequately show this method or guarantee safety to the surrounding properties.

Thank you,

Please acknowledge receipt of this email.

Rory Barish

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

310 502-8797



Sunset Crescent Heights - DEIR Comment Letter

1 message

Evan Shuman <evanshuman@gmail.com>
To: planning.envreview@lacity.org, tom.labonge@lacity.org
Cc: jonathan.brand@lacity.org

Tue, Jan 20, 2015 at 10:11 AM

Dear Councilman LaBonge,

While change is difficult to accept sometimes, change is good, and change is inevitable. Construction is not something that anyone wants to deal with the side effects from, but without these minor inconveniences we can't make progress as a city.

8150 Sunset represents the exact type of change we need. More and more people are getting out of their cars by walking, biking, and staying local - to promote these environmentally conscience, traffic reducing, and business stimulating endeavors, we need to promote neighborhoods and developments that make alternative transportation, neighborhood retail, and open space a priority. Adding housing is important, but I urge you to promote and advocate for it being done correctly.

In the recent past lots of density has been added along Sunset, Wilshire, La Cienega, and La Brea. While I welcome the new development, I wish that they had smaller footprints, taller buildings, and more open space. I hope that the same mistakes that have been made in the past will not be repeated at 8150 Sunset.

I support the 8150 Sunset proposal, and I urge you to join me.

Sincerely,

Evan Shuman

-

Evan Shuman
507 North Citrus Avenue
Los Angeles, CA
90036



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

8150 W. Sunset Comments, Case No. ENV-2013-2552-EIR

1 message

Dietrich Nelson <dnelson@dnaepr.com>

Tue, Jan 20, 2015 at 11:03 AM

To: "planning.envreview@lacity.org" <planning.envreview@lacity.org>

Attached are my comments, as a stakeholder of Hollywood and based on my observations and reviewing the plans for the proposed project at 8150 W. Sunset Boulevard, Los Angeles, CA (Case No. ENV-2013-2552-EIR).

Sincerely,

H. Dietrich Nelson

2359 Nichols Canyon Road

Los Angeles, CA 90046

323-309-3314



Comments on 8150 W.doc

28K

The Project

- The height and scale of the project is far too large for the location and will change the character of the historic adjacent neighborhoods
- The proposed open-air performance areas, with proposed amplification, have the potential to be a noise nuisance for the single family homes and apartment buildings surrounding the property. This should be studied for the potential impact
- While the proposed project provides outdoor space, very little of it will be accessible to people in the neighborhood and provides little benefit to the community
- The residential outdoor space should not be allowed to have fire pits or barbeque areas due to the proximity of the project to high severity fire zones to the north such as Kirkwood Bowl
- While the proposed project plans to include 1,300 bicycle parking spaces, it doesn't take into account that there are no designated bike lanes on any of the streets surrounding the property
- Since residents' street access will be on Havenhurst to Sunset Boulevard only, there is the potential for tremendous traffic jams as residents leave the property during morning rush hour. This should be reviewed and addressed
- Liquor licenses for restaurants should not run with the property. Licenses should be issued to the individual proprietors of the restaurants based on the merit of the service they plan to provide.
- The traffic island should remain in its present location and not be incorporated into the project. By removing the turn lane traffic driving east on Sunset that needs to turn south on Crescent Heights will be required to turn at an angle greater than 120 degrees and has the potential of crossing into oncoming traffic in order to make the turn
- Accommodations for an inset bus loading location should be incorporated into the plans of the project and not moved to its proposed location at 8000 W. Sunset. It should also include a covered area for riders. By moving the bus stop to the east puts riders in danger trying to cross Crescent Heights. If the proposed project is reducing parking spaces, it should plan to accommodate transit riders.

Safety

- The DEIR states three fire stations will serve the Project Site with Fire Station 41 at 1439 N. Gardner most likely being the "first-in" followed by Fire Stations 27 on Cole and 97 on Mulholland. What it doesn't address is the enormous area these three Fire Stations presently serve. The Hollywood Hills north of the proposed project are all identified as High Severity Fire Zones. It also doesn't address the cumulative effect of the new construction of hundreds of thousands of square feet of mixed use properties presently or soon to be constructed which will

add to the burden on Fire and Police.

- The DEIR identifies access to the property to be Crescent Heights, Sunset and Havenhurst but doesn't address issues of accessibility onto the property should an ambulance or Fire Engine(s) need closer access. We recommend the developer work closely with LAFD to identify its optimum needs and requirements prior to construction
- As with the Fire Department, the proposed plan doesn't address Los Angeles Police's needs for immediate access onto the property. I highly recommend the developer meet with the Hollywood Division or West Bureau to determine what is needed to best serve the visitors and residents of the proposed development prior to construction.



8150 Sunset DEIR

1 message

Christina Santos <cmsantos7722@gmail.com>

Tue, Jan 20, 2015 at 11:46 AM

To: planning.envreview@lacity.org

Cc: jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org, tom.labonge@lacity.org

To whom it may concern,

I have lived in many parts of Los Angeles, including Hollywood and Downtown, and have seen the type of effects new projects can have on our built environment. To me, housing and traffic are the two biggest issues facing this city. I support this project as it adds housing where housing is needed. Urban sprawl is the main culprit in the creation of the traffic nightmare we face today. The best way to combat urban sprawl is to densify by adding housing near where people want to live and work. It's a simple, easy to understand solution. Hollywood (and this portion of Sunset specifically) is a big employment and entertainment center, and to make it more easily accessible we need to add housing that is in close proximity, close to transit lines, and affordable. If downtown is the only neighborhood where additional density is allowed, urban sprawl will continue, convenient and accessible neighborhoods will become prohibitively expensive, and the traffic we face on a daily basis will become worse and worse. Every new project will garner its share of opposition from neighbors who live in the immediate area and are scared of what change can bring. I urge you to keep in mind the needs of the entire city when considering this project over the voices of a few loud neighbors.

Thank you, and I hope you will join me in supporting this project.

Christina Santos

Los Angeles, CA



8150 Sunset - EIR Report Comments

1 message

Kathy Small <kathysmall@mac.com>

Tue, Jan 20, 2015 at 12:40 PM

To: planning.envreview@lacity.org

January 20, 2015

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

Dear Srimal,

I totally disagree that the 8150 Sunset project will have **no significant impact** on the historical buildings and residences in the proximity of the project.

1. HEIGHT - significant impact

The Colonial House, on the National Register of Historic Places, is located on Havenhurst Dr. - 1 lot south of the project. It is 6 stories high. The project is suggesting a high-rise over 3 times the height of The Colonial House.

Havenhurst Dr. slopes up to Sunset, therefore, the project will be even higher than 3 times. The proposed height is completely out of proportion to the surrounding buildings. This building will tower over the surrounding neighborhoods and be ridiculously out of scale.

2. NOISE - significant impact

The project will create significant noise affecting surrounding neighbors with outdoor dining & rooftop entertainment. When an outdoor dining, bar and entertainment area was on the north/west corner of Sunset and Crescent Heights, the surrounding neighbors could not sleep due to the noise.

3. TRAFFIC - significant impact

The project will cause enormous traffic on the quiet streets of the surrounding neighborhoods. Crescent Heights and Sunset Blvd is today a nightmare of traffic congestion already affecting neighborhood side streets.

- a. The developers are suggesting that they are supplying space for bicycles to park thereby encouraging local residents to ride bikes. This is Los Angeles, most of the population are dependent on their automobiles.
- b. The traffic congestion caused by the project will make it extremely difficult for emergency vehicles such as fire trucks, paramedics and ambulances to reach and leave their destinations.
- c. The developers seem to be taking the island on the south/west corner of Sunset & Crescent Heights. This right turn cutout alleviates much of the eastbound traffic backup on Sunset as well as a protection for pedestrians. Whats the point to give it to the developers - to make their landscape prettier? We need it!

4. ARCHITECTURE - significant impact

Architecturally the rendering of the project's proposed building is not in keeping with the integrity of local architecture. It is possible to erect modern, interesting, quality buildings such as the Pacific Design Center and Frank Gehry's Walt Disney Concert Hall. Each of the landmark properties surrounding the project are of different architecture, but are quality construction and beautiful in their contrast. It appears the project is proposing cheap construction in order to build as many square feet as they will be legally allowed. Today The Colonial House views The Granville, The Chateau Marmont, Sunset Towers (previously called The Argyle & The St. James Club), the beautiful roofs of La Rhonda, The Andalusia, La Fountain, The Harper House & several more gorgeous buildings that were built when the City cared about architecture and the appearance of Los Angeles. What will

the neighborhood view when this project is completed? It seems that the powers that be have no architectural oversight and the new construction will be another a blight on our city. Please put concern into the architecture of this project as it does "significantly" affect all the neighboring residents as well as local and world wide visitors to Los Angeles.

5. SHADOW - significant impact

The project's towering building will eliminate light in surrounding neighborhoods and most certainly affect the growth and health of its trees and plant-life.

6. GEOLOGICAL - significant impact

The project will require the removal of hundreds of tons of earth beneath the surface of the project to provide underground parking. This will eliminate an irreplaceable, natural, protective barrier to the surrounding structures located below the project. This will leave those structures far more vulnerable to the inevitable coming earthquake. It also may affect existing structures during the construction of the project as it did with The Granville during construction of 8000 Sunset - only a 4 story building.

I am more than frustrated that the developers and the City will not consider a high quality, lower height, architecturally beautiful structure that would attract high-end venders paying much higher rents. This would keep traffic at a minimum and be geologically safe. Why not a structure we can be proud of? It is all about money and the absurd notion that bigger is better! I am proud of my neighborhood and sick at heart that this monster building is even being considered. I see these tall, poorly constructed boxes being built all over L.A. ruining our beautiful city, many of which are sitting empty. Does anyone elected to govern our City actually care?

Please acknowledge receipt of this email.

Kathleen Small



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

8150 Sunset Draft EIR Comments

1 message

Carolyn Ramsay <carolynramsay2015@gmail.com>

Tue, Jan 20, 2015 at 1:41 PM

To: planning.envreview@lacity.org

To Whom it May Concern:

Attached please find my written comments to the Draft Environmental Impact Review for the 8150 Sunset mixed use project. Please confirm your receipt of these comments.

Carolyn Ramsay

—
Carolyn Ramsay for City Council
(323)645-0515
www.carolynramsay.com

 **Carolyn Ramsay 8150 Sunset DEIR Comments.pdf**
53K

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

Re: City Case No. ENV-2013-2552-EIR

As a community stakeholder I am submitting these comments based on my knowledge of the community, relationships with community members, and a desire to see this project be an asset, and not a burden, to the community. I ask that each item be addressed thoroughly in the final Environmental Impact Report (EIR):

1. While the data on car trips indicates a less than significant impact on area traffic, the draft report does not sufficiently analyze adjacent hillside neighborhood access to and from Sunset Blvd.. Neither Selma Ave. (at both Sunset and Crescent Heights Blvds.) nor Marmont Ln. are discussed in the DEIR. With a lack of signalization at these intersections cars will not be able to exit/enter during peak times—which is often bumper to bumper gridlock during rush hour, as the DEIR states. Proposed mitigations should be studied including re-designing the Selma Ave. and N. Crescent Heights Blvd. intersection to allow for northbound cars to turn left on to Selma Ave. to access the neighborhood, thereby easing access to and from the hillside neighborhoods. Closing Selma Ave. at Sunset Blvd. to through traffic, or to vehicles turning right on to Selma Ave. from Sunset Blvd., should be studied to determine if it would prevent traffic spillover from Sunset Blvd. in to the neighborhoods.
2. Allowing left turns from the 8150 Sunset parking garage on to northbound Crescent Heights Blvd., without signalization, has the potential to incentivize risk taking and result in traffic accidents with southbound vehicles on Crescent Heights Blvd. I am also concerned that the center turning lane, which is currently used as a holding lane for southbound cars turning left to enter the 8000 Sunset parking garage, cannot simultaneously accommodate the competing northbound cars. Further study is required and possible modifications to reduce the risk of accidents and conflicts must be addressed. Solutions may include: signalization, center lane reconfiguration, or prohibition of left turns from 8150 Sunset Blvd. on to northbound Crescent Heights.
3. I am concerned that this highly congested area cannot accommodate dirt-hauling traffic during the morning rush hour and all hauling should be done during off-peak times beginning at 10 a.m. and not 9 a.m., as proposed in the DEIR.
4. Community members have raised concerns that the design of the new Sunset Blvd./Crescent Heights Blvd. corner triangle will not accommodate large vehicles attempting to turn right on to southbound Crescent Heights Blvd. and that the vehicles will be forced in to the existing southbound lane while in the act of turning—thereby creating significant backup in the intersection. Further study is needed to analyze the geometry of this turn and the ability of large trucks—especially those 30 or more feet in length—to effectively navigate this turn if the dedicated right turn lane is removed.
5. The Draft EIR states that with mitigation the project will have a less than significant impact on wastewater infrastructure. It states that there will be an increase of 40,154 gallons per day (gpd) of wastewater discharged (from 8,869 gpd to 49,023 gpd), but includes no discussion of existing wastewater capacity in the area, including size of sewer lines, existing flow rates, etc. I request that the impact of this development on wastewater infrastructure be studied and more fully detailed in the final EIR.

Comments written and submitted by:

Carolyn Ramsay

carolynramsay2015@gmail.com
6380 Wilshire Blvd. #1618
LA, CA 90048



CITY CASE NO. ENV-2013-2552-EIR

1 message

Mame Carmean <mame.poet@gmail.com>
To: planning.envreview@lacity.org

Tue, Jan 20, 2015 at 3:02 PM

Srimal Hewawitharana
Environmental Analysis Section Department of City Planning
200 N. Spring Street,
Room750
Los Angeles, CA 90012

Dear Ms. Srimal Hewawitharana,

I am a resident for 37 years at 1354 No. Havenhurst Drive, West Hollywood, CA 90046, and as a tenant regarding CITY CASE NO. ENV-2013-2552-EIR wish to make as a matter of record the following:

All in all, it seems the "methodologies" and "thresholds" utilized in these assessments were devised and calculated by the developer of the 8150 Project. What could they be thinking, but of the exploitation and the trafficking in human lives solely for their very own profit?

My remarks are weighted in vehement opposition to the 8150 Sunset Blvd Mixed Use Project, per PROJECT DESCRIPTION as of November 20, 2014: "... the overall building height is approximately 216 feet as measured from the low point of the Project Site along Havenhurst Drive to the top of the South Building; due to the sloping nature of the Project Site, the 16-story portion of the South Building would appear to be 20 stories in height at the southwest corner of the Project Site along Havenhurst Drive."

Particularly in reference to the Executive Summary, of Volume 4, Appendix H - Traffic and Parking this opposition is about the information found in the Traffic and Parking report with my focus on TRAFFIC. Page i, second paragraph: An onsite multi-level parking structure containing a total of approximately 849 vehicular parking spaces.

Page i, third paragraph: "The remaining project drive way is located on Havenhurst Drive, near the southern boundary of the site, and is designated as the primary entry location for project residents, providing direct access to the residential parking levels of the project's parking structure, . . . This driveway will also provide the only exit location for the project's residential traffic, as well as providing a supplemental exit-only location for the project's commercial traffic; no commercial traffic entry is permitted at the driveway.", but then posits, ". . . the proposed project will also include truck-only access to the on-site loading dock facilities via a NEW entry-only drive on Havenhurst Drive" (Caps are mine.)

Speaking of entries and exiting, using our own drive ways coming and going will be problematic if not hazardous with the continuous flow of traffic on Havenhurst. My Down syndrome son who likes to go 'on his own' across the street to the Havenhurst pocket park will not be allowed to do this with the traffic.

Page iii, first paragraph: ". . . the proposed project itself is expected to result in a total of approximately 6,373 trips per day," A project that has a monolithic multi-purpose structure overwhelms a residential neighborhood with residential-gauged streets of historic structures that date nearly a century. As well as intersections whether at Havenhurst Drive and Sunset or Crescent Heights and Sunset with both locations having an infrastructure that will not support it. In addition to the intersection of Fountain and Havenhurst Drive that likewise cannot support it. What about the inability of first responders and the LAFD to access not only

Havenhurst Drive but all of the surrounding neighborhoods extending to Laurel Canyon?

A viewpoint much of which is echoed and reiterative of the ones below previously sent you by Havenhurst residents.

Rory Barish, resident and President of the Board at The Colonial House, 1416 Havenhurst Drive, West Hollywood, CA 90046 in her letter to you:

"For those of us on Havenhurst, a street with Landmark buildings, the street will be destroyed as will our values."

"4.A-44 and onward speaks of shading." "The developer makes very little of the fact that pools and homes and the neighborhood will only be shaded for 2-4 hrs due to their project! . . . Or as in the case of the Chateau Marmont and others, they will have no sun between 9-11 am but can have it after 11 . . . Landscaping will most certainly be affected all around the existing site if it lacks sunlight for 2-4 hrs a day. There is a very rare and Endangered tree, the Araucaria araucana (Monkey Tail) at the Colonial House. Have they had an arborist study this?". "People that bought bright units in their building now are affected for several hours . . . [and] will also affect existing real estate values. Selling a dark property is not as easy as selling a bright one. In the case of the Historical properties, this will change the character of the building itself should it be in the shade."

Stephen Yoder, owner of 1421 Havenhurst Drive, West Hollywood CA 90046, in his missive to you:

A-2 NOP

"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 and ambient light, and abundant wildlife. Residential development to the south of the south of the site [Havenhurst primarily is my insertion] is also relatively low-density and with relatively low levels of traffic and ambient light and noise."

"The project will tower over neighboring buildings and streets and sidewalks. What will be the shading impact and wind impacts and glare/solar loading impacts?"

At the risk of offsetting the seriousness with humor I ask why not 'green light' a Six Flags Magic Mountain, Twisted Colossus, at 8150 Sunset Boulevard?

Thank you for your time and attention.

My best,

Marne Carnean



Luciralia Ibarra <luciralia.ibarra@lacity.org>

City Case No. ENV-2013-2552-EIR

Tony Tucci <radiocave@earthlink.net>

Tue, Jan 20, 2015 at 12:03 PM

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

Cc: Karen Hoo <karen.hoo@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>

Please include my comment letter in the city case referenced in the above subject line. (word doc attached.)

Thank you,

—TT

On Jan 2, 2015, at 6:06 PM, PCR_Team <announcement@pcmet.com> wrote:

Dear Interested Party:

You are receiving this message on behalf of the City of Los Angeles Department of City Planning due to your expressed interest in the 8150 Sunset Boulevard Mixed Use Project Draft EIR. The City has posted a Notice of Extension of the public review period for the Draft EIR for the Project, which is available at the following link: http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/8150SunsetDEIR_CommentPeriodExtensionLtrSigned.pdf. You are invited to submit your written comments on the Draft EIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until January 20, 2015. Please reference City Case No. ENV-2013-2552-EIR in your comments.

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

Thank you.

PCR Services Corporation

1/21/2015

City of Los Angeles Mail - City Case No. ENV-2013-2552-EIR



8150_Sunset_DEIR.docx

98K

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

Ref: City Case No. ENV-2013-2552-EIR, DEIR for 8150 Sunset Blvd

Dear Ms. Hewawitharana,

I believe there is an error in the draft EIR traffic summary, please note that specifically the net new trip calculations are in error.

The calculation of the existing shopping center's 5296 daily trips should not include each fast food trip as trips to fast food restaurants should be calculated differently. Fast food uses are not destination uses. These are primarily stops in the pathways of drivers already on their way to other destinations. Most drivers are not driving out of their way or coming from far away destinations and impacting the corner of Crescent Heights and Sunset, by visiting ubiquitous merchants such as McDonalds, Subway or El Pollo Loco.

Traffic trips to fast food restaurants are realistically less impactful than the type of destination traffic trips that are forecasted for the future multi use project -- i.e., high-end dining, gym, retail and new residences. If calculated realistically, the net new trip calculations will indicate that the project will have a significant traffic impact on the streets of this area. This should be reflected in the final EIR.

Realistic mitigations should be proposed for traffic in the final EIR. One realistic mitigation measure would be a much smaller multi-use project.

Sincerely,

Tony Tucci

radiocave@earthlink.net

P.O. Box 5976

Beverly Hills, CA 90209



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: EDLP NOTIFICATION - ENV - 2013 - 2552 - EIR - IS CURRENTLY NULL AND VOID

5 messages

Jonathan Brand <jonathan.brand@lacity.org>

Tue, Jan 20, 2015 at 4:41 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Hi Lisa, Luciralia, and Srimal,

Do you know what she is talking about? Is there any validity to this?

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: Alex Rose <nemorose@sbcglobal.net>

Date: Tue, Jan 20, 2015 at 3:55 PM

Subject: EDLP NOTIFICATION - ENV - 2013 - 2552 - EIR - IS CURRENTLY NULL AND VOID

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "tom.labonge@lacity.org" <tom.labonge@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

Kindly notify affected parties that the above-mentioned EDLP Notice is no longer valid and in force as there are several items that have not been fulfilled:

On page 4 - 21186: Neither (d), (e), nor (f) have been carried out by the lead agency.

Sincerely,

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

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 21, 2015 at 8:38 AM

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

Cc: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Lisa Webber <lisa.webber@lacity.org>

Looking into it now...

[Quoted text hidden]

--

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

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 21, 2015 at 8:48 AM

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

Cc: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Diana Kitching <diana.kitching@lacity.org>, Karen Hoo <karen.hoo@lacity.org>

(d) asks that documents submitted by the applicant after the release of the EIR be uploaded within 5 days
(e) encourages written comments on the project to be made accessible electronically within 5 days of receipt
(f) that written (non-electronic) comments be made accessible within 7 days of receipt.

She's not providing specifics, so I am not what she is referring to.

On Tue, Jan 20, 2015 at 4:41 PM, Jonathan Brand <jonathan.brand@lacity.org> wrote:

[Quoted text hidden]

--

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

Karen Hoo <karen.hoo@lacity.org>

Wed, Jan 21, 2015 at 8:49 AM

To: luciralia.ibarra@lacity.org

Thank you for your email. I am out of the office and will return on Tuesday, January 28. If the matter is urgent, may I suggest contacting Darlene Navarrete at (213) 978-1332 or Erin Strelch at (213) 978-1351 and they can route your request to the appropriate staff member.

--

Karen Hoo
Los Angeles City Planning Department
EIR Unit, Mail Stop 395
200 North Spring Street, Suite 750

11/6/2016

City of Los Angeles Mail - Fwd: EDLP NOTIFICATION - ENV - 2013 - 2552 - EIR - IS CURRENTLY NULL AND VOID

Los Angeles, CA 90012
(213) 978-1331

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

Wed, Jan 21, 2015 at 10:19 AM

[Quoted text hidden]



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: ENV-2013-2552-EIR 8150 Sunset Blvd.

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:34 AM

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

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

From: Susan Dynner <sdynner@hotmail.com>

Date: Fri, Jan 16, 2015 at 11:45 AM

Subject: ENV-2013-2552-EIR 8150 Sunset Blvd.

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

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

RE: Draft Environmental Impact Study
 8150 Sunset Boulevard

Case No. ENV-2013-2552-EIR

Dear Ms. Hewawitharana,

I'm writing because I'm very concerned about the proposed building on 8150 Sunset Blvd. I currently live at 1425 N. Crescent Heights Blvd - next door and behind where the new building will be. Naturally I'm concerned about construction, but it's more than that. I work out of my home, like many others in my building, and I'm afraid the noise will affect my ability to work. I am guessing it will go on for over a year, which could be crippling for me and others in the neighborhood who work from home. Also, there are young children and elderly people in my building who will surely be affected by the construction. I understand that growth in our community is a good thing, but the proposed building is obscenely big for this neighborhood. No buildings within several blocks are even close to 8 stories high, let alone the proposed 16 stories! I'm worried about what it will do for our area. Naturally the traffic will become insane. It's already backed up and bad enough at rush hour since it's a main thoroughway over Laurel Canyon to the valley - I can't even imagine how bad it will be with construction but also with all the new people who will live in the new building and will need to drive. Parking in the neighborhood will become impossible. The 16 stories will completely dwarf my building and the surrounding buildings, and will block any sun from our pool (which is why I moved into the building). Our privacy at the pool will be totally gone. I'm worried about the pollution that all the construction will bring. I'm concerned about our neighbors at the Chateau Marmont. People stay there because it's

private. With a building that tall, with a public area on the roof, the paparazzi (who are already a problem in our neighborhood) can easily look down on the Chateau and can infiltrate various rooms with their long lense cameras. I'm afraid it will cause people to go/stay elsewhere. I often take meetings there for my films with known actors, but with the paparazzi able to spy from a tall building, I'm afraid no one will want to meet there anymore. I'm also worried about what it will do for the aesthetics of the neighborhood. A building that huge will surely be an eyesore. Why not keep it consistent with the neighborhood and keep it 4 stories in the front and 6 in the back? That way the neighborhood will grow and improve, but won't be ridiculous.

Thanks for taking my concerns into consideration.

Best,

Susan Dynner

1425 N. Crescent Heights Blvd. #203

West Hollywood, Ca 90046

[323-656-1830](tel:323-656-1830)



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Sunset EIR letter

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:35 AM

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

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

From: **Lauren Soroky** <lsoroky@gmail.com>

Date: Fri, Jan 16, 2015 at 6:10 PM

Subject: Fwd: Sunset EIR letter

To: Srimal.Hewawitharana@lacity.org

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

From: **Lauren Soroky** <lsoroky@gmail.com>

Date: Thu, Dec 18, 2014 at 4:07 PM

Subject: Sunset EIR letter

To: jonathan.brand@lacity.org

Srimal Hewawitharana
 Environmental Specialist
 City of Los Angeles Planning Department

(re: 8150 Sunset proposed development)

Dear Ms. Hewawitharana,

I want to voice my support for the 8150 Sunset project. Like the vast majority of residents of this city, I am a renter that lives in an apartment. My apartment is what I call home, because that is what it is. I do not own a home, nor do I live in the Hollywood Hills. For most residents of this city, owning a home, especially one in the luxury neighborhood that is the Hollywood Hills, is simply not an option. It angers me in fact, when the creation of new rental apartments is looked down upon because that's not what certain people "want in their neighborhood".

Higher density is a good thing, and one of the main reasons I support this project. While our neighborhoods are what make Los Angeles special, we simply need more high density neighborhoods. The preponderance of single family homes and the lack of more densely built apartments and mixed use buildings continues to create an environment where only the rich are able to live and anyone who doesn't have a massive income is priced out. It's also not good enough to say we need more housing (we desperately do!) but not support it in your neighborhood - that's insincere.

Mixed use is a good thing and helps me do things without the assistance of my car. Walking, biking, buses and trains are old ideas that went by the wayside when our city planners created a car-centric infrastructure. We can't continue to have the car as the only mode of transportation - that has actually led to many of the problems the city faces today, including lack of transportation, pollution, and failing infrastructure.

Building higher and building denser is simply more efficient. It will reduce traffic impacts, it will reduce environmental impacts, and most importantly it will allow people the opportunity to live in the area without needing the bankroll to buy a house.

Many people work in Hollywood. Many people work in West Hollywood. It's counterproductive to not put housing, especially affordable housing, here (where it's needed).

Best regards,

Lauren Soroky
7940 Blackburn



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: Addendum to Draft EIR Letter 1425 N. Crescent Heights Boulevard

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:35 AM

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

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

From: **Jsumer** <jsumer@aol.com>

Date: Sat, Jan 17, 2015 at 11:17 AM

Subject: Addendum to Draft EIR Letter 1425 N. Crescent Heights Boulevard

To: srimal.hewawitharana@lacity.org

Dear Ms. Hewawitharana:

This is an addendum to my letter dressed to you dated January 12, 2015.

Looking at the current plans for the development of 8150 Sunset Boulevard, the developer is planning to construct a solid wall, 49 feet high, on the north and west side of my building. This wall would be higher than my building by at least 10 feet. On the north side of the property, the wall would be only four feet from the bedroom windows on that side of the building!

Please have the EIR consultant evaluate the impact of this plan on the noise, heat, air circulation and quality of life now enjoyed by those who live at 1425 N. Crescent Heights. Please review especially the problems which will be caused by the reflected light and heat on the north side of my building.

Thank you very much.

Julie D. Summers

Owner

323 656 7400



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: ENVIRONMENTAL AND ASTHETIC CONCERNS THAT ARE NOT ADDRESSED IN THE DEIR FOR 8150 SUNSET BOULEVARD - THE STRUCTURE PROPOSED BY TOWNSCAPE AT THE SW CORNER OF SUNSET AND CRESCENT HEIGHTS BOULEVARDS

1 message

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

Wed, Jan 21, 2015 at 11:36 AM

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

From: **Alex Rose** <nemorose@sbcglobal.net>

Date: Sun, Jan 18, 2015 at 7:06 PM

Subject: ENVIRONMENTAL AND ASTHETIC CONCERNS THAT ARE NOT ADDRESSED IN THE DEIR FOR 8150 SUNSET BOULEVARD - THE STRUCTURE PROPOSED BY TOWNSCAPE AT THE SW CORNER OF SUNSET AND CRESCENT HEIGHTS BOULEVARDS

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "tom.labonge@lacity.org" <tom.labonge@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

Cc: "mac@macfly.com" <mac@macfly.com>, Adara Salim <adarasalim@gmail.com>, Rory Barish <n2swimng@aol.com>, Jay Grodin <jgrodin@wkmgroup.com>

Dear All,

the DEIR for 8150 SUNSET BOULEVARD is deficient in its presentation, discussion, and evaluation of the aesthetic qualities needed to create a portal or doorway into iconic and historically significant Hollywood. No the questions mentioned below

are adequately studied, discussed, presented or evaluated in the document; therefore, further studies are required

One of the most disappointing aspects of building scale of 8150 Sunset Boulevard to be considered is that of the or the apparent massiveness of a building in relation to its surroundings. A building may appear to have great whether or not it is of

extraordinary height, and the result can be a blocking of near and distant views and a disconcerting dominant skyline and the neighborhood. The users of modern building space may find these bulky forms cheaper to build the forms may seem

logical for combining several uses in a single development, but such considerations do not measure the external effects upon the cities of Los Angeles and Hollywood. Neither height limits nor limits upon the amounts of space permitted will directly

control excessive bulk, and therefore specific attention to this problem is called for. Furthermore, there is scant attention paid to the Lytton Center and EXACTLY how it would be included in any of the plans.

The apparent bulk of a building depends primarily upon two factors: the amount of wall surface that is visible the degree to which the structure extends above its surroundings. Accordingly, anyone seeking to avoid excessive bulkiness must consider the existing scale of development in each area of the city and its own topographic form in exposing building sites to widespread view

The largest potential building sites present the greatest problems and challenges for moderation of building form. On these sites, normal controls over the form and intensity of construction that are intended primarily for smaller sites have less precision, and the external effects of large developments upon the surrounding area and upon the city can be far greater. The stakes are high for both the developers and the future of the city, with a resulting tendency toward controversy and frustration, and unfortunate divisiveness in the community. For these reasons, it is essential that the City of Los Angeles pay more attention to the needs of the residents surrounding this behemoth, proposed structure and the disastrous impacts it will have on blocking views both from the South looking up at the W Hollywood and Hollywood Hills and from the hills, looking South.

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE HISTORIC HOLLYWOOD CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT

As Los Angeles grows and changes, new development can and must be fitted in with established city and neighborhood patterns in a complementary fashion. Harmony with existing development requires careful consideration of the character of the surroundings at each construction site. The scale of each new building must be related to the prevailing height and bulk in the area, and to the wide effects upon the skyline, views and topographic form. Designs for buildings on hillside sites have the most widespread effects and require the greatest attention.

These policies should be discussed in depth and extensive discussions are needed to explain how the new project blends in with the historic, iconic nature of the corner of Crescent Heights and Sunset Boulevard - the Gateway to Hollywood. The proposed project appears to violate nearly every aspect of this element of the Hollywood Plan and there are no discussions at all in the DEIR to explain how the project can violate the guiding principals of Sensible Urban Design for Major New Developments yet still not cause a significant impact requiring mitigation. Without the discussion, the DEIR is completely inadequate. The DEIR also lacks any discussion or reconciliation of these important design principles:

The relationship of a building's size and shape to its visibility in the cityscape, to important natural features at existing development determines whether it will have a pleasing or a disruptive effect on the image and character of the city

Extremely massive buildings on or near hills can overwhelm the natural land forms, block views, and generally diminish the character of the city

C. Low, small-scale buildings on the slopes of hills, at their base and in the valleys between complement topographic forms and permit uninterrupted view

buildings which meet the ground and reflect the slope of the hill relate to the land form.

The use of unusual shapes for tall office, hotel or apartment buildings detracts from the clarity of urban form by competing for attention with buildings of greater public significance. The juxtaposition of several such unusual shapes may create visual disorder

A long or wide building becomes excessively bulky in appearance when its height significantly exceeds that of buildings in the surrounding area.

A bulky building creates the most visual disruption when seen from a distance as the dominant silhouette against background and/or foreground of much smaller structures.

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

Promote harmony in the visual relationships and transitions between new and older buildings.

New buildings should be made sympathetic to the scale, form and proportion of older development. This can be done by repeating existing building lines and surface treatment. Where new buildings reach exceptional height, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of older buildings.

Although contrasts and juxtapositions at the edges of districts of different scale are sometimes pleasing, the transitions between such districts should generally be gradual in order to make the city's pattern visible and avoid overwhelming of the district of smaller scale. In transitions between districts and between properties, especially in areas of high intensity, the lower portions of buildings should be designed to promote easy circulation, good access to transit, good relationships among open spaces and maximum penetration of sunlight to the ground level.

There is no discussion in the DEIR of the principals noted above from appropriate and aesthetic urban design elements needed for significant and important Los Angeles locations --- merely a conclusion that the building is not disruptive and causes no significant impact—a conclusion not supported by the facts, any reasonable discussion or reconciliation of the principals and policies and appears erroneous. An in depth discussion is needed as to how the proposed building is sympathetic to the scale and form of the

existing neighborhood so as to reconcile the erroneous conclusions of no impacts or less than significant impacts.

I thank you for looking into this matter and recommending further study and discussion of the above points.

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



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset - City Case No. ENV -2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:36 AM

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

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

From: <alabastur@aol.com>

Date: Mon, Jan 19, 2015 at 12:45 PM

Subject: RE: 8150 Sunset - City Case No. ENV -2013-2552-EIR

To: srimal.hewawitharana@lacity.org, adarasalim@gmail.com, gpt1287@sbcglobal.net

City Case No. ENV-2013-2552-EIR**8150 Sunset Blvd****Los Angeles, CA 90046**

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

Dear MS Srimal Hewawitharana,

I have been a resident on the 1300 block of Havenhurst Drive since 1967 and have the following questions regarding the development of 815 Sunset Blvd.

TRAFFIC MITIGATION

According to my understanding the access lane from Sunset going South-East to Crescent Heights will be eliminated. This access lane was made possible by the City taking the property where Pandora nightclub once stood by Eminent Domain.

What changed in the last 35 years to nullify that decision?

If this lane is going to be incorporated into the General Scheme of the Development where will be the legal setback for the Development? Will it be up to the lane itself or will there be a front setback to put the lane back if necessary?

The Crummer Family owned a parcel of land that the City of Malibu took my Eminent Domain in the 1970s to build a Police Station there. That City did not use the entire parcel and the remainder was offered back to the family. I believe this had something to do with why it was acquired, i.e. if the access lane from Sunset to Crescent Heights is not going to be used for the specific purpose that it was acquired should it be offered back to the heirs of the original owners, and not for the benefit of the owners of the Development?

Havenhurst Drive in West Hollywood that is the street that borders the eastern side of the Development is a residential street. For the last 10 plus years there have been "speed bumps" and a "choker" in place at the West Hollywood City boundary to mitigate through traffic from Sunset Blvd,

There is a No Left Turn sign from the lower parking lot exit, and the ramp to the upper level is one way north to south any flow from going down to Havenhurst. Furthermore, the lower lot just houses an Art Storage Facility that does not generate any measurable daily traffic.

DELIVERLY BAYS

In the current plans the Delivery Bays for the Project are on Havenhurst Drive. This is a residential street. When the "current" Development was proposed it was established at that time that there would not be any Commercialization of Havenhurst Drive: I.E. allowing commercial vehicles to load and unload from Havenhurst. *de facto* makes Havenhurst a commercial highway

OTHER CONSIDERATIONS

I am not addressing the Historic Zone implications as I am sure that there are other questions regarding this already brought forth, but I would like to know if the Public Park on Havenhurst has any significance in keeping Havenhurst Drive a Residential Street.

Does, or did the Traffic Report factor in the proposed increase of traffic that will be generated by Projects at La Cienega and Sunset, at Sweetzer and Sunset, in addition to the condominium project currently under construction at 1345 Havenhurst Drive, West Hollywood?

Respectfully yours,
Ebon Alabastur



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: 8150 Sunset project

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:37 AM

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

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

From: **Jane Lockhart** <jlockhart@sweetladyjane.com>

Date: Mon, Jan 19, 2015 at 1:05 PM

Subject: 8150 Sunset project

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

It is with great regret and a heavy heart that I read about and am trying to absorb the fact that a giant sized building is going to be built across the street from where I live in the historic Granville Towers. I purchased my unit in 2001, not as a rental, but as a place to reside for years, with wonderful views of downtown and west, looking at the hills, catching the sunset, historic Chateau Marmont. You get the picture. Some of my downtown views were taken from me as a building of only 5 stories went up on Sunset and also Hayworth to the east of us. Now a behemoth building will cut out everything to the west.

By allowing builders to put up buildings (and there are now several projects in the works on Sunset in the immediate area) it seems that the city fathers have no regard for the historic feel of this "Neighborhood" and the people who live here. There is no regard for traffic flow and how a huge number of additional cars will impact everyone who lives in this area from getting to and from work and in the event of an emergency

I know there are hundreds, possibly thousands of these letters coming across yours and others' desks and I don't know how much it matters to those who are reading them. And I will add that I think most people can accept some change. But the potential outfall from all of this construction will potentially ruin a beautiful neighborhood with very significant changes for the worse. And I truly believe that you, by allowing this monstrous size of a building to go up, will cause significant harmful change to the people of this West Hollywood community. And it is in that regard and that there is no thought for their well being and investment, that I write this letter.

Sincerely,

Jane And Don Lockhart

1424 No. Crescent Heights Blvd. #47

Los Angeles, California 90046

Sent from my iPad



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: addendum re:8150 Sunset - City Case No. ENV -2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:37 AM

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

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

From: <alabastur@aol.com>

Date: Mon, Jan 19, 2015 at 1:30 PM

Subject: addendum re:8150 Sunset - City Case No. ENV-2013-2552-EIR

To: srimal.hewawitharana@lacity.org, "adarasalim adarasalim"@gmail.com, "gpt1287 gpt1287"@sbcglobal.net

City Case No. ENV2013-2552-EIR**8150 Sunset Blvd****Los Angeles, CA 90046****Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, California 90012**

Dear MS Srimal Hewawitharana,

I did have one other concern as follows:

STAGING OF THE CONSTRUCTION

Since the Development borders on West Hollywood Residential areas where will the workmen park during the construction?

For Health and Safety Concerns will Havenhurst be open to Sunset Blvd during said construction?

Where will building materials be delivered and stored during construction?

Thank you again for your consideration,

Ebon Alabastur



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Fwd: 8150 W. Sunset Bl. ENV-2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:38 AM

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

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

From: **Marian Dodge** <president@hillsidefederation.org>

Date: Mon, Jan 19, 2015 at 4:40 PM

Subject: 8150 W. Sunset Bl. ENV-2013-2552-EIR

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

Dear Ms. Hewawitharana,

Attached is the letter from the Hillside Federation responding to the DEIR for the project at 8150 W. Sunset Blvd.

Best regards,

Marian Dodge, President
Federation of Hillside and Canyon Associations
www.hillsidefederation.org

2 attachments**pastedGraphic.pdf**

29K

**8150 Sunset DEIR response.pdf**

104K

P.O. Box 27404
Los Angeles, CA 90027

PRESIDENT
Marian Dodge
CHAIRMAN
Charley Mims
VICE PRESIDENTS
Mark Stratton
Wendy-Sue Rosen
SECRETARIES
Carol Sidlow
John Given
TREASURER
Don Andres

Beachwood Canyon Neighborhood
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Brentwood Hills Homeowners
Brentwood Residents Coalition
Cahuenga Pass Property Owners
Canyon Back Alliance
CASM-SFV
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Save Sunset Blvd.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Upper Riviera Homeowners Assn.
Whitley Heights Civic Assn.

CHAIRPERSONS EMERITUS
Shirley Cohen
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Patricia Bell Hearst
Alan Kishbaugh
Gordon Murley
Steve Twining

CHAIRMAN IN MEMORIUM
Brian Moore
Polly Ward



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

January 19, 2015

Re: 8150 W. Sunset Blvd.
ENV-2013-2552-EIR (SCH NO. 2013091044)

Dear Ms. Hewawitharana:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952 and representing 44 resident and homeowner associations spanning the Santa Monica Mountains, has several serious concerns regarding the proposed development at 8150 W. Sunset Blvd. in Hollywood.

How does the proposed Project comply with the Hollywood Community Plan and the General Plan when it far exceeds height limits and density and increases the FAR from 1.1:1 to 3:1?

What alternative projects have been considered that would keep the project compliant with the 1.1:1 FAR?

How will the existing infrastructure accommodate the increased density?

The traffic study appears disingenuous. If the commercial space is to increase 40% and 249 condominiums are to be constructed, how do they calculate decreased traffic?

How does this project, with its added traffic and people congestion at an already very busy intersection/thoroughfare at the base of the mountains, affect the fire and police response time to the hillside residents, as well as the hillside community evacuation time in case of an emergency?

How can the Project be considered transit oriented development when there is no nearby transportation?

The Project provides 985 bicycle parking spaces. How many people do you realistically think will ride their bicycles over the Santa Monica Mountains from the Valley? How many bicyclists will take the suicidal ride on already congested Sunset Blvd.?

How can the project get credit for providing for Public Space when that land belongs to the City of Los Angeles?

How can a Project located near a known earthquake fault be considered safe to build without doing earthquake trenching?

There are numerous large projects currently on the drawing board in Hollywood. What are the cumulative impacts of all of these projects on the area?

Sincerely,

Marian Dodge
Marian Dodge



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Fwd: Save Sunset Boulevard's Letter re City Case No. ENV -2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:40 AM

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

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

From: **Andrew Macpherson** <andrew@savesunsetboulevard.com>

Date: Mon, Jan 19, 2015 at 9:20 PM

Subject: Save Sunset Boulevard's Letter re City Case No. ENV-2013-2552-EIR

To: Planning@lacity.org, planning.envreview@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, tom.labonge@lacity.org, Srimal.Hewawitharana@lacity.orgCc: Robert Silverstein <Robert@robertsilversteinlaw.com>, Alex Rose <nemorose@sbcglobal.net>, Adara Salim <adarasalim@gmail.com>, Jay Grodin <jgrodin@wkmgroup.com>, Wayne Marmorstein <waymarr@earthlink.net>, Cyd Zeigler <cydzeiglerjr@gmail.com>, Matt & DeeDee Schneider <Racer810@sbcglobal.net>, Marian Dodge <president@hillsidefederation.org>, George Abrahams <ggg@copper.net>, Don Andres <Andres2007@sbcglobal.net>

Dear Srimal,

Please enter this letter into the public record, and confirm your receipt of it.

Also please note that due to the size of this PDF I am sending the addendum's under separate cover.

Thank you, yours sincerely, Andrew Macpherson

Andrew Macpherson
Treasurer

Save Sunset Boulevard

<http://savesunsetboulevard.com> **SSB_LETTER_City Case No. ENV-2013-2552-EIR.pdf**
10855K



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: IN REFERENCE TO CITY CASE NUMBER ENV-2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:41 AM

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

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

From: **Alex Rose** <nemorose@sbcglobal.net>

Date: Mon, Jan 19, 2015 at 9:36 PM

Subject: IN REFERENCE TO CITY CASE NUMBER ENV-2013-2552-EIR

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "tom.labonge@lacity.org" <tom.labonge@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

Dear Ms. Hewawitharana,

Thank you very much for your kind assistance.

Kindly note the questions regarding traffic (below) that the 8150 EIR doesn't adequately address or explain; therefore, these concerns need to be responded to with corresponding facts and figures and recorded in the L.A. Planning Department Records as well as being passed on to the consultants responsible for this inadequate report.

PERSONAL "RESEARCH" ON DETRIMENTAL TRAFFIC EFFECTS OF THE PROPOSED 8150 PROJECT AND THE EIR THE PROJECT MANAGERS HAVE "PUBLISHED."

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Save Sunset Boulevard's Letter Addendums re City Case No. ENV -2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:41 AM

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

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

From: **Andrew Macpherson** <andrew@savesunsetboulevard.com>

Date: Mon, Jan 19, 2015 at 11:41 PM

Subject: Save Sunset Boulevard's Letter Addendums re City Case No. ENV-2013-2552-EIR

To: Planning@lacity.org, planning.envreview@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, "tom.labonge@lacity.org" <tom.labonge@lacity.org>, Srimal.Hewawitharana@lacity.orgCc: Robert Silverstein <Robert@robertsilversteinlaw.com>, Alex Rose <nemorose@sbcglobal.net>, Adara Salim <adarasalim@gmail.com>, Jay Grodin <jgrodin@wkgmgroup.com>, Wayne Marmorstein <waymarr@earthlink.net>, Cyd Zeigler <cydzeiglerjr@gmail.com>, Matt & DeeDee Schneider <Racer810@sbcglobal.net>, Marian Dodge <president@hillsidefederation.org>, George Abrahams <ggg@copper.net>, Don Andres <Andres2007@sbcglobal.net>

Dear Srimal,

Please enter these addendums to Save Sunset Boulevard's letter into the public record, and confirm your receipt of them.

Thank you, yours sincerely, Andrew Macpherson

 Andrew Macpherson
 Treasurer

Save Sunset Boulevard











<http://savesunsetboulevard.com>

11 attachments



City Case No. ENV-2013-2552-EIR_SSB_adendum1.pdf

1694K

-  **City Case No. ENV-2013-2552-EIR_SSB_adendum2.pdf**
14K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum3.pdf**
851K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum4.pdf**
151K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum5.pdf**
458K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum6.pdf**
112K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum7.pdf**
524K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum8.pdf**
812K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum9.pdf**
4255K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum10.pdf**
37K
-  **City Case No. ENV-2013-2552-EIR_SSB_adendum11.pdf**
402K

Allyn D. Rifkin, PE
Rifkin Transportation Planning Group

4455 Los Feliz Boulevard, Suite 1403
Los Angeles, CA 90027
(323) 664-2805 [t]
(323) 697-1594 [c]
allynrifkin@gmail.com

January 18, 2015

Andrew Macpherson
Save Sunset Boulevard
c/o Macfly Corp
8278 Hollywood Blvd
LA CA 90069

Peer Review of Traffic and Circulation Issues - Draft EIR for the Proposed 8150 Sunset Boulevard (Sunset/Crescent Heights) Mixed Use Project Case No. ENV-2013-2552-EIR

Dear Mr. Macpherson:

This letter is a summary of my comments on the traffic sections of the Draft Environmental Impact Report (DEIR) for the proposed project. I reviewed the DEIR Chapter 4.J – Environmental Impact Analysis – Transportation and Circulation (66 pages) and Appendix H – Traffic and Parking (724 pages). The length and complexity of those documents should be justification for an extended review period. Within the time constraints I have not been able to do an extensive review and may have additional comments to make at future review points to this project. In summary, there are questions regarding the present analysis that would require additional study and a re-circulation of the DEIR.

I have an extensive background in traffic impact analysis. For your information a copy of my resume and qualifications to conduct this review is attached. I have worked over 30 years with the City of Los Angeles Department of Transportation, including the Chief of the Transportation Planning Bureau which conducts the review of all development related traffic analyses within the City. Due to the limited time for review, I have limited my comments to impacts on City of Los Angeles Circulation, the area for which I am most qualified to comment. I am registered in the State of California as Professional Engineers (PE) both in Civil and Traffic Engineering.

1. Trip Generation

The Trip Generation analyses utilize a number of discounts from a multitude of assumptions (page 4.J-17). These discounts are not applied consistently to the existing use project, leading to an over-estimate of vehicle trips for the existing development and an under-estimate of vehicle trips for the proposed project. The result of these differing assumptions results in a significant underestimate of the number of vehicle trips and thus would affect the conclusions regarding traffic impacts.

The most glaring errant assumption relates to internal trip discounts between various uses in the proposed shopping center. Tables 2a and 2b of the Traffic Study reveal the “parsing” of various

proposed uses in the shopping center and the application of different assumptions for those uses. The reality is that uses within a shopping center change over the life of the project. The analysis should have used generalized trip rates for shopping center. The ITE Trip Generation Manual (9th Edition) describes what may be expected in a Shopping Center (Land Use Code 820) according to data contained in there data base (see Exhibit 1). Surveys of vehicle trips from those projects already include the “internal” discounts assumed in the DEIR analysis. Treating both the shopping center components for the existing and the proposed projects equally without “parsing” out individual components is illustrated in my Exhibit 2, utilizing the vehicle trip rates from ITE Land Use Code 820. The differences in estimated vehicle trips are 1,674 daily, 219 am peak hour, and 38 pm peak hour.

Because the existing shopping center is currently occupied, an opportunity exists to validate the magnitude of these differences in assumptions. The applicant should be requested to provide a survey of the existing shopping center vehicle trip generation and report these in a document for re-circulation.

An additional discount that is provided in the DEIR analysis is an assumed discount of 0.6% for “affordable” units. The documents provide no evidence that occupants of affordable units travel less frequently than market rate units. This evidence should be included in a revised document.

2. Parking

According to the DEIR, a significant parking impact would incur if the Project provides less parking than needed as determined through an analysis of demand from the project (page 4.J-59 of the DEIR). Tabulations included in the document fail to show “demand” for parking and only provides an analysis of City of Los Angeles code required parking with “allowable” discounts in comparison to the provided parking. Any short-fall in the “actual” demand for parking can result in impacts to the surrounding residential community. A revised shared parking analysis utilizing a data source on actual demand for parking (such as ITE Parking Generation Manual) should be included in a revised document with proposals for mitigation of any projected short-fall in parking.

3. Sunset Boulevard at Crescent Heights

The DEIR and Traffic Study propose a physical change to remove the existing free right turn from east to south. According to my field observations, the resultant right turn around the existing channelization island is not feasible for larger vehicles, with possible conflict with the northbound traffic on Crescent Heights. A study of the physical road geometry with a Turn-Template analysis should be included in a revised document.

The capacity analysis (Critical Movement Analysis – CMA, page 4.J-45) notes that the Level of Service (LOS) for this intersection has been “manually” adjusted to LOS F, in spite of the calculations presented in the Traffic Study and DEIR that display the Volume/Capacity (V/C) ratio as 0.756 (LOS C). While I do not dispute the observation that the intersection is over-capacity during the PM peak hour, the analysis should be re-done so that the adjustments are disclosed and validated so that the before and after V/C ratios are calculated consistently over 0.90. Findings of no impact cannot be relied upon without a more analytic presentation of the analysis.

Further, the impact of removing this free right turn from the intersection is likely to have significant impacts, particularly with the volume of pedestrian traffic. No analysis is provided for the intersection

with and without the proposed circulation change. A revised study should address this issue.

4. New Traffic Signals for Hayvenhurst Avenue at Sunset Boulevard and Fountain Avenue

Two new traffic signals are proposed to assist the project access plans for Hayvenhurst Avenue, a local residential street. Hayvenhurst Avenue is a short block west of Crescent Heights, a congested Secondary Highway. There may be tradeoffs between the project access needs and the traffic flows on Sunset and Fountain. A revised study should include a traffic flow simulation (such as provided in NETSIM) to evaluate the traffic flow impacts of these new traffic signals.

The DEIR and Traffic Study do not present analyses examining the "Warrants" and justification for these traffic signal and an analysis of the possible traffic flow impacts on the intersecting arterial streets. These additional items should be included in a revised study.

Also, the provision of two new traffic signals on a residential street has the potential of attracting bypass traffic from the parallel congested arterial, Crescent Heights. The possible diverted traffic may increase the level of traffic so that a conclusion of significant residential traffic impacts to that street is likely, requiring additional traffic mitigation measures. A revised study should address this issue.

5. Driveway on Sunset Boulevard

One major driveway is proposed for access to the Shopping Center from Sunset Boulevard. According to the project description this driveway would have limited egress (right turn only). This is explanation for the proposed new traffic signal at Hayvenhurst Avenue and Sunset. There are no limitations on ingress. From field observations, from the levels of congestion on Sunset Boulevard, there would appear to be major difficulties in making a westbound left turn into this shopping center driveway. Left turn ingress should be restricted because of impacts to Sunset Boulevard. The assumed left turns at this driveway need to be reassigned to west-bound left turns at Crescent Heights and evaluated for impacts at that intersection. A revised study should address this issue.

In summary, there are a number of traffic and circulation issues raised in the DEIR that have inadequate analysis. It is my opinion that the Traffic Study needs to be corrected and the additional analysis should be re-circulated in a revised DEIR.

If there are any questions regarding the above comments, please do not hesitate to contact me.

Sincerely,



Allyn D. Rifkin, PE

Allyn Rifkin, P.E.
Experience and Qualifications

Mr. Rifkin has over 30 years experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the Chief of the Los Angeles Department of Transportation's Bureau of Planning and Land Use Development, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. He supervised the completion of numerous project EIRs for the City of Los Angeles. His latest projects focused on transit oriented development along various rail alignments in the Los Angeles area. As a private consultant, Mr. Rifkin assisted the Los Angeles Community Redevelopment Agency in a "complete streets" initiative; the Los Angeles City Planning Department in its revision to the City's Mobility Element of the General Plan, the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and County Supervisor Yaroslavsky in the initial proposal to convert Olympic and Pico Boulevards into a one-way pair.

Professionally, Allyn is active in the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE), and has served as the president of the ITE'S largest Chapter of ITE, the Southern California Chapter, with over 1,100 members. In addition to serving on the ITE National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center.

He was involved in the creation of five transportation trust funds with current balances exceeding \$23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a neighborhood traffic safety program currently exceeding \$1.5 million in neighborhood traffic controls and negotiated pedestrian safety mitigations from the Los Angeles Unified School District.

EXHIBIT 1
**Land Use: 820
Shopping Center**

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 826) and factory outlet center (Land Use 823) are related uses.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2.2 million square feet gross leasable area (GLA). The centers studied were located in suburban areas throughout the United States and, therefore, represent typical U.S. suburban conditions.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Separate equations have been developed for shopping centers during the Christmas shopping season. Plots were included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

Information on approximate hourly, monthly and daily variation in shopping center traffic is shown in Tables 1-3. It should be noted, however, that the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

EXHIBIT 2

Trip Generation Analysis **Sunset-Crescent Hts Mixed Use** **RTPG - 18-Jan-15**
8150 W. Sunset

SOURCE: ITE - TRIP GENERATION MANUAL - 9TH EDITION

NOTE	ITE CODE	LAND USE	"X"	DAILY TRIP ENDS	AM PEAK HOUR TRIPS	INBOUND	OUTBOUND	PM PEAK HOUR TRIPS	INBOUND	OUTBOUND
note 1	220	APARTMENT	249 DU	1656	127	25	102	154	90	65
note 2	820	SHOPPING CENTER	111.3 K-SQ FT	7280	166	103	63	644	309	335
		DISCOUNT APARTMENT TO SHOPPING CENTER	10%	(166)	(13)	(3)	(10)	(15)	(9)	(6)
		TOTAL		8770	280	126	155	783	390	393
DISCOUNTS DUE TO PRIOR USE										
note 2	820	SHOPPING CENTER	80 K-SQ FT	5874	136	84	52	516	248	268
		TOTAL		5874	136	84	52	516	248	268
		SCOPING NET TRIPS		2896	144	41	103	267	142	125
note 3		DISCOUNTS DUE TO TRANSIT	5 PERCENT	(145)	(7)	2	(5)	(13)	(7)	(6)
NET NEW TRIPS				2751	137	44	98	254	135	119
COMPARE DEIR Table 4.J-3, p 4.J-40										
NET NEW TRIPS				1077	(82)	(92)	10	216	158	58
DIFFERENCE				1674	219	136	88	38	(23)	61

note 1	APARTMENT pk hour t=6.65 x APARTMENT pk hour t=0.61 x APARTMENT daily t=0.62 x	AM pk hour of adjacent street PM pk hour of adjacent street DAILY	20% in; 80% out 65% in; 35% out
note 2	SHOPPING CENTER LN (T) = 0.65 LN (X) +5.83 LN (T) = 0.65 LN (111.3) +5.83 LN (T) = 8.89 T = 7280	daily trips	LN (T) = 0.65 LN (X) +5.83 LN (T) = 0.65 LN (80) +5.83 LN (T) = 8.67 T = 5874
	LN (T) = 0.61 LN (X) +2.24 LN (T) = 0.61 LN (111.3) +2.24 LN (T) = 5.11 T = 166	am pk hour of adjacent street	62% in; 38% out (based on peak hour of generator) LN (T) = 0.61 LN (X) +2.24 LN (T) = 0.61 LN (80) +2.24 LN (T) = 4.91 T = 136
	LN (T) = 0.67 LN (X) +3.31 LN (T) = 0.67 LN (111.3) +3.31 LN (T) = 6.47 T = 644	pm pk hour of adjacent street	48% in; 52% out LN (T) = 0.67 LN (X) +3.31 LN (T) = 0.67 LN (X) +3.31 LN (T) = 6.25 T = 516
note 3	FREQUENT Bus service on both Sunset and on La Brea		

TRIP RATES PER ITE TRIP GENERATION HANDBOOK (9TH EDITION)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

October 22, 2014

TO: Michael J. LoGrande, Director of Planning
Department of City Planning
Attention: Darlene Navarrete

FROM: Fire Department

SUBJECT: **TRACT MAP NO. 72370 (8150 Sunset Boulevard)**

Subject property has been investigated by members of the Fire Department.

Submit plot plans for Fire Department approval and review prior to recordation of Tract Action.

RECOMMENDATIONS:

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Adequate public and private fire hydrants shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Darlene Navarrete
October 22, 2014
Page 2

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

RALPH M. Terrazas
Fire Chief

Mark I. Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MIS:TW'O:vlj
TR-72370
Map No: 148-177

DC

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

Sent: Thursday, September 19, 2013 11:08 AM

To: David Crook

Subject: Fwd: ENV 2013025520EIR

[Quoted text hidden]

Veronica Jaimez <veronica.jaimez@lacity.org>

Thu, Sep 19, 2013 at 11:40 AM

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

Hello Srimal,
Okay I'm glad you received it.

Veronica Jaimez

[Quoted text hidden]

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

September 19, 2013

To: Michael J. LoGrande, Director of Planning
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attention: Srimal Hewawitharana, Environmental Specialist II

From: Fire Department

Subject: 8150 Sunset Boulevard Mixed-Use Project
ENV 2013-2552-EIR

PROJECT LOCATION

**8150 Sunset Boulevard
Hollywood Community Plan Area**

PROJECT DESCRIPTION

The Project Applicant proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard with a mixed-use residential and retail project. The property is located within the Hollywood community of the City of Los Angeles (City), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the site. The proposed project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the "North Building"], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the "South Building"]; the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building). The North Building, which would be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses.

The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The project would include approximately 111,310 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing approximately 222,560 gross square feet of residential space. The project would also provide a new central public plaza, new public space at the northeast corner of the site, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, changing rooms, business center, and library. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial uses).

The total development would include approximately 333,870 square feet of commercial and residential space with a maximum floor-area ration (FAR) of approximately 3:1. The Project Applicant anticipates commencing construction in 2015 with occupancy occurring in 2017.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 9,000 G.P.M. from four to six fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.

B. Response Distance, Apparatus, and Personnel

Based on a required fire-flow of 9,000 G.P.M., the first-due Engine Company should be within 1 mile(s), the first-due Truck Company within 1.5 mile(s).

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 41
1439 N. Gardner Street
Los Angeles, CA 90046
Single Engine Company
Miles – 0.9 miles

Fire Station No. 27
1327 N. Cole Avenue
Los Angeles, CA 90028
Headquarters Battalion 5
Task Force Truck and
Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Miles – 2.4

Fire Station No. 97
8021 Mulholland Drive
Los Angeles, CA 90046
Paramedic Engine Company
Miles – 2.5

Fire Station No. 61
5821 W. 3rd Street
Los Angeles, CA 90036
Task Force Truck and
Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Miles – 3.0

Fire Station No. 82
1800 N. Bronson Avenue
Los Angeles, CA 90028
Single Engine Company
Paramedic Rescue Ambulance
Miles- 3.2

The above distances were computed to Project Site using Google Maps.

Based on these criteria (response distance from existing fire stations), fire protection would be considered **(inadequate)**.

Adverse Effects: Project implementation will increase the need for fire protection and emergency medical services in this area.

The proposed project would have a cumulative impact on fire protection services.

Project implementation will increase the need for fire protection and emergency medical services in this area

C. Firefighting Personnel Access

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Policy Exception:

L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- This policy does not apply to single-family dwellings or to non-residential buildings.

D. Firefighting Apparatus Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Site plans shall include all overhead utility lines adjacent to the site.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

CONCLUSION

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

BRIAN L. CUMMINGS
Fire Marshal

Mark Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MS:RED:vj

See Policies: (Policies are what matter) City of Los Angeles General Plan Framework

Chapter 3. Neighborhood Districts

Chapter 3. Neighborhood Districts

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

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

Policies

Uses and Density

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

Table 3-4

Land Use Designation Corresponding Zones

Neighborhood District C1, C1.5, C4, [Q]C2

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

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

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

Design and Development

- 3.8.4** Enhance pedestrian activity by the design and siting of structures in accordance [Chapter 5 Urban Form and Neighborhood Design](#) policies of this Element and Pedestrian-Oriented District Policies [3.16.1](#) through [3.16.3](#). ([P1](#), [P18](#), [P24](#), [P25](#))
- 3.8.5** Initiate a program of streetscape improvements, where appropriate. ([P30](#), [P31](#), [P32](#))
- 3.8.6** Encourage out door areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use. ([P17](#), [P24](#))

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

Chapter 3. Implementation Programs
<http://cityplanning.lacity.org/cwd/framwk/chapters/10/10.htm#P17>

ORDINANCES

P18

Amend the Zoning Ordinance to implement the policies and standards of the

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

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

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

Funding Source: General Fund and State funds

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

DEVELOPMENT STANDARDS AND GUIDELINES

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

P24

Formulate *citywide* development standards that:

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

- (1) Encourage and facilitate the assembly of small lots for higher-density housing or mixed- use
- (2) Encourage mixed-use development to locate on lots with side street access so that traffic flows and the pedestrian-oriented street frontage can be uninterrupted.
- (3) Provide incentives for a mix of residential unit sizes in the R3, R4 and R5 zones through the replacement of the habitable room-based density range by a single density.
- (4) Separate the measurement of intensity (floor area ratio/FAR) from building coverage and do not exclude required yards from the permitted FAR.
- (5) Increase per-unit on-site space requirement for all multi-family residential buildings.
- (6) Require transitional heights and buffers between higher-density housing and single- family homes.
- (7) Provide landscape options: more but smaller size (e.g., 15 gallon) trees in lieu of fewer larger size (e.g., 24-inch box) trees.
- (8) Protect residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management strategies.
- (9) Require street trees at the minimum spacing permitted by the Division of Street Trees.
- (10) Wherever possible, along secondary and major highways, require driveway access to buildings from side streets or alleys to minimize interference with pedestrian access and vehicular movement.
- (11) For parking structures, screen architecturally or with landscaping, locate no more than one level above grade in residential areas, and screen direct views of headlights/building lights from building exterior.

b. Enhance the appearance and function of *public infrastructure* and development, considering:

(1) Sidewalk improvement standards; location, appropriate width, species and spacing of trees as well as street furniture and street lighting.

(2) Revise street tree standards, including species and placement to enhance pedestrian- oriented districts and centers with a continuous tree canopy. Broadleaf evergreen and deciduous trees should be used whenever feasible.

(3) Revise street tree maintenance and removal standards.

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

Funding Source: General Fund, Street Lighting Assessment Fund

Schedule: Initiate within 18 months of Framework Element adoption

HOLLYWOOD Community Plan

December 13, 1988

Effective April 2, 2014
City Council CF 12-0303 S4

TABLE OF CONTENTS

A. PURPOSES

USE OF THE PLAN
OBJECTIVES OF THE PLAN

B. POLICIES

LAND USE
Commerce
Housing
Industry

CIRCULATION

SERVICE SYSTEMS
Recreation and Parks
Fire Protection
Public Schools
Library
Other Public Facilities
Social Services

C. PROGRAMS

PUBLIC IMPROVEMENTS
PRIVATE PARTICIPATION
HOLLYWOOD REDEVELOPMENT PLAN
SPECIFIC PLAN STUDIES

HOLLYWOOD PLAN

PURPOSES

USE OF THE PLAN

The purpose of the Hollywood Community Plan is to provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned government agencies, residents, property owners, and business people of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is not an official zone map and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

The Plan is subject to revision within five years, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.

2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.
3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.

In hillside residential areas to:

- a. Minimize grading so as to retain the natural terrain and ecological balance.
 - b. Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.
4. To promote economic well being and public convenience through:
 - a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.
 - b. Designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
 - c. Encouraging the revitalization of the motion picture industry.
 - d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.
 5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.
 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.
 7. To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.

POLICIES

The Hollywood Community Plan has been designed to accommodate the anticipated growth in population and employment of the Community to the year 2010. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of lower density residential areas, and the conservation of open space lands.

Much of the Hollywood Community is hillside and mountainous terrain, and as much of the remaining undeveloped land as feasible is to be preserved for open space and recreational uses. It is also the City's policy that the Hollywood Community Plan incorporate the sites designated on the Cultural and Historic Monuments Element of the General Plan; furthermore, the Hollywood Plan encourages the addition of suitable sites thereto.

LAND USE

COMMERCE

Standards and Criteria

The commercial lands (including associated parking) designated by this Plan to serve residential areas are adequate in quantity to meet the needs of the projected population to the year 2010, as computed by the following standards:

1. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;
2. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

Parking areas should be located between commercial and residential uses on the commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setback.

Features

The Plan provides approximately 1,139 acres of commercial and related parking uses.

The focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street. The Hollywood Center is included in the Hollywood Redevelopment Project area as adopted in May 1986. This center area shall function 1) as the commercial center for Hollywood and surrounding communities and 2) as an

entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.

The Plan recognizes the concentration of medical facilities in the vicinity of the Sunset Boulevard/Vermont Avenue intersection; it is identified as the East Hollywood Center Study Area. Within an adjacent to this center should be housing for employees as well as retail establishments serving the medical complex personnel and clients. While a commercial development intensity of up to 3:1 FAR is envisioned, the Community Commercial designation should not be expanded beyond the current sites until the Metro Rail system or some other high capacity transportation facility is operational.

Strategically distributed throughout the Community would be neighborhood shopping areas, emphasizing convenience retail stores and services. The Plan encourages the retention of neighborhood convenience clusters offering retail and service establishments oriented to pedestrians.

HOUSING

Standards and Criteria

The intensity of residential land use in this Plan and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria:

1. The adequacy of the existing and assured circulation and public transportation systems within the area;
2. The availability of sewers, drainage facilities, fire protection services and facilities, and other public utilities;
3. The steepness of the topography of the various parts of the area, and the suitability of the geology of the area for development.

To the extent feasible, the "cluster concept" is the preferred method to be utilized for new residential development in hillside areas in order to use the natural terrain to best advantage and minimize the amount of grading required. However, development by conventional subdivision shall not be precluded. The "cluster concept" is defined as the grouping of residential structures on the more level parts of the terrain while retaining a large area (75 to 80 percent) in its natural state or in a park-like setting. Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments, provided that the total number of dwelling units indicated in any development is not increased from that depicted on the Plan Map.

New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.

Features

Apartments in high-density areas provide housing for about 37,430 persons. Medium and low-medium density apartment and townhouse areas provide for about 127,105 persons. The low-density residential character of many parts of Hollywood should be preserved, and lower density (Low Medium I or more restrictive) residential neighborhoods should be protected from encroachment by other types of uses, including surface parking. It is the intent of this Plan that all natural slopes generally in excess of 15% be limited to the minimum density range. Transitional building heights should be imposed, especially in the Medium density housing designated areas where this designation is immediately adjacent to properties designated Low Medium I or more restrictive.

The Plan encourages the preservation and enhancement of well defined residential neighborhoods in Hollywood through (1) application of Historic Preservation Overlay Zones where appropriate, and/or (2) preparation of neighborhood preservation plans which further refine and tailor development standards to neighborhood character.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic, and ethnic background.

Additional low and moderate-income housing is needed in all parts of this Community. Density bonuses for provision of such housing through Government Code 65915 may be granted in the Low-Medium I or less restrictive residential categories.

The proposed residential density categories and their capacities are:

Residential Density	Dwelling Units per Gross Acre*	Persons per Gross Acre	Gross Acres	% of Resd. Land	Pop. Capacity	Pop. Capacity
Minimum	.5 to 1	3	945	11.6	2,835	1.2
Very Low II	2+ to 3	9	1,667	20.5	15,000	6.4
Low I	3+ to 5	12.5	410	5.0	5,125	2.2
Low II	5+ to 7	18.5	2,373	29.2	43,900	19.0
Low Med I	7+ to 12	26	439	5.4	11,415	5.0
Low Med II	12+ to 24	40	959	11.9	38,360	16.6
Medium	24+ to 40	74	1,045	12.8	77,330	33.4
High-Med	40+ to 60	95	122	1.5	11,590	5.0
High	60+ to 80	152	170	2.1	25,840	11.2
Totals			8,130	100.0	231,395	100.0

* "Gross Acre" includes one-half of abutting streets.

The 2010 population of Hollywood is projected to be approximately 219,000 persons, an increase of 38,000 over the 1980 population.

The Plan capacity is 5.7% in excess of the projected population figure for the year 2010.

INDUSTRY

Standards and Criteria

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations. On-street parking should be discouraged in industrial areas.

If industrial expansion is permitted into residential areas, it should be conducted according to a planned development program to avoid a mixture of uses. Industrial lands are intended to be limited and restricted to types of uses which will avoid nuisance to other uses on adjacent lands.

Features

The Plan designates approximately 335 acres of land for industrial uses. A large proportion should be encouraged to be occupied by the types of industry which are indigenous to Hollywood-motion picture and television production, radio studios, sound and recording studios, film processing studios, and motion picture equipment manufacturing and distribution. The Plan proposes more intensive utilization of existing industrial sites and encourages the vacation of appropriate local streets and alleys in industrial areas for purposes of lot assemblage. The Plan recognizes the need to review and revise the Zoning Code relative to the classification of many entertainment industry uses.

To preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses in keeping with the urban residential character of the community, the Plan proposes classifying industrial land in restricted zoning categories, such as the MR zones, wherever possible.

CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the Hollywood Community and thus the highways and streets of the community must accommodate traffic generated both within and without the community. To accommodate the transportation needs of the Community, the circulation system proposed in the Plan must be supplemented by a greatly improved public transportation system and/or additional highways and freeways. Unless such additional modes of transportation are provided, acute traffic congestion will be further aggravated in most parts of the community.

Several proposed Metro Rail stations are to be located in Hollywood. If higher intensity development is to be encouraged in the vicinity of these Metro Rail stations,

station area master plans should be prepared.

Standards and Criteria

Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and freeways Element of the General Plan and the City's Standard Street Dimensions. Design characteristics which give street identity such as curves, changes in direction and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated major and secondary highways and freeways. No increase in density shall be effected by zone change or subdivision unless it is determined that the local streets, major and secondary highways, freeways, and public transportation available in the area of the property involved, are adequate to serve the traffic generated. Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development. The Plan recognizes that within the designated Center Study Areas of Hollywood innovative parking programs should be instituted to accommodate these Centers' parking needs through creation of more available parking capacity and more efficient use of parking facilities.

Features

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward major and secondary highways. A transportation improvement and management plan is needed to create an integrated program of transportation mitigation measures such as traffic flow management, demand management programs, street widening, public transit, and private transit. The transportation program described in Section 518.1 of the Hollywood Redevelopment Plan is a component of this Community Plan-wide program.

SERVICE SYSTEMS

The public facilities (such as schools, libraries, etc.) shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times. The Plan recommends that a study be undertaken to develop revised standards and facility requirements

appropriate to a highly developed urban community including the provision of additional small parks.

The full residential, commercial, and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development. In mountain areas no tentative subdivision map shall be approved until reviewed and approved by the Fire Department.

RECREATION AND PARKS

Policies

It is the City's policy:

1. That the desires of the local residents be considered in the planning of recreational facilities.
2. That recreational facilities, programs and procedures be tailored to the social, economic and cultural characteristics of individual neighborhoods and that these programs and procedures be continually monitored.
3. That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available.
4. That, in the absence of public land, and where feasible, intensified use of existing facilities and joint use of other public facilities for recreational purposes be encouraged.
5. That the expansion of existing recreational sites and the acquisition of new sites be planned so as to minimize the displacement of housing and the relocation of residents.

FIRE PROTECTION

Policies

It is the City's policy:

1. That the various components of the fire protection/emergency medical services system be continually evaluated and updated by the Fire Department in coordination with other City departments, as fire protection techniques, apparatus, needs and land use patterns change.
2. That the expansion of existing fire stations and the acquisition of new sites be planned and designed to minimize the displacement of housing and relocation of residents.

3. That public education activities concerning the elimination of fire hazards, methods of fire protection and emergency medical service be encouraged.
4. That the existing paramedic program be continually evaluated, updated and improved.
5. That the City intensify its program of fire protection through weed abatement.

PUBLIC SCHOOLS

Policies

It is the City's policy:

1. That the Los Angeles Unified School District's standards and criteria for student travel distance, minimum school size and optimum pupil enrollment be tailored to specific Hollywood area characteristics of land use, street circulation, topography, population densities, number of school age children and availability of vacant land.
2. That the Los Angeles Unified School District be requested to tailor improvements in educational programming, curricula and staffing to the specific social, economic and cultural characteristics of the Community's residents .
3. That all school facilities in the Hollywood Community be constantly reviewed, analyzed and upgraded, in view of the fact that the District contains some of the oldest schools in the City.
4. That due to an absence of vacant land, an after-hours, multi-use concept of school facilities, together with a joint-use concept of other public facilities, be encouraged and promoted.
5. That the expansion of school sites be planned so as to minimize displacement of residents and that, where possible, alternative architectural concepts be developed.
6. That the expansion of school facilities be accommodated on a priority basis and consider the following: existing school size, age of main buildings, current and projected enrollment and projected land uses and population.
7. That the location of new school facilities be based on population densities, number of school age children, projected population, circulation, and existing and future land uses.
8. That all school facilities adjacent to freeways be buffered against visual, noise and air pollution impacts.
9. That educational opportunities for adults be expanded in the community.

LIBRARY

Policies

It is the City's policy:

1. That library facilities, procedures, programs and resources be continually evaluated and tailored to the social, economic and cultural needs of local residents.
2. That, where feasible, bookmobile service to isolated residents be encouraged as a complimentary service of community branch libraries.
3. That the expansion of existing library facilities and the acquisition of new sites be planned and designed to minimize the displacement of housing and relocation of residents.

OTHER PUBLIC FACILITIES

Policies

It is the City's policy:

1. That, where feasible, new power lines be placed underground and that the undergrounding of existing lines be continued and expanded.
2. That new equipment for public facilities be energy efficient.
3. That solar access to adjacent properties be recognized and protected in the construction of public facilities.

SOCIAL SERVICES

Policies

It is the City's policy:

1. That all public and private agencies responsible for the delivery of social services be encouraged to continually evaluate and modify programs as needs change and funds become available.
2. That publicly funded agencies strive to achieve and maintain a high level of awareness and understanding to the ethnic and cultural diversity of the community.

PROGRAMS

These programs establish a framework for guiding development of the Hollywood Community in accordance with the objectives of the Plan . In general, they indicate those public and private actions which should take place during the initial ten years following revision of the Plan. The described actions will require the use of a variety of implementation methods.

PUBLIC IMPROVEMENTS

1. CIRCULATION

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are recommended:

- a. Continued development of the freeway, highway, and street system in conformance with existing and future adopted programs. This should include participation of the City in a regional study focusing on Route 2 capacity increases.
- b. Continued planning of and improvements to the public transportation system for the community, including people-mover systems in high intensity areas as well as the proposed Metro Rail System.
- c. Preparation of a Hollywood Transportation Plan in ordinance form which creates an integrated program of transportation mitigation measures.
- d. Improvement of the Highland/Franklin intersections, including jog elimination either through realignment of Franklin Avenue or through grade separation.
- e. Improvement of Fountain Avenue as an east-west arterial, including jog elimination in the vicinity of Le Conte Junior High School.
- f. Improvement of the Hollywood Boulevard/La Brea Avenue intersection, including jog elimination.
- g. Improvement of the Los Feliz Boulevard/ Western Avenue intersection, including realignment of the curve.
- h. Improvement of Martel Avenue/Vista Street as a north-south arterial, including jog elimination north of Waring Avenue.

2. RECREATION, PARKS AND OPEN SPACE

The City should encourage continuing efforts by County, State, and Federal agencies to acquire vacant lands for publicly owned open space. The Plan encourages creation of the Los Angeles River Greenbelt corridor which would be integrated with existing and proposed parks, bicycle paths, equestrian trails, and scenic routes.

3. OTHER PUBLIC FACILITIES

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services at all times. New power lines should be placed underground, and a program for the undergrounding of existing lines should be developed.

PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

1. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
2. Promoting street tree planting programs in commercial areas as well as residential areas.
3. Sponsoring clean-up and beautification programs to improve the general environment.

HOLLYWOOD REDEVELOPMENT PLAN

A Redevelopment Plan has been adopted by City Council (May 1986) for the area outlined in Map A. The purpose of the Redevelopment Plan is to implement the Community Plan's goals for the revitalization of the Hollywood Center. In order to accomplish these goals the Redevelopment Plan includes several tools, some of which ensure that standards established by the Community Redevelopment Agency (CRA) are carried out.

URBAN DESIGN DISTRICTS

The Hollywood Redevelopment Plan includes three special urban design districts also outlined in Map A. These are (1) the Hollywood Boulevard District (2) the Hollywood Core Transition District and (3) the Franklin Avenue Design District. Objectives defined in these urban design programs shall guide and regulate development for those areas.

REGIONAL CENTER COMMERCIAL DEVELOPMENT

The Redevelopment Plan limits development within the Regional Center Commercial designation to the equivalent of an average floor area ratio (FAR) of 4.5:1 for the entire area so designated. Proposed development in excess of 4.5:1 FAR up to 6:1 FAR may be permitted provided that certain objectives set forth in the Redevelopment Plan subsection 506.2.3 are met. In order to provide incentives for historic and cultural preservation, the unused density from significant structures may be transferred to other development sites.

HOUSING INCENTIVE UNITS

In order to promote revitalization and improvement of residential properties and neighborhoods, the CRA Board may authorize new housing to be developed with more dwelling units per acre than otherwise permitted in the Redevelopment Plan (up to 30% more dwelling units than permitted by that plan) in order to achieve the objectives set forth in Section 505.3 of the Redevelopment Plan. In no

event may such authorization, in and of itself, exceed the maximum number of dwelling units permitted by Zoning.

In general, the Redevelopment Plan establishes a framework for implementing community revitalization activities. All development, including the construction of new buildings and the remodeling and expansion of existing buildings, must conform to the Redevelopment Plan. All building permits must be submitted to and approved by the CRA for development within the Redevelopment Project area.

SPECIFIC PLAN STUDIES

Specific Plan studies are suggested in the following areas:

- East Hollywood Center Study Area/Metro Rail Station area: focusing on the Medical Centers, providing for off-street parking, pedestrian walkways, landscaping, site planning, and mixed use development.
- Industrial Districts: emphasizing the retention and development of the entertainment industry, and including street widening, street improvement and parking, and clustering of complementary uses/services.
- Neighborhood preservation plans: to maintain and enhance the quality of development in, and reinforce the definition of, individual residential neighborhoods.
- Metro Rail Station areas: if development intensities greater than those depicted in this Plan are to be encouraged, station area master plans should be prepared.



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



CITY OF WEST HOLLYWOOD

CITY HALL:

8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA

90069-6216

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(323) 848-6496

**COMMUNITY
DEVELOPMENT
DEPARTMENT**

October 14, 2013

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

RE: Notice of Preparation of a Draft Environmental Impact Report
8150 Sunset Boulevard Mixed-Use Project
Case Number: ENV-2013-2552-EIR

Dear Ms. Hewawitharana:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project (Project). Included in this letter is a list of issues the City of West Hollywood would like studied in the DEIR that is to be completed for the Project.

ANALYSIS REQUESTED

Due to the Project's close proximity to the City boundary, there is a potential that the City of West Hollywood and its residents could experience negative impacts both during the construction of the Project and as a result of operation thereafter. The Project has a potential to create negative impacts and therefore the City of West Hollywood requests that the potential for any environmental impact, including the following specific issues, be studied in the DEIR:

TRAFFIC

Due to the Project's vicinity to the City of West Hollywood, the following intersections are requested to be studied as part of the DEIR traffic analysis:

1. Sunset Blvd. & Harper Ave.
2. Sunset Blvd. & Sweetzer Ave.
3. Sunset Blvd. & La Cienega Blvd.
4. Fountain Ave. & Fairfax Ave.
5. Fountain Ave. & Crescent Heights Blvd.
6. Fountain Ave. & Havenhurst Dr.
7. Fountain Ave. & Sweetzer Ave.





CITY OF WEST HOLLYWOOD

8. Fountain Ave. & La Cienega Blvd.
9. Santa Monica Blvd. & Fairfax Ave.
10. Santa Monica Blvd. & Crescent Heights Blvd.

In addition to the intersections listed above, please also study the residential street segment of Havenhurst Drive between Sunset Boulevard and Fountain Avenue.

As part of the study, consider traffic generated by cumulative projects located within the City of West Hollywood. The list of projects is available upon request.

For all study locations within the City of West Hollywood, please use the City of West Hollywood's adopted level of service methodologies and significant impact criteria when assessing potential traffic impacts. Please contact the City's Transportation Planner, Bob Cheung, at (323) 848-6346 for the methodology and thresholds of significant impact criteria.

INFRASTRUCTURE

The Project is located just to the north of the City of West Hollywood boundary at Crescent Heights Boulevard and Havenhurst Avenue. The City of West Hollywood owns and operates 8-inch diameter sewer lines which convey flows from north to south in both of these streets. The Project will have sewer flow which will discharge into both of these City of West Hollywood sewers.

The Project may generate a net increase of sewage flow into the City of West Hollywood sewers. Therefore, the City of West Hollywood requests a sewer capacity study be conducted to evaluate the impacts to the downstream City of West Hollywood sewers, and include all necessary mitigation measures to ensure our sewer system is protected.

Also, if the Project uses a large portion of the available capacity of the City of West Hollywood sewers, then it could potentially preclude any future development within the City of West Hollywood from being able to discharge flows into these sewers. If the capacity of the City of West Hollywood sewers is impacted, relief sewers or larger pipes need to be installed to provide additional capacity for the City of West Hollywood sewer system.

Here is a link to West Hollywood's guideline packet for preparation of a sewer capacity study:

<http://www.weho.org/Modules/ShowDocument.aspx?documentid=2320>



Please use this as a starting point to put together a scope of work for the DEIR sewer capacity study.

CULTURAL RESOURCES

Eight (8) designated Cultural Resources and one Thematic District located in the City of West Hollywood are within a quarter-mile radius of the project site. Due to the Project's proximity to these historic resources, we request that the Project's potential impacts on these resources be studied as part of the DEIR.

NOISE

The Project may generate a substantial permanent increase in ambient noise levels in the project vicinity due to project-related traffic, truck loading and unloading for businesses within the Project, and HVAC systems. The proposed outdoor dining above the ground floor, and the rooftop restaurant use, may also contribute to a permanent ambient noise level increase which may negatively impact surrounding properties within the City of West Hollywood. Thus, we request that these potential noise impacts be studied as part of the DEIR.

LIGHT, GLARE, AND SHADE

The Project includes buildings that will be up to 16-stories tall (approximately 216 feet in height), introduces new building surface materials to the site, and includes nighttime illumination which may cause light, glare, and shade impacts on surrounding properties within the City of West Hollywood. We request that these issues be studied as part of the DEIR.

SEISMIC

The Project is located within close proximity to the active Hollywood Fault. Given the increased level of ground shaking in areas near active faults, we request that all geology, soils, and building design requirements related to seismic activity be studied as part of the DEIR to ensure the protection of public safety.

CONSTRUCTION IMPACTS

All potential construction related impacts for the proposed project should be studied in detail, and mitigation measures should be proposed when applicable. This includes, but is not limited to, all of the following:

1. Heavy haul routing
2. Haul frequency



3. Truck size
4. Hours of construction
5. Street closures
6. Location of construction ramps and driveways
7. Construction parking supply (Note: No construction parking will be allowed within the City of West Hollywood)
8. Construction Noise
9. Project Duration
10. Dust control and truck wheel washing practice
11. Pavement quality control
12. Any other construction related issues and information that could impact City of West Hollywood neighborhoods

If any construction related haul route passes through the City of West Hollywood, dust control for construction traffic needs to be addressed. We request that the DEIR specify the mitigation measures for this issue.

PUBLIC NOTICE

Thank you again for this opportunity to provide input on the environmental review of this project. Please list me as primary contact for the City of West Hollywood, and place my name on the list of interested parties to receive copies of all notices issued regarding the Project. Please also provide a copy of any notice of determination that may be filed with respect to the Project, pursuant to the provisions of Public Resources Code Section 21197 (f).

If you have any questions regarding this letter, please feel free to contact me.

Best Regards,

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



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May 16, 2014

NOTICE OF ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT (ELDP)

CASE NO.: ENV-2013-2552-EIR
PROJECT NAME: 8150 Sunset Boulevard Mixed-Use Project
PROJECT APPLICANT: AG-SCH 8150 Sunset Boulevard Owner, L.P.
PROJECT LOCATION/ADDRESS: 8150 Sunset Boulevard
COMMUNITY PLANNING AREA: Hollywood Community Plan Area
COUNCIL DISTRICT: 4 – Tom LaBonge

THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW.

PUBLIC RESOURCES CODE - PRC
DIVISION 13. ENVIRONMENTAL QUALITY [21000 - 21189.3]
(Division 13 added by Stats. 1970, Ch. 1433.)

CHAPTER 6.5. Jobs and Economic Improvement Through Environmental Leadership Act of 2011 [21178 - 21189.3] (Chapter 6.5 added by Stats. 2011, Ch. 354, Sec. 1.)

21178. The Legislature finds and declares all of the following:

- (a) The overall unemployment rate in California is 12 percent, and in certain regions of the state that rate exceeds 13 percent.
- (b) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) requires that the environmental impacts of development projects be identified and mitigated.
- (c) The act also guarantees the public an opportunity to review and comment on the environmental impacts of a project and to participate meaningfully in the development of mitigation measures for potentially significant environmental impacts.

- (d) There are large projects under consideration in various regions of the state that would replace old and outmoded facilities with new job-creating facilities to meet those regions' needs while also establishing new, cutting-edge environmental benefits to those regions.
- (e) These projects are privately financed or financed from revenues generated from the projects themselves and do not require taxpayer financing.
- (f) These projects further will generate thousands of full-time jobs during construction and thousands of additional permanent jobs once they are constructed and operating.
- (g) These projects also present an unprecedented opportunity to implement nation-leading innovative measures that will significantly reduce traffic, air quality, and other significant environmental impacts, and fully mitigate the greenhouse gas emissions resulting from passenger vehicle trips attributed to the project.
- (h) These pollution reductions will be the best in the nation compared to other comparable projects in the United States.
- (i) The purpose of this act is to provide unique and unprecedented streamlining benefits under the California Environmental Quality Act for projects that provide the benefits described above for a limited period of time to put people to work as soon as possible.

21180. For the purposes of this chapter, the following terms shall have the following meanings:

- (a) "Applicant" means a public or private entity or its affiliates, or a person or entity that undertakes a public works project, that proposes a project and its successors, heirs, and assignees.
- (b) "Environmental leadership development project," "leadership project," or "project" means a project as described in Section 21065 that is one the following:
 - (1) A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as LEED silver or better by the United States Green Building Council and, where applicable, that achieves a 10-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.
 - (2) A clean renewable energy project that generates electricity exclusively through wind or solar, but not including waste incineration or conversion.
 - (3) A clean energy manufacturing project that manufactures products, equipment, or components used for renewable energy generation, energy efficiency, or for the production of clean alternative fuel vehicles.
- (c) "Transportation efficiency" means the number of vehicle trips by employees, visitors, or customers of the residential, retail, commercial, sports, cultural, entertainment, or recreational use project divided by the total number of employees, visitors, and customers.

21181. This chapter does not apply to a project if the Governor does not certify a project as an environmental leadership development project eligible for streamlining provided pursuant to this chapter prior to January 1, 2016.

21182. A person proposing to construct a leadership project may apply to the Governor for certification that the leadership project is eligible for streamlining provided by this chapter. The

person shall supply evidence and materials that the Governor deems necessary to make a decision on the application. Any evidence or materials shall be made available to the public at least 15 days before the Governor certifies a project pursuant to this chapter.

21183. The Governor may certify a leadership project for streamlining pursuant to this chapter if all the following conditions are met:

(a) The project will result in a minimum investment of one hundred million dollars (\$100,000,000) in California upon completion of construction.

(b) The project creates high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and helps reduce unemployment. For purposes of this subdivision, "jobs that pay prevailing wages" means that all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. If the project is certified for streamlining, the project applicant shall include this requirement in all contracts for the performance of the work.

(c) The project does not result in any net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.

(d) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the life of the obligation.

(e) The project applicant agrees to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the Rules of Court adopted by the Judicial Council pursuant to subdivision (f) of Section 21185.

(f) The project applicant agrees to pay the costs of preparing the administrative record for the project concurrent with review and consideration of the project pursuant to this division, in a form and manner specified by the lead agency for the project.

21184. (a) The Governor may certify a project for streamlining pursuant to this chapter if it complies with the conditions specified in Section 21183.

(b) (1) Prior to certifying a project, the Governor shall make a determination that each of the conditions specified in Section 21183 has been met. These findings are not subject to judicial review.

(2) (A) If the Governor determines that a leadership project is eligible for streamlining pursuant to this chapter, he or she shall submit that determination, and any supporting information, to the Joint Legislative Budget Committee for review and concurrence or nonconcurrence.

(B) Within 30 days of receiving the determination, the Joint Legislative Budget Committee shall concur or nonconcur in writing on the determination.

(C) If the Joint Legislative Budget Committee fails to concur or nonconcur on a determination by the Governor within 30 days of the submittal, the leadership project is deemed to be certified.

(c) The Governor may issue guidelines regarding application and certification of projects pursuant to this chapter. Any guidelines issued pursuant to this subdivision are not subject to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

21185. On or before July 1, 2014, the Judicial Council shall adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the environmental impact report for an environmental leadership development project certified by the Governor pursuant to this chapter or the granting of any project approvals that require the actions or proceedings, including any potential appeals therefrom, be resolved, within 270 days of certification of the record of proceedings pursuant to Section 21186.

21186. Notwithstanding any other law, the preparation and certification of the administrative record for a leadership project certified by the Governor shall be performed in the following manner:

- (a) The lead agency for the project shall prepare the administrative record pursuant to this division concurrently with the administrative process.
- (b) All documents and other materials placed in the administrative record shall be posted on, and be downloadable from, an Internet Web site maintained by the lead agency commencing with the date of the release of the draft environmental impact report.
- (c) The lead agency shall make available to the public in a readily accessible electronic format the draft environmental impact report and all other documents submitted to, or relied on by, the lead agency in the preparation of the draft environmental impact report.
- (d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.
- (e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.
- (f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.
- (g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.
- (h) The lead agency shall certify the final administrative record within five days of its approval of the project.
- (i) Any dispute arising from the administrative record shall be resolved by the superior court. Unless the superior court directs otherwise, a party disputing the content of the record shall file a motion to augment the record at the time it files its initial brief.
- (j) The contents of the record of proceedings shall be as set forth in subdivision (e) of Section 21167.6.

21187. Within 10 days of the Governor certifying an environmental leadership development project pursuant to this section, the lead agency shall, at the applicant's expense, issue a public notice in no less than 12-point type stating the following:

"THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW."

The public notice shall be distributed by the lead agency as required for public notices issued pursuant to paragraph (3) of subdivision (b) of Section 21092.

21188. The provisions of this chapter are severable. If any provision of this chapter or its application is held to be invalid, that invalidity shall not affect any other provision or application that can be given effect without the invalid provision or application.


21189. Except as otherwise provided expressly in this chapter, nothing in this chapter affects the duty of any party to comply with this division.

21189.1. If, prior to January 1, 2016, a lead agency fails to approve a project certified by the Governor pursuant to this chapter, then the certification expires and is no longer valid.

21189.2. The Judicial Council shall report to the Legislature on or before January 1, 2015, on the effects of this chapter, which shall include, but not be limited to, a description of the benefits, costs, and detriments of the certification of leadership projects pursuant to this chapter.

21189.3. This chapter shall remain in effect until January 1, 2017, and as of that date is repealed unless a later enacted statute extends or repeals that date.

Lisa M. Webber,
Deputy Director of Planning



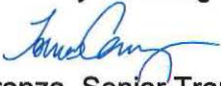
Luciralia Ibarra
Project Coordinator

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

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- 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	CMA	LOS	Impact	CMA	LOS	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.

*** Significant impact per City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures*, June 2013 (if applicable).

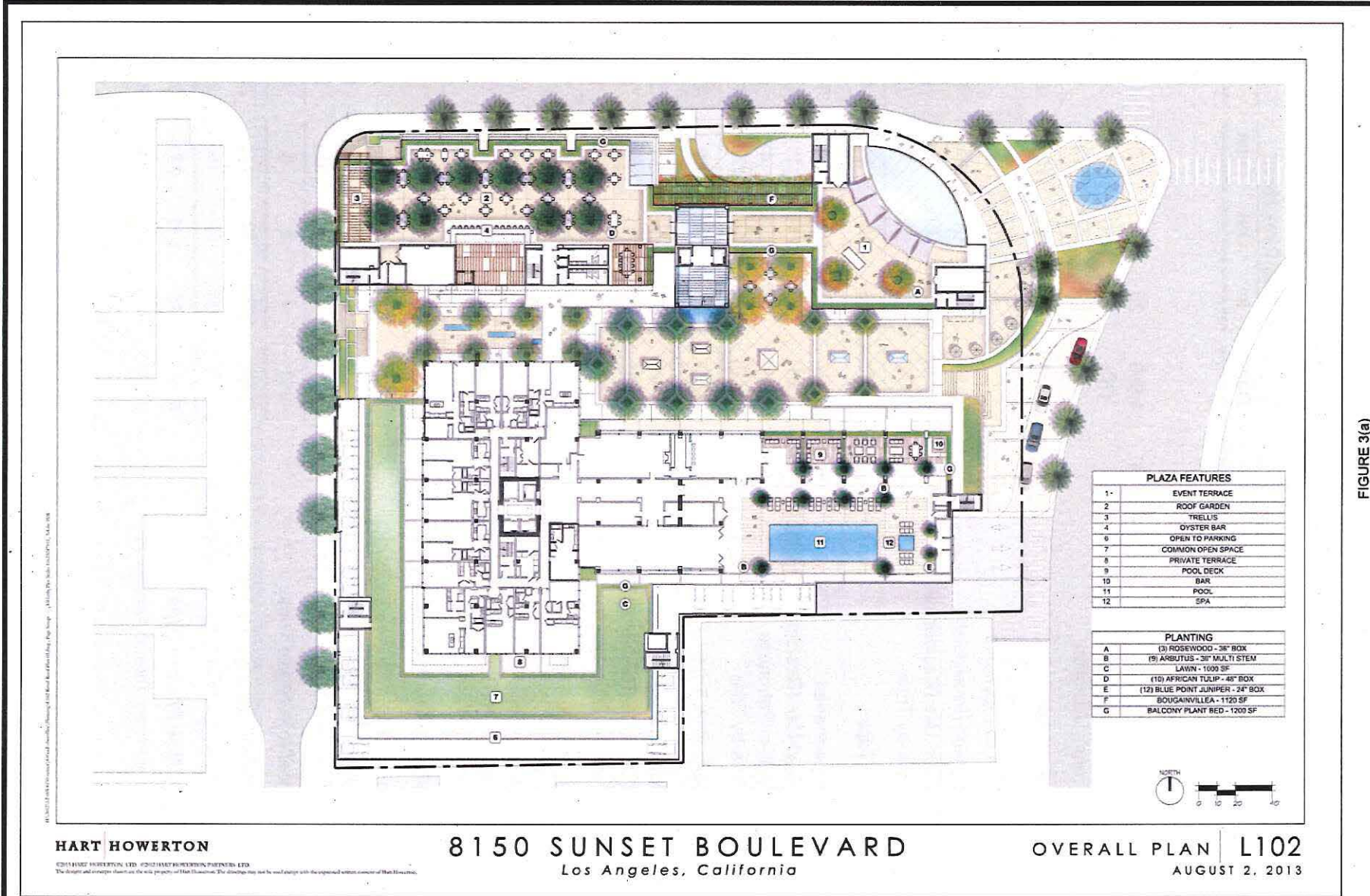


FIGURE 3(a)

PROJECT SITE LAYOUT



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>	<i>8,207</i>	<i>294</i>	<i>212</i>	<i>506</i>	<i>256</i>	<i>272</i>	<i>528</i>

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

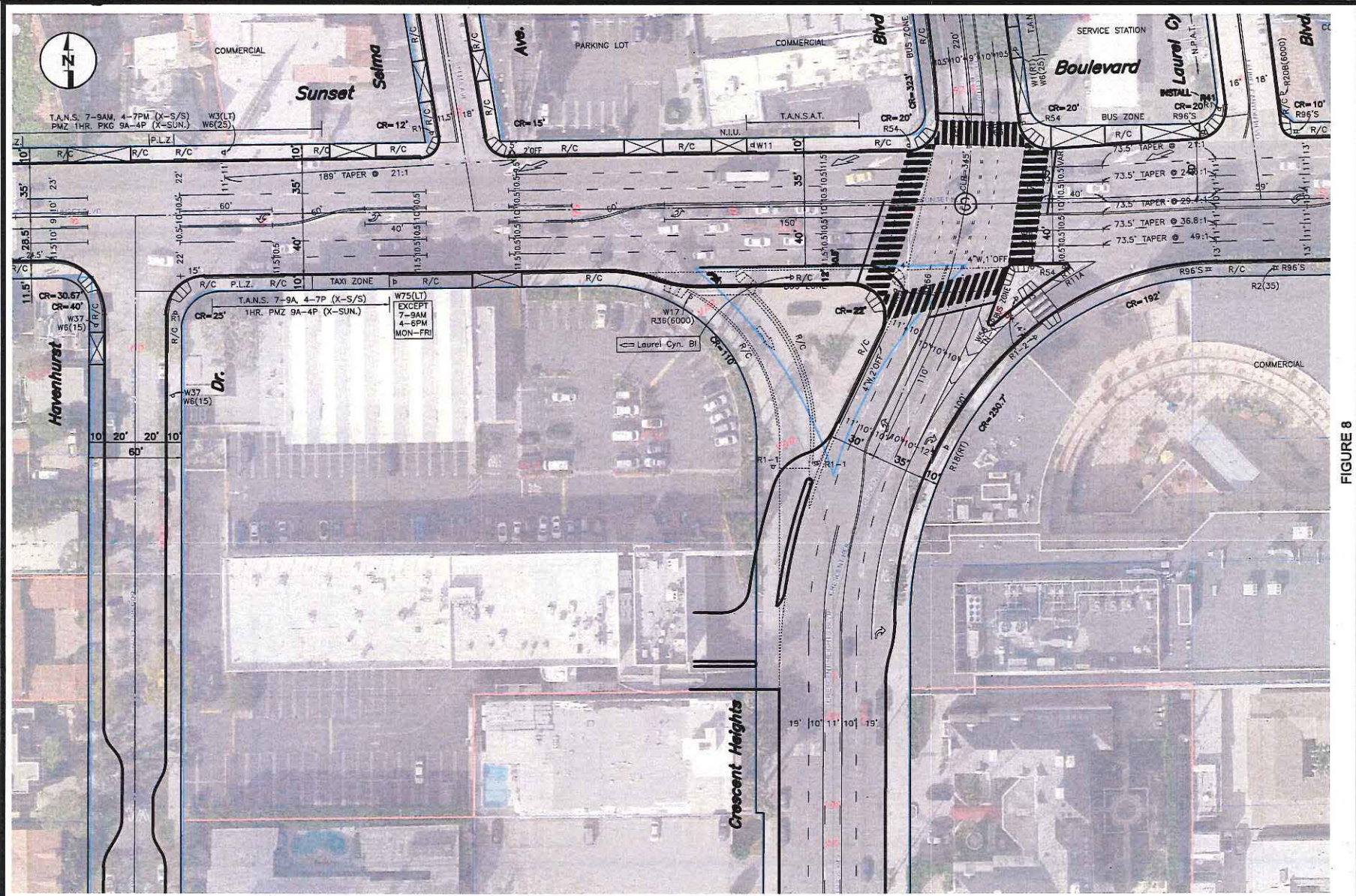


FIGURE 8

CONCEPTUAL IMPROVEMENTS
TO SUNSET BOULEVARD AND CRESCENT HEIGHTS BOULEVARD

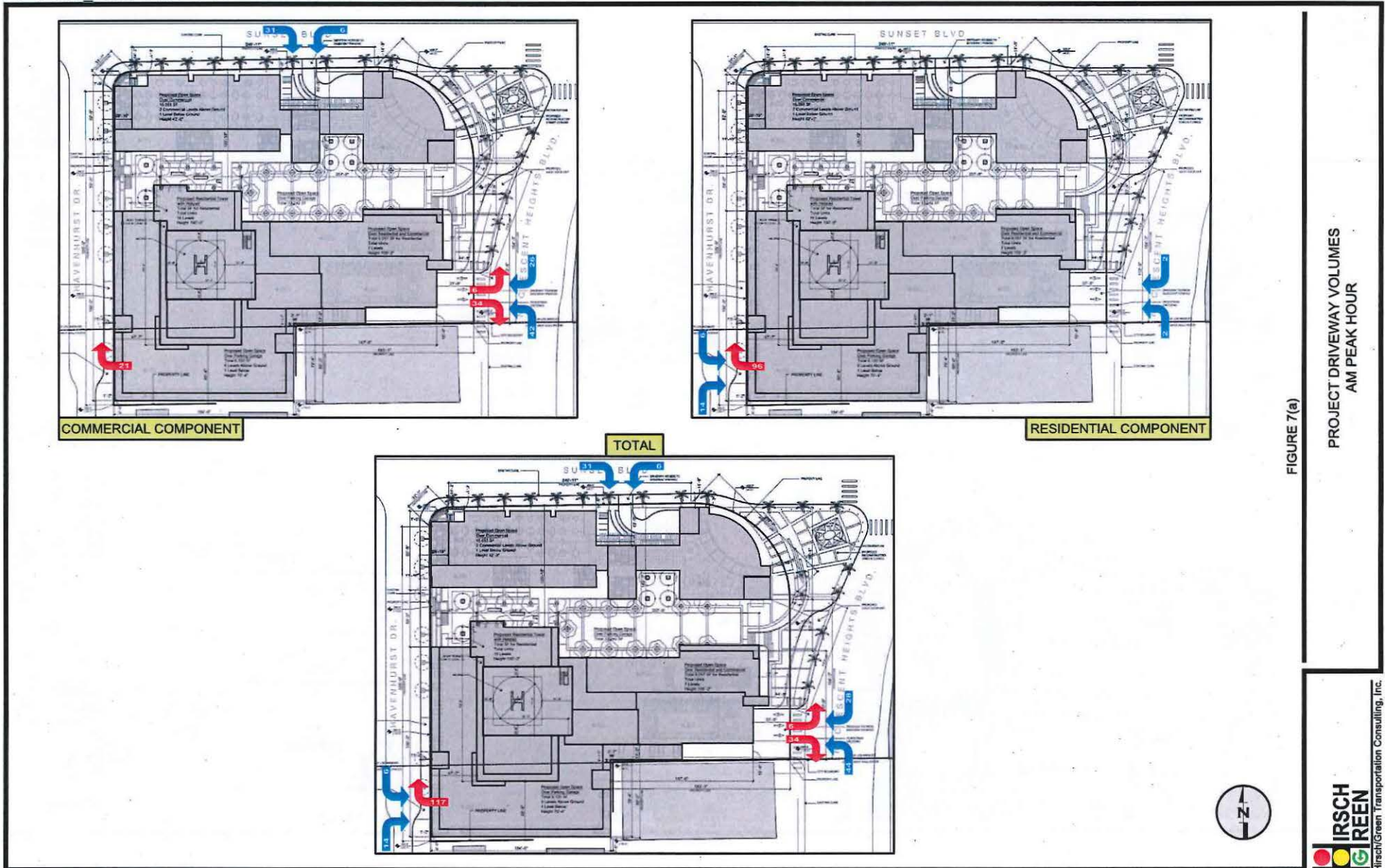
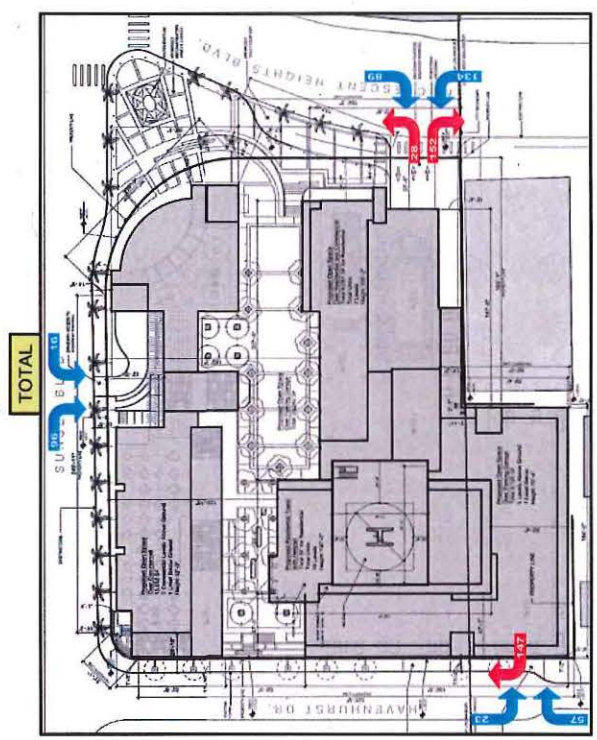
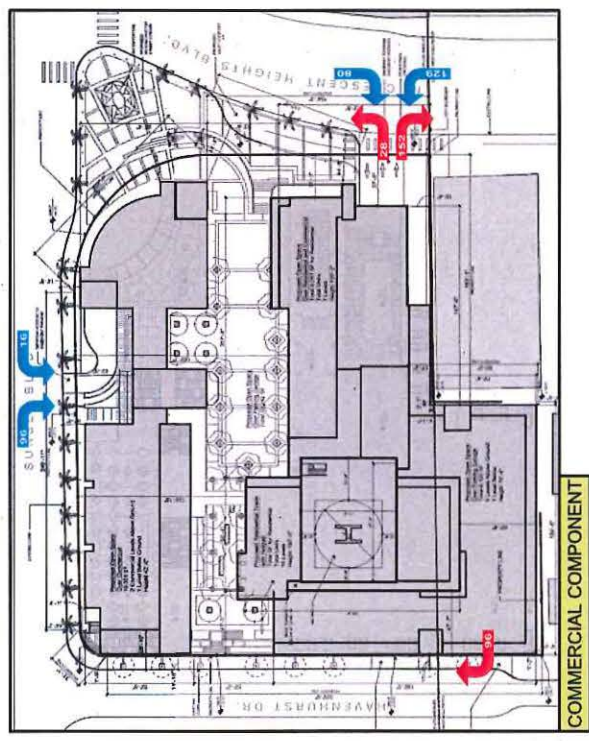
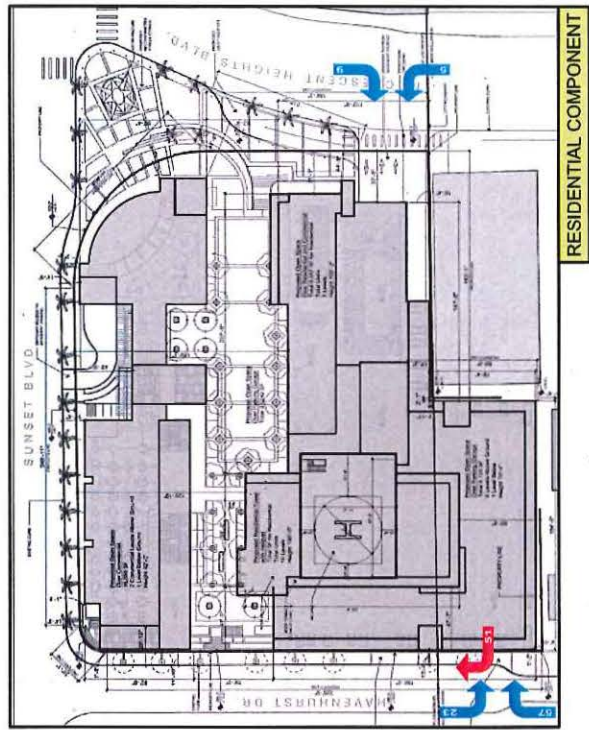


FIGURE 7(a)



**PROJECT DRIVEWAY VOLUMES
PM PEAK HOUR**

FIGURE 7(b)



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To:
The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

I strongly object to the oversized and completely out of context development being proposed for the south-west junction of Sunset & Crescent Heights on these grounds;

This EIR makes reference to general conformance, yet general conformance is not the standard on which a project may be approved. In the EIR there is no serious respect given to the historical context for a development of this scale, mass or design. This project stands in direct conflict to the Hollywood General Plan and CEQA.

HEIGHT

The land use detailed in the 8150 Sunset Blvd EIR is simply too excessive. At 216 feet this will be the tallest skyscraper on the historically low rise Sunset Strip.

8150 is applying for a permit to build condominiums. I ask that the city of Los Angeles reject this permit because on the way in which the approval process for rentals and condominiums differs. The EIR Represents the project as 16 stories when it is actually over a realistic 20 stories at 10 feet per story. I believe this to be an intentional misrepresentation to confuse the public, and because of this I demand a new EIR that correctly states the height without this misleading and incorrect figure of just sixteen stories.

HISTORICAL RESOURCE DISTRICT

The Chateau Marmont and the surrounding French Chateau style apartment buildings represent some of Los Angeles's premier historical treasures, so to tower over them with a massive skyscraper will be a blight upon the area and a tragedy of urban design that cannot be undone. The EIR does not accurately represent the destruction to the neighborhood that this project will cause. The current design will have a disastrous effect on the historical nature of the immediate surroundings by:

- Demolishing the Lytton Building.
- The EIR fails to correctly address the aesthetic and financial effects of blocking the light and views of the historic Chateau Marmont, the Colonial House, Andalusia, Mi Casa, Chateau Marmont, The Granville, and The Savoy and countless hillside residents.
- The shading the Chateau Marmont, Colonial House, and The Andalusia will completely destroy one of the most open and spacious areas of Hollywood's original residential district.

DENSITY

The Hollywood general plan states that it will:

“Protect lower density housing from the scattered intrusion of apartments”
and states that...

“Transition building heights should be imposed, especially in the medium density housing designated areas where the designation is immediately adjacent to properties designated Low Medium 1 or more restrictive”

This project shares a property line with a 2 story residential building and I believe it is not consistent with the general plan. Specifically, the project immediately borders R4B zoned buildings on Havenhurst, R4a on Crescent Heights, and R2 – 1xl zoning across Havenhurst.

TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those business will need to cover their rent, the real figure will be closer to 8-10,000 new vehicle movements per day at this already abysmally overcrowded intersection.

I demand that the city of Los Angeles independently reassess the real figures based on actual traffic rather than the ridiculous disingenuous ‘trips per day’ guesstimate made in the EIR.

Laurel Canyon Blvd (between Sunset & Ventura) is one of the most heavily congested corridors, as identified in the CGPF analysis of 2010 population and employment projections. (City of Los Angeles General Plan, Transportation, Chapter 2)

The proposal to take out a turning lane on the intersection of Laurel and Sunset will worsen traffic and slow emergency response times. This application must be denied.

The lead agency, the City of LA Planning Department, must consider whether this project will cause unsafe conditions for roadway users, residents and tax payers to avoid more expensive and disastrous lawsuits by properly determining the consequences of:

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in “vehicle conflict areas”
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

The EIR does not satisfactorily address the fact that there are nothing like enough parking spaces for the 480+ residents, 100+ retail, restaurant and gym employees along the thousands of clients they will need to attract to cover their rent. This will mean thousands of cars a day circling one of the most congested areas in Hollywood searching for parking, adding massive amounts of pollution, destroying our quality of life, and making it impossible for residents and emergency vehicles to have speedy access to the hillside neighborhoods.

THE "CONDO" LOOPHOLE

Townscape, the developers, are now applying to the city for condo parcel numbers. This means the units will be considered "individual homes" and are not subject to city rent increase guidelines. This is clearly an away to get around city rent guidelines, and to turn the unenforced "low income housing" benefits they are asking for into yet more easy to flip profit. I also ask that these loopholes are closed.

LOSS OF SERVICE

The addition of traffic and the overburden of parking to this already overcrowded intersection is going to result in a huge loss of speedy emergency service to all hillside residents. When seconds matter in the event of fire or heart attack this loss of service will open the door to potentially massive law suits against the city in the event of catastrophic or fatal accidents in the hillside communities.

These are some of my concerns, and I would like to know that City Hall will address them.

Thank you, yours sincerely,

The full list of all 771 respondents to Save Sunset Boulevard's one click "Objection to 8150 Sunset Boulevard".

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Lucrallia Ibarra <lucrallia.ibarra@lacity.org>

Fwd: IN REFERENCE TO CITY CASE # ENV - 2013 -2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Lucrallia Ibarra <lucrallia.ibarra@lacity.org>

Wed, Jan 21, 2015 at 11:42 AM

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

From: Alex Rose <memrose@sbcglobal.net>
Date: Tue, Jan 20, 2016 at 8:27 AM
Subject: IN REFERENCE TO CITY CASE # ENV - 2013 -2552-EIR
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Tom Labonge <tom.labonge@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

A number of residents have expressed concerns that the DEIR has not sufficiently studied either the possibility nor the probability of a life-threatening earthquake event taking place under the massive structure the builders are proposing for the site.

According to the classification on ZIMAS of the earthquake fault line traversing this area (specifically that of the plot at 8150 Sunset Boulevard), the distance to the nearest fault is 0.24668988 of one meter, which equals 9' 5/16". In this case, the classification mentions both the Hollywood Fault and the Alquist Priolo Fault Zone as being the areas about which we have concerns.

FAULT TYPE B Faults which are known to be slipping (and therefore seismicogenic) but lack sufficient information to fully model how close they might be to rupture are classified as Type B. These faults estimated to have a 5% or greater chance of an $M \geq 6.7$ earthquake within 30 years.

Slip rate

The slip rate of a fault is the speed with which one side of the fault moves with respect to the other. Since tectonic plates move very slowly these speeds are measured in units quite different from those we usually associate with measured speeds (for instance, highway traffic moving at kilometers per hour). Slip rates are generally measured in millimeters per year (mm/yr) – in California, slip rates for faults range from 0 to about 38 mm/yr, though anything over 10 mm/yr is generally considered fast (a slip rate around 1 to 2 mm/yr might be considered average for a major fault).

Since the slip rate of this fault is 1 mm per year, it can be considered a major, active fault.

ACCORDING TO RESEARCH CARRIED OUT BY WESTERN OREGON UNIVERSITY :

"An important goal of structural analysis in complexly deformed terranes is to determine the timing of movement along the fault. This is accomplished by means of the cross-cutting relationships that states that any geologic feature (e.g. fault, fold, sedimentary layer, pluton) must be younger than another feature that it cuts or truncates. In general, the age of faults cannot be determined precisely. Typically, the timing of the movement along a fault is bracketed between the youngest unit or feature that the fault cuts with the oldest unit or feature that cuts the fault."

THE GEOPHYSICAL RESEARCH LETTERS, VO. 24 #16, P. 2051-2054, 8/15/97

"The 1994 Mw 6.7 Northridge earthquake clearly demonstrated the hazards posed by faults within the Los Angeles metropolitan region. Because these faults are so close to major population centers, large earthquakes (Mw 7.0 to 7.5) on them could potentially cause more damage than the long-awaited 'Big One' (Mw -8) on the more distant San Andreas fault (WGCEP1995; Dolan et al., 1995; Heaton et al., 1995)"

SLIP TYPE = POORLY CONSTRAINED:

Assignment of Rates for Fault Sections Without Site Specific Data

"A number of new fault sections were added to the California Reference Fault Parameter Database (appendix A, this report) and, where possible, published slip-rate data was used to assign a preferred rate and bounds to that fault section. However, the majority of fault sections added to the UCERF3 model have no published slip-rate estimate. Furthermore, in UCERF2 active faults without a site specific slip-rate study were assigned a slip rate of zero. Although this could be viewed as a conservative approach it is clearly wrong because these faults are known to be active and thus cannot have zero slip rate, and assigning them all a slip rate of zero produces both spatial and temporal bias to the resulting hazard model because some regions are better studied than others and high-slip-rate faults are more studied than low-slip-rate faults. This bias became even clearer when the decision was made to include geodetic deformation models because no slip rates were available to constrain or compare to geodetic results for many regions or block boundaries".

THE REPORT OF THE CALIFORNIA DEPARTMENT OF CONSERVATION - DIVISION OF MINES AND GEOLOGY - open-file report 96-08 reports the following:

"Many of the faults in California are poorly to moderately constrained because they have not been studied sufficiently or because no available site has been found that contains appropriate stratigraphic relationships and dateable material needed to infer details of the paleoseismic history."

The articles above detail just how much information is lacking with regard to the fault(s) that run under and/or near 8150 Sunset Boulevard. Therefore, it is imperative that the DEIR and the City of Los Angeles (utilizing the auspices of the State Seismographic experts) further explore the possible dangers to the citizens in Los Angeles and West Hollywood.

Furthermore the Rupture Bottom is 13,000 and the Dip Angle is 70 degrees - both aspects require further study. The probability of a magnitude 6.4 quake is mentioned, which while not reaching into the 7.0 magnitudes, any quake in the mid 6's, can cause enormous damage in a heavily populated area; and when one factors all the hilly areas (8150) is on a large hill, the danger increases.

Sincerely,

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Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Questions regarding 8150 Sunset - reference City Case No. ENV -2013-2552-EIR

1 message

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

Wed, Jan 21, 2015 at 11:43 AM

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

From: **Andrew Macpherson** <macfly@macfly.com>

Date: Tue, Jan 20, 2015 at 8:57 AM

Subject: Re: Questions regarding 8150 Sunset - reference City Case No. ENV-2013-2552-EIR

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

Cc: Planning@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, tomlabonge@lacity.org, Alex Rose <nemorose@sbcglobal.net>, Jay Grodin <jgrodin@wkmgroup.com>, Robert Silverstein <Robert@robertsilversteinlaw.com>, Rory Barish <n2swimng@aol.com>, Adara Salim <adarasalim@gmail.com>

Dear Srimal,

I want to add to the public record that none of my questions from Oct 3rd 2013 were satisfactorily addressed in the DEIR.

I would like these questions and comments addressed and recirculated in the final EIR.

Thank you, Andrew Macpherson

On Oct 3, 2013, at 10:00 AM, Srimal Hewawitharana <srimal.hewawitharana@lacity.org> wrote:

Dear Mr. Macpherson,

Thank you for your comments and questions. They are being forwarded to the consultants to take into consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
 Environmental Specialist II

On Thu, Oct 3, 2013 at 9:33 AM, Andrew Macpherson <macfly@macfly.com> wrote:

Dear Srimal,

These are my first questions on the project at 8150 Sunset. Could you please confirm that you received them.

* Why has the project received so many out of code variances when the total allowable square footage of the lot is designated by its own code as C41D, specifies a total of 100,000 sq. ft, not 300,000 sq ft and an 18 story tower?

* Has the city asked for and reviewed the CALIFORNIA SEISMIC SAFETY COMMISSION's latest report

on known earthquake faults?<http://www.seismic.ca.gov/index.html>

- * Has the city complied with the State's latest findings and warnings about the dangers of building high rises on a fault line?
- * Has the city considered the dangers of borrowing large funds to build on a fault line?
- * Has the city considered the insurance liability of building on a fault?
- * Has the city considered the noise, nuisance and commotion of the roof top club-restaurant on the neighbors?
- * Why does the city and the developers think that a large open area on the busiest road junction in Hollywood could be an attractive pedestrian-retail area? Have they not walked Wilshire Blvd, and seen what the effect of these dead open spaces?
- * What about the shadows cast?
- * What about the impact on the Chateau Marmont, who's best rooms will no longer have their historic open view of LA, but instead will be towered over by this massive monolith.
- * What about the views and the values of the hillside homes that are going to be destroyed? (They belong to we who have been been paying our property taxes and voting for Tom LeBonge, Eric Garcetti etc for many, many years)
- * Who will provide the compensation for this destruction in the value of the view homes on the hill?
- * Why does the building lack any self parking?
- * Why is there such a disproportionately large compact only parking arrangement?
- * Address the electric vehicle charging in the valet only parking?
- * Address the lack of cycling lanes, and safety .
- * Why is such a disproportionately massive structure being allowed to be built in the heart of one of the most beautiful historic gathering of buildings in Los Angeles with an absolute disregard for the historic neighborhood?

More to come.

Warmest regards, Andrew

Andrew Macpherson
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11/6/2016

City of Los Angeles Mail - Fwd: Questions regarding 8150 Sunset - reference City Case No. ~~EX~~13-2552-EIR

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Fwd: Reference City Case No. ENV -2013-2552-EIR

1 message

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

Wed, Jan 21, 2015 at 11:45 AM

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

From: **Andrew Macpherson** <macfly@macfly.com>

Date: Tue, Jan 20, 2015 at 9:20 AM

Subject: Reference City Case No. ENV-2013-2552-EIR

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

Cc: Planning@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, tomlabonge@lacity.org, Alex Rose <nemorose@sbcglobal.net>, Jay Grodin <jgrodin@wkmgroup.com>, Robert Silverstein <Robert@robertsilversteinlaw.com>, Rory Barish <n2swimng@aol.com>, Adara Salim <adarasalim@gmail.com>

Dear Srimal,

Also I want to add to the public record that I have a great deal of concern with the emissions and waste management of the massive complex at 8150 Sunset.

There will be a 300%+ increase human, solid and airborne waste and pollution, as well as massive and unmitigated amount light and sound pollution. What is being done to minimize this effect on the neighborhood and the community?

I would like these issues to be fully addressed and recirculated in the final EIR.

Thank you, Andrew Macpherson

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Fwd: 8150 Sunset / Case Number: ENV -2013-2552-EIR

1 message

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

Wed, Jan 21, 2015 at 11:46 AM

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

From: **Donnicus L. Cook** <DLCook@westangelescdc.org>
Date: Tue, Jan 20, 2015 at 10:08 AM
Subject: 8150 Sunset / Case Number: ENV-2013-2552-EIR
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>
Cc: Tunua Thrash <tthrash@westangelescdc.org>, "planning.envreview@lacityorg" <planning.envreview@lacityorg>, "jonathan.brand@lacity.org" <jonathan.brand@lacity.org>, "andrew.westall@lacity.org" <andrew.westall@lacity.org>

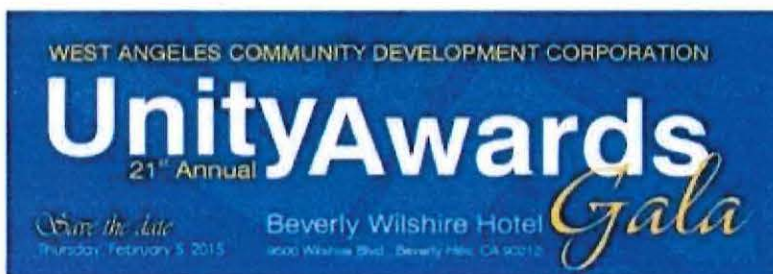
Good morning,

West Angeles CDC is pleased to submit the attached letter of support for the above reference project.

Thank you for your consideration. Any questions, please feel free to contact me or Tunua Thrash, Executive Director, at (323) 751-3440

Donnicus L. Cook

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Letter of Support - Townscape (West Angeles CDC).pdf
482K



January 20, 2015

Srimal Hewawitharana
City of Los Angeles

RE: 8150 Sunset / Case Number: ENV-2013-2552-EIR

Dear Srimal Hewawitharana:

West Angeles CDC is a faith-based organization founded in 1994 as an outreach ministry of West Angeles Church of God in Christ located in the Crenshaw District. Over the past 20 years, West Angeles CDC has developed nearly \$50 million of real estate, is the manager of over a dozen community programs, and is a leader in economic development along the Crenshaw Corridor. Our current portfolio includes more than 350 units of affordable housing and our recently developed West Angeles Plaza, which houses Union Bank, Metro Health & Wellness Center, and the 99 Cents Only Store, a project bringing much needed jobs to the Crenshaw community. Like Townscape, we are committed to the revitalization of underserved communities.

While the Crenshaw District has been our primary focus, West Angeles CDC recognizes thoughtful developments all over Los Angeles that take into consideration the great need for affordable housing for seniors and low-to-moderate income families.

West Angeles CDC offers more than a cursory statement of support. We understand the positive impact a project like this can bring to the City of Los Angeles and increase the quality of living for those who might be unable to afford living in Hollywood in the current market. Moreover, we proudly support the 339 anticipated permanent jobs and the 1,375 anticipated total jobs directly related to the project's creation.

West Angeles CDC recognizes the opportunities that the Townscape project creates by providing a variety of housing options in close proximity to public transportation, most notably the Sunset & Fairfax Rapid Bus lines and employment centers. With easy access to public transit, many of the hundreds of jobs created could be filled by individuals that live in the Crenshaw District and other areas of South Los Angeles, who are in need of work.

West Angeles CDC sees 8150 Sunset as a project that is not only of benefit to Hollywood, but rather is an example of what forward-thinking and quality development should strive to be. We are excited and very much look forward to seeing 8150 Sunset come to life through Townscape's vision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tunua Thrash-Ntuk", written over a white background.

Tunua Thrash-Ntuk
Executive Director



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: Lack of due process on the EDLP - Reference City Case No. ENV -2013-2552-EIR

1 message

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

Wed, Jan 21, 2015 at 11:47 AM

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

From: **Andrew Macpherson** <macfly@macfly.com>

Date: Tue, Jan 20, 2015 at 10:24 AM

Subject: Lack of due process on the EDLP - Reference City Case No. ENV-2013-2552-EIR

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

Cc: Planning@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, tomlabonge@lacity.org, Alex Rose <nemorose@sbcglobal.net>, Adara Salim <adarasalim@gmail.com>, Jay Grodin <jgrodin@wkmgroup.com>, Robert Silverstein <Robert@robertsilversteinlaw.com>, Wayne Marmorstein <waymarr@earthlink.net>

Dear Srimal,

I would also like to add to my comments for the public record the the Applicant and the City have not followed the due process of the EDLP, therefore it has been rendered invalid.

Thank you, Andrew Macpherson.

For itemized number (d) there must not have been any further correspondence from the City of Los Angeles department or the applicant. If there were - where are these documents located ?

For itemized number (f) "within seven days after the receipt of any commentthe lead agency shall convert to electronic.. make it available to the public

2 attachments


Screen Shot 2015-01-20 at 9.33.20 AM.png
178K

EIR documents prepared by the lead agency as submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is advanced received by the lead agency.

(b) The lead agency shall prepare written comments on the project to be advanced in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of receipt.

(c) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.

(d) The following paragraphs (5) to (8), inclusive, documents referred to as noted only by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright protected documents, the lead agency shall make an index of those documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or revised only by the lead agency after the release of the draft environmental impact report. The index must specify the location in lead agency where in which hardcopies of the copyrighted materials are available for public review.

 **City Case No. ENV-2013-2552-EIR_SSB_adendum8.pdf**
812K

(d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.

(e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.

(f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.

(g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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CITY OF LOS ANGELES
CALIFORNIA



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EXECUTIVE OFFICES

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DEPUTY DIRECTOR
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DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org



May 16, 2014

NOTICE OF ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT (ELDP)

<u>CASE NO.:</u>	ENV-2013-2552-EIR
<u>PROJECT NAME:</u>	8150 Sunset Boulevard Mixed-Use Project
<u>PROJECT APPLICANT:</u>	AG-SCH 8150 Sunset Boulevard Owner, L.P.
<u>PROJECT LOCATION/ADDRESS:</u>	8150 Sunset Boulevard
<u>COMMUNITY PLANNING AREA:</u>	Hollywood Community Plan Area
<u>COUNCIL DISTRICT:</u>	4 – Tom LaBonge

THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW.

PUBLIC RESOURCES CODE - PRC
DIVISION 13. ENVIRONMENTAL QUALITY [21000 - 21189.3]
(Division 13 added by Stats. 1970, Ch. 1433.)

CHAPTER 6.5. Jobs and Economic Improvement Through Environmental Leadership Act of 2011 [21178 - 21189.3] (Chapter 6.5 added by Stats. 2011, Ch. 354, Sec. 1.)

21178. The Legislature finds and declares all of the following:

- (a) The overall unemployment rate in California is 12 percent, and in certain regions of the state that rate exceeds 13 percent.
- (b) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) requires that the environmental impacts of development projects be identified and mitigated.
- (c) The act also guarantees the public an opportunity to review and comment on the environmental impacts of a project and to participate meaningfully in the development of mitigation measures for potentially significant environmental impacts.

(d) There are large projects under consideration in various regions of the state that would replace old and outmoded facilities with new job-creating facilities to meet those regions' needs while also establishing new, cutting-edge environmental benefits to those regions.

(e) These projects are privately financed or financed from revenues generated from the projects themselves and do not require taxpayer financing.

(f) These projects further will generate thousands of full-time jobs during construction and thousands of additional permanent jobs once they are constructed and operating.

(g) These projects also present an unprecedented opportunity to implement nation-leading innovative measures that will significantly reduce traffic, air quality, and other significant environmental impacts, and fully mitigate the greenhouse gas emissions resulting from passenger vehicle trips attributed to the project.

(h) These pollution reductions will be the best in the nation compared to other comparable projects in the United States.

(i) The purpose of this act is to provide unique and unprecedented streamlining benefits under the California Environmental Quality Act for projects that provide the benefits described above for a limited period of time to put people to work as soon as possible.

21180. For the purposes of this chapter, the following terms shall have the following meanings:

(a) "Applicant" means a public or private entity or its affiliates, or a person or entity that undertakes a public works project, that proposes a project and its successors, heirs, and assignees.

(b) "Environmental leadership development project," "leadership project," or "project" means a project as described in Section 21065 that is one the following:

(1) A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as LEED silver or better by the United States Green Building Council and, where applicable, that achieves a 10-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(2) A clean renewable energy project that generates electricity exclusively through wind or solar, but not including waste incineration or conversion.

(3) A clean energy manufacturing project that manufactures products, equipment, or components used for renewable energy generation, energy efficiency, or for the production of clean alternative fuel vehicles.

(c) "Transportation efficiency" means the number of vehicle trips by employees, visitors, or customers of the residential, retail, commercial, sports, cultural, entertainment, or recreational use project divided by the total number of employees, visitors, and customers.

21181. This chapter does not apply to a project if the Governor does not certify a project as an environmental leadership development project eligible for streamlining provided pursuant to this chapter prior to January 1, 2016.

21182. A person proposing to construct a leadership project may apply to the Governor for certification that the leadership project is eligible for streamlining provided by this chapter. The

person shall supply evidence and materials that the Governor deems necessary to make a decision on the application. Any evidence or materials shall be made available to the public at least 15 days before the Governor certifies a project pursuant to this chapter.

21183. The Governor may certify a leadership project for streamlining pursuant to this chapter if all the following conditions are met:

(a) The project will result in a minimum investment of one hundred million dollars (\$100,000,000) in California upon completion of construction.

(b) The project creates high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and helps reduce unemployment. For purposes of this subdivision, "jobs that pay prevailing wages" means that all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. If the project is certified for streamlining, the project applicant shall include this requirement in all contracts for the performance of the work.

(c) The project does not result in any net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.

(d) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the life of the obligation.

(e) The project applicant agrees to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the Rules of Court adopted by the Judicial Council pursuant to subdivision (f) of Section 21185.

(f) The project applicant agrees to pay the costs of preparing the administrative record for the project concurrent with review and consideration of the project pursuant to this division, in a form and manner specified by the lead agency for the project.

21184. (a) The Governor may certify a project for streamlining pursuant to this chapter if it complies with the conditions specified in Section 21183.

(b) (1) Prior to certifying a project, the Governor shall make a determination that each of the conditions specified in Section 21183 has been met. These findings are not subject to judicial review.

(2) (A) If the Governor determines that a leadership project is eligible for streamlining pursuant to this chapter, he or she shall submit that determination, and any supporting information, to the Joint Legislative Budget Committee for review and concurrence or nonconcurrence.

(B) Within 30 days of receiving the determination, the Joint Legislative Budget Committee shall concur or nonconcur in writing on the determination.

(C) If the Joint Legislative Budget Committee fails to concur or nonconcur on a determination by the Governor within 30 days of the submittal, the leadership project is deemed to be certified.

(c) The Governor may issue guidelines regarding application and certification of projects pursuant to this chapter. Any guidelines issued pursuant to this subdivision are not subject to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

21185. On or before July 1, 2014, the Judicial Council shall adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the environmental impact report for an environmental leadership development project certified by the Governor pursuant to this chapter or the granting of any project approvals that require the actions or proceedings, including any potential appeals therefrom, be resolved, within 270 days of certification of the record of proceedings pursuant to Section 21186.

21186. Notwithstanding any other law, the preparation and certification of the administrative record for a leadership project certified by the Governor shall be performed in the following manner:

- (a) The lead agency for the project shall prepare the administrative record pursuant to this division concurrently with the administrative process.
- (b) All documents and other materials placed in the administrative record shall be posted on, and be downloadable from, an Internet Web site maintained by the lead agency commencing with the date of the release of the draft environmental impact report.
- (c) The lead agency shall make available to the public in a readily accessible electronic format the draft environmental impact report and all other documents submitted to, or relied on by, the lead agency in the preparation of the draft environmental impact report.
- (d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.
- (e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.
- (f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.
- (g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.
- (h) The lead agency shall certify the final administrative record within five days of its approval of the project.
- (i) Any dispute arising from the administrative record shall be resolved by the superior court. Unless the superior court directs otherwise, a party disputing the content of the record shall file a motion to augment the record at the time it files its initial brief.
- (j) The contents of the record of proceedings shall be as set forth in subdivision (e) of Section 21167.6.

21187. Within 10 days of the Governor certifying an environmental leadership development project pursuant to this section, the lead agency shall, at the applicant's expense, issue a public notice in no less than 12-point type stating the following:

"THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW."

The public notice shall be distributed by the lead agency as required for public notices issued pursuant to paragraph (3) of subdivision (b) of Section 21092.

21188. The provisions of this chapter are severable. If any provision of this chapter or its application is held to be invalid, that invalidity shall not affect any other provision or application that can be given effect without the invalid provision or application.

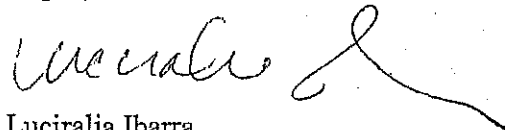
21189. Except as otherwise provided expressly in this chapter, nothing in this chapter affects the duty of any party to comply with this division.

21189.1. If, prior to January 1, 2016, a lead agency fails to approve a project certified by the Governor pursuant to this chapter, then the certification expires and is no longer valid.

21189.2. The Judicial Council shall report to the Legislature on or before January 1, 2015, on the effects of this chapter, which shall include, but not be limited to, a description of the benefits, costs, and detriments of the certification of leadership projects pursuant to this chapter.

21189.3. This chapter shall remain in effect until January 1, 2017, and as of that date is repealed unless a later enacted statute extends or repeals that date.

Lisa M. Webber,
Deputy Director of Planning



Luciralia Ibarra
Project Coordinator



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset DEIR

2 messages

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:38 AM

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

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

From: **Camden Gordon** <camdenlambertson@yahoo.com>

Date: Mon, Jan 19, 2015 at 3:51 PM

Subject: 8150 Sunset DEIR

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

Cc: "planning.envreview@lacityorg" <planning.envreview@lacityorg>, "jonathan.brand@lacity.org"

<jonathan.brand@lacity.org>

January 19, 2015

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

Ms. Hewawitharana:

Please consider my following comments on the 8150 Draft Environmental Impact Report.

#1 – This location is ripe for a dense residential/commercial mixed use development because, as pointed out in the DEIR, “The site is well served by a network of regional transportation facilities. Various public transit stops operated by the Los Angeles County Metropolitan Transportation Authority (Metro) are located in close proximity to the Project Site, the Hollywood Freeway (State Route 101) is approximately two miles northeast of the site, Interstate 10 is approximately four miles south of the Project Site, and Interstate 405 is approximately six miles southwest of the site.”

#2 – The proposed project has already been given a stamp of approval by Governor Jerry Brown as an Environmental Leadership Development Project, which is kind of a big deal as stated in the DEIR. “Judicial streamlining under the law is allowed only for qualified projects certified by the state governor’s office, based on a finding that a project would result upon completion in a minimum \$100 million investment in California, create new high-wage jobs, reduce unemployment, and result in no net additional GHG emissions to the environment. Very few projects can meet these criteria...”

#3 – Under *Summary of Environmental Impacts*, just about everything studied is determined to be “less than significant” or “less than significant after mitigation.”

#4 – If I were to choose from one of the alternatives, I would go with the 5th option, “Bank Preservation Alternative.” This would satisfy those who are sensitive to historic preservation without drastically changing the project as currently proposed.

#5 – The DEIR identifies the “No project/No build Alternative” as the environmentally superior alternative. However this is a silly statement and the report basically disagrees with itself when it correctly states, “It should be noted however, that although most impacts would be avoided under the No Project/No Build Alternative, beneficial aspects of the Project, such as the upgrading of the property with distinctive architecture and landscaping and the fulfillment of numerous regional and City plan and policy goals for the area would not occur.”

Overall, this is a quality project and I support it just as currently proposed.

Sincerely,

Camden Lambertson

Sent from my iPhone

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

Wed, Jan 21, 2015 at 11:47 AM

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

From: **Christina Santos** <cmsantos7722@gmail.com>

Date: Tue, Jan 20, 2015 at 11:46 AM

Subject: 8150 Sunset DEIR

To: planning.envreview@lacity.org

Cc: jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org, tom.labonge@lacity.org

To whom it may concern,

I have lived in many parts of Los Angeles, including Hollywood and Downtown, and have seen the type of effects new projects can have on our built environment. Time, housing and traffic are the two biggest issues facing this city. I support this project as it adds housing where housing is needed. Urban sprawl is the main culprit in the creation of the traffic nightmare we face today. The best way to combat urban sprawl is to densify by adding housing near where people want to live and work. It's a simple, easy to understand solution. Hollywood (and this portion of Sunset specifically) is a big employment and entertainment center, and to make it more easily accessible we need to add housing that is in close proximity, close to transit lines, and affordable. If downtown is the only neighborhood where additional density is allowed, urban sprawl will continue, convenient and accessible neighborhoods will become prohibitively expensive, and the traffic we face on a daily basis will become worse and worse. Every new project will garner its share of opposition from neighbors who live in the immediate area and are scared of what change can bring. I urge you to keep in mind the needs of the entire city when considering this project over the voices of a few loud neighbors.

Thank you, and I hope you will join me in supporting this project.

Christina Santos

Los Angeles, CA



Luciralia Ibarra <luciralia.ibarra@lacity .org>

City Case No. ENV-2013-2552-EIR

2 messages

Tony Tucci <radiocave@earthlink.net>

Tue, Jan 20, 2015 at 12:03 PM

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

Cc: Karen Hoo <karen.hoo@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>

Please include my comment letter in the city case referenced in the above subject line. (word doc attached.)

Thank you,

—TT

On Jan 2, 2015, at 6:06 PM, PCR_Team <announcement@pcrnet.com> wrote:

Dear Interested Party:

You are receiving this message on behalf of the City of Los Angeles Department of City Planning due to your expressed interest in the 8150 Sunset Boulevard Mixed Use Project Draft EIR. The City has posted a Notice of Extension of the public review period for the Draft EIR for the Project, which is available at the following link: http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/8150SunsetDEIR_CommentPeriodExtensionLtrSigned.pdf. You are invited to submit your written comments on the Draft EIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until January 20, 2015. Please reference City Case No. ENV-2013-2552-EIR in your comments.

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

Thank you.

PCR Services Corporation

**8150_Sunset_DEIR.docx**

98K

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

Wed, Jan 21, 2015 at 11:48 AM

[Quoted text hidden]

On Jan 2, 2015, at 6:06 PM, PCR_Team <announcement@pcrnet.com> wrote:

Dear Interested Party:

You are receiving this message on behalf of the City of Los Angeles Department of City Planning due to your expressed interest in the 8150 Sunset Boulevard Mixed Use Project Draft EIR. The City has posted a Notice of Extension of the public review period for the Draft EIR for the Project, which is available at the following link: http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/8150SunsetDEIR_CommentPeriodExtensionLtrSigned.pdf. You are invited to submit your written comments on the Draft EIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until January 20, 2015. Please reference City Case No. ENV-2013-2552-EIR in your comments.

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

Thank you.

PCR Services Corporation

8150_Sunset_DEIR.docx
98K

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

Ref: City Case No. ENV-2013-2552-EIR, DEIR for 8150 Sunset Blvd

Dear Ms. Hewawitharana,

I believe there is an error in the draft EIR traffic summary, please note that specifically the net new trip calculations are in error.

The calculation of the existing shopping center's 5296 daily trips should not include each fast food trip as trips to fast food restaurants should be calculated differently. Fast food uses are not destination uses. These are primarily stops in the pathways of drivers already on their way to other destinations. Most drivers are not driving out of their way or coming from far away destinations and impacting the corner of Crescent Heights and Sunset, by visiting ubiquitous merchants such as McDonalds, Subway or El Pollo Loco.

Traffic trips to fast food restaurants are realistically less impactful than the type of destination traffic trips that are forecasted for the future multi use project -- i.e., high-end dining, gym, retail and new residences. If calculated realistically, the net new trip calculations will indicate that the project will have a significant traffic impact on the streets of this area. This should be reflected in the final EIR.

Realistic mitigations should be proposed for traffic in the final EIR. One realistic mitigation measure would be a much smaller multi-use project.

Sincerely,

Tony Tucci

radiocave@earthlink.net

P.O. Box 5976

Beverly Hills, CA 90209



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Fwd: Save Sunset Boulevard!

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:50 AM

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

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

From: **Michael Shores** <mshores90069@gmail.com>

Date: Tue, Jan 20, 2015 at 1:06 PM

Subject: Save Sunset Boulevard!

To: srimal.hewawitharana@lacity.orgCc: info@savesunsetboulevard.com

This is Michael Shores.

I have lived in the area above Sunset Blvd behind the Chateau Marmont for 20+ years.

This neighborhood pays a lot of taxes and feels that the City of L.A. is only thinking of itself with these gigantic high-rise projects that benefit no one but the city's tax collectors.

This 8150 Sunset project will send the intersection back to the level it was in the '60s by taking away the right hand turn lane. Their stealing of light and view and the main causation of horrendous traffic without benefit of mass transit is an abomination of what a modern city should be.

Please find attached my letter of protest against this project.

--
Michael Shores

323.791.9433

mshores90069@gmail.com

AIM: moeron2000

SKYPE: michaelshores

 8150SunsetProjectConcern_MichaelShores.pdf
70K

MICHAEL SHORES

TO: PUBLIC COMMENTS, L.A. CITY PLANNING DEPT.

RE: 8150 Sunset Project

VIA EMAIL: planning.envreview@lacity.org

Save Sunset Blvd!

I've lived in the neighborhood of Marmont Avenue & Hollywood Blvd since 1978 and have been a permanent resident since 1995. I own 2 properties on Marmont Avenue at 1676 & 1682.

The intersection at Sunset & Crescent Heights is already lacking enough lanes and smart planning to deal with the present traffic much less the increase of 20,000 cars a day that studies show the 8150 project will bring to this neighborhood. It will drastically increase the flow of traffic into the surrounding neighborhoods.

With the advent of traffic Apps like Waze, Hollywood Blvd between Laurel Canyon & Kings Road is already becoming a congested thoroughfare of commuters trying to avoid the intersection of Laurel Canyon & Sunset. Neighbors walk their dogs and exercise along this section of Hollywood Blvd that was once a peaceful neighborhood street. We now compete for space with drivers that are desperate for a short cut and speed around blind corners barely missing pedestrians. I've made attempts to bring this to the City's attention before by writing our district office and requesting speed bumps to slow cars down on this section of Hollywood between Laurel Canyon and King's Road. The City wouldn't allow it. The Fire Department needs the ability to make quick access to the surrounding neighborhood. Speed bumps would impede their efforts. This 8150 Sunset project is grossly over-sized for this area and will only make our neighborhood more congested. It's only a matter of time where we'll no doubt see an increase in car accidents involving pedestrians because more reckless drivers are speeding through our neighborhood.

Taking away the right hand turn lane on the east bound side of Sunset Blvd is like returning this intersection to the Stone Age of the '60s, when the music club Pandora's Box used to occupy the corner before the right hand turn lane ever existed.

In the 4 decades since the intersection of Sunset and Laurel Cyn / Crescent Heights hasn't changed. The traffic certainly has. The intersection has become a major commuter thoroughfare. Laurel Canyon now has less navigable traffic lanes due to mudslides in the 2004/2005 rainy season, which still haven't been repaired.

This intersection is jammed on the best of days by impatient, distracted drivers who are reckless because they're trying to make up time stuck in traffic. Drivers run red lights at that intersection all the time. I've seen numerous accidents of cars colliding with motorcyclists and bike riders. A Ghost Bike stands at this turbulent intersection, not as

MICHAEL SHORES

a tribute to the dead, nameless cyclist who was struck and killed by a motorist, but a warning to other bikers: this is a dangerous place; avoid it. So it is completely absurd that this developer pretends to understand the bike culture of LA and thinks they can mitigate the additional 20,000 cars a day by installing 900 bike parking spaces. This is political comedy at it's most preposterous. No one rides a bike as a commuter on Laurel Canyon. It is extremely disappointing that a Mayor who takes such pride in promoting CycLAvia events as L.A.'s vision of the future is so blind and out of touch with reality. His commitment to CycLAvia is more obviously focused on finding ways for developers to accrue Bonus points to push their projects past what the normal neighborhood codes would allow.

No one in the City Planning Department or Mayor's office could repute the idea that the city has lagged in providing more expansive rapid transit to an ever-growing city. L.A. may be proud of its bus lanes but they are few and far between and don't exist at the Sunset / Crescent Heights intersection. In reality those Rapid Buses are stuck in traffic like everyone else. There is no place to pull out of the main lanes of traffic to keep it flowing.

These developers have provided no facility for rapid transit or bus lanes or even a bus turnout lane for passengers to get on and off that might replace the right-hand turn lane they propose to get rid of. It's ridiculous that they think adding green space will help people get to work faster and safer. This is a huge fail in logic in both Planning and the Mayor's office, who may see a greatly increased tax base revenue stream but is ignoring the residents of a historic area that in the aggregate pay a very large amount of property taxes. Buses take up precious lanes of traffic. Drivers in a hurry, late for work, pull around the buses in unsafe maneuvers. Accidents will only increase.

I've been victim to 2 serious accidents within the area of that intersection of Sunset & Crescent Heights, both times resulting in totaled cars and months of physical therapy due to my injuries. In one accident my car was hit so hard that I was knocked unconscious and with the force of the impact my car was pushed so far away that when the fire department arrived they didn't even think I was part of the accident scene.

Don't let these developers make an already dangerous intersection even worse. This development at 8150 Sunset must be stopped!

Save Sunset Blvd!

Michael Shores
1682 Marmont Avenue
Los Angeles, CA 90069



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset DEIR Response Comments 1425 N. Crescent Heights Boulevard

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:53 AM

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

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

From: **Jsumer** <jsumer@aol.com>

Date: Tue, Jan 20, 2015 at 1:11 PM

Subject: Re: 8150 Sunset DEIR Response Comments 1425 N. Crescent Heights Boulevard

To: srimal.hewawitharana@lacity.org

Cc: craig@roundabout.com, lenabydesign@mac.com, SJLin1@aol.com, n2swimng@aol.com, googemanagement@mac.com, karendemille@gmail.com, c.rice78@yahoo.com, slunceford@weho.org, cydzeiglerjr@gmail.com, ofeldman@pacbell.net, gpt1287@sbcglobal.net

Srimal:

Please accept this attached document as a revision of and replacement for the previous document sent on January 15, 2015 titled 8150 Sunset_CHHNPA response. New information has necessitated some revisions to the previous document so the previous document is no longer valid. This newly attached document reflects the thoughts and feedback of many individuals who have been following the process and wanted to be sure their various viewpoints were included.

These expressed concerns also reflect comments given to me by tenants in my building who might not have written letters. These are my concerns as well.

Thank you.

Julie Summers

323 829 4200

 8150_Sunset_CHHNPA_FINALcomments_on_DEIR_revised_01_19_15.pdf
174K

Crescent Heights – Havenhurst Neighborhood Preservation Association

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

January 19, 2015

Re: Public Comment- Draft Environmental Impact Report for 8150 Sunset Boulevard

Dear Ms. Hewawitharana:

Please accept these comments in response to the Draft Environmental Impact Report for City Case no. ENV-2013-2552-EIR issued for public review on November 20, 2014. These comments are not as comprehensive and potential helpful to the City and the draft E.I.R does not summarize the existing conditions and the proposed land use load assumptions in a publically accessible chart or graphics as most other Reports generally follow. Instead the public is asked to play detective and try to wade through exhibits, appendices and data embedded in the middle of reports in order to try to understand the basic application request and how it has been formulated based on the code and assumptions. Overall, the draft E.I.R. is confusing, sometimes contradictory and lacks a core background for the conclusions drawn.

GENERAL COMMENTS:

First, the current property is indeed in need of an upgrade and a new sustainably patterned and thoughtfully designed and programmed project would be very welcome on this site. However, it is very difficult for the public to provide insightful feedback on a proposed project when the description and analysis of the existing conditions compared to the proposed project is lacking fundamental information.

A. Existing Conditions: The Report describes the existing site development pattern as containing "two commercial uses and other site improvements" along with 222 parking spaces. **In order to more effectively evaluate the proposed project, it would be helpful to have the final environmental document be more descriptive in terms of summarizing the current conditions and site usage. Namely, what are the currently land uses and floor areas and how are the parking spaces allocated and configured for each one of them?**

Specifically, with respect to the food facilities, one (McDonalds) has a drive thru, and two (Subway and El Pollo Loco) are more fast paced. Yet all three have dining spaces and McDonalds upstairs is a full sit down restaurant. The other Food establishments (Sushi and Johnny's) have been regular eat in Restaurants since their inception. Each of these facilities should be broken out and identified in the EIR with their individual sq. footage areas.

b. Parking Spaces: Current % of Standard + % of Compact Spaces = ??? Please indicate how many parking spaces currently are standard and how many are compact for the upper public parking area accessed from Sunset and Crescent Heights.

B. Current Zoning & Applicable Ordinances: The Report does adequately break out the general description of the proposed Project. But, with respect to this specific property, it does not appear to describe for the public the adopted Community Plan vision, adopted ordinances that affect the allowable density, the baseline zoning allowances and the allowable increases permitted by State Law and L.A. City Ordinances with respect to affordable housing and transit proximity.

In the final Report please include an easily accessible summary of the Community Plan, applicable ordinances and baseline zoning for this parcel.

In addition please indicate how the addition of 28 affordable housing for low income households impacts the baseline density and parking requirements. (exclusive of variances to qualify for off menu incentives)

For example:

1. **Baseline Zoning for the site:**
Site Area – 2.56 acres (@ 43,560 s.f./acre) = \pm 111,500 s.f. (0.71:1 FAR)
Maximum Allowable Density (@ 1:1 FAR) = \pm 111,500 s.f.
Height District 1 = 45 feet maximum
Community Plan provisions: ???
Maximum Residential Density: ??? (i.e. Maximum unit count follows R4 provisions?)
Residential Parking Requirements: (i.e. Condominiums in an impacted parking zone?)
2. **Affordable Housing Incentives:**
Up to a maximum of 35% increase in density may be granted if the Project sets aside units for lower income households.
- Maximum Allowable Residential Density w/ Incentives = 1.35:1 FAR (applies to the residential portion of the project only, in order to better accommodate the residential units?)

The basis for many conclusions in the draft Report relies on "existing conditions and credits" yet this data is not readily found in the document. If it is in the draft, please reference its location and if not please include it in the revisions to the Report.

C. Proposed Project Comparison: Although there are some numbers spread throughout the Report in various sections, it would be helpful to have a breakdown of the proposed Commercial Use mix with the proposed commercial parking as well as the proposed Residential allocations and the change this proposal represents:

Proposed Comm'l Floor Area = 111,339 s.f. (1:1 FAR)

Current Comm'l Floor Area = 80,000 s.f.

Proposed Increase in Comm'l Floor Area = 31,339 s.f.

Percentage increase in Floor Area = 39% increase in commercial floor area

Proposed Increase in Residential Floor Area = 222,564 s.f. (2:1 FAR increase)

Current Residential Floor Area = None

Proposed Number of Units = 249 dwelling units, including 28 affordable units (+ 11% set aside)

Proposed Number of One- Bed and Two-Bed etc. units?

Proposed Site Density = 3.0:1 FAR

Allowable Site Density = 1.0:1 FAR

Current Site Density = 0.71:1 FAR

Increase to Site Density = 317% proposed increase (333,903 s.f – 80,000 s.f. / 80,000 s.f.)

Proposed Comm'l Parking = 554 spaces (4.98 per 1000 s.f. average load)
Current Comm'l Parking = 222 spaces
Increase to Comm'l Parking = 331 spaces (49% increase)

Proposed Increase to Resid'l Parking = 295 spaces (allocated at 1.18 spaces per unit)
Current Resid'l Parking = None

D. **Public Plaza:** An off-site public plaza is referred to throughout the document as part of this project. The Applicant does not own this property nor does the proposed Project appear to be part of a development agreement that might take into account a public benefit such as this plaza. In fact, the neighbors and City of West Hollywood were told that current median was already part of a previous entitlement across the street. Therefore, it should be the responsibility of that previous Applicant to perform improvements. Regardless, the proposed plaza is an independent question and any consideration of its design should be handled as part of a separate stakeholder outreach process distinct and independent from the proposed Project.

E. **Affordable Housing Incentives/Concessions:** The proposed Project looks to affordable housing incentives to justify significantly large "off menu" density bonus requests. In order to qualify for this bonus, selected criteria must be met. The Applicant has presented an opinion that the site rests 1560 feet from Major Stop/Transit. The burden falls to the City to make a written finding assessing the applicability of each incentive as well as the need for specific requests. **Please request that the EIR Consultant prepare an independent Map indicating the distance from Major Stop/Transit AND a description how this distance the method through which this distance was determined.**

Under State Law (Gov't Code Section 65915-18), upon receipt of an Applicant's proposal for the specific incentives or concessions, the city "shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of following:

(A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The draft Report did not look at an alternative that would have included the feasibility of what most developers would have proposed for this property (Ref: the Wells Fargo Mixed Use Project on Sunset and Hayworth two blocks away), namely a 1:1 FAR Mixed Use Project that requested 35% density bonus incentives for affordable housing.

SPECIFIC COMMENTS ON THE REPORT:

A. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED (SEC. D, Draft page ES-2)

1. Based on attendance at previous scoping and community meetings, two issues were raised as key areas of study yet they are not identified in this section of summarized items.

First, HYDROLOGY concerns were raised with respect to the underground parking proposed. This portion of the City has had many dealings with subsurface water issues when underground parking more than one story is undertaken. The current site is parked fully on-grade and therefore has no real sub-surface impacts. Specifically how will the new multiple level subterranean parking and foundation walls affect the underground water by damming existing flow and diverting water into the adjacent sites some of which have very old, one-story subterranean parking garages? Will there be impacts on the foundation systems of the adjacent residential properties? How can this site specific condition be mitigated if at all?

Second, SEISMIC concerns were raised. Surely studied in the Report, how were these concerns not at least deemed to be "less than significant" with mitigations knowing that the Hollywood fault is proximate to this construction?

B. SIGNIFICANT UNAVOIDABLE IMPACTS (SEC. E, Draft page ES-3)

1. Beyond the historic and construction-related impacts, there does not appear to be unavoidable impacts related to the underground water table and to the proposed vehicular access/egress locations with respect to the ability to move in all four directions when leaving the property. Please explain how these result in a "less than significant impact"?

C. PROJECT ALTERNATIVES (SEC. F, Draft page ES-4 thru ES-10)

1. The "Alternatives" segment of the Report is a bit perplexing. Alternative #1 is a mandated alternative. Of the remaining seven "Alternatives", only one alternative (Alternative #2) studied a conventional "commercial only" Project based on the Community Plan and the Zoning Code. Six other alternatives were studied that would involve increased density (and in some cases height) not permitted under current incentive or bonus initiatives adopted by the City. Who generated these non-code compliant alternatives and why?
2. Public comments and written cards completed during the Scoping Meetings had specifically requested that at least three project alternatives be studied under the current Community Plan and Zoning allowances. The following three alternatives that had been requested were never studied:
 - i. **Alternative A- Commercial Addition and Remodel** of up to + 31,300 s.f. to upgrade and update the site preserving the Bank building but, through selective demolition, adding neighborhood serving commercial uses, new parking if needed and new landscaping to activate pedestrian life on Sunset. The Traffic consultant's Report, if accurate, indicates that the commercial trips generated would go down (5296 current trips down to 4809 trips) by adding new commercial floor area of 31,339 s.f. **Please evaluate how this Addition and Remodel strategy would result in a similar reduction and would result in benefits at the intersection and traffic flow in the area. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated?**
 - ii. **Alternative B- A Mixed Use Project** of 45 feet max. consisting of commercial and residential uses at a density of 1:1 FAR with incentives up to 35% density bonus and an add'l story for affordable unit set asides of 20% unit count. This alternative should include the same 1/3 comm'l and 2/3 resid'l ratio proposed by the Applicant (i.e. 37,075 s.f. commercial and 74,264 s.f. residential). Using the applicants same unit size ratios and assuming a 35% density bonus on the

residential portion, this would result in a project of 112 residential units. Comm'l Parking (@ 5/1000 avg.) would require 74 spaces + Residential Parking (@ 1.5.spaces/unit avg.) would require 168 spaces for a total of + 242 parking spaces.

This alternative would result in a surface parked and perhaps one semi subterranean level of parking if necessary with a density/intensity increase of 57,331 s.f. of floor area but because of the new residential use the parking space count would only need to increase from 222 spaces to approx. 242 spaces.

Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?

- iii. **Alternative C – A Mixed Use Project + Bank Preservation Project with terraced, tuck-under Surface Parking.** Because of the Bank's fortunate location on the northwest corner of the site and the sloping nature of the lot, a new Project at a density of 1:1 FAR, preserving the existing Bank structure, and adding new retail and residential floor area over three or four stories can easily be achieved. This strategy would eliminate the need for currently proposed extensive site excavation and a large amount of soil export thus eliminating many anticipated construction-related impacts. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

Based on some of the Report's conclusions, any of these three alternatives (A, B or C) would likely result in a far more sustainable and desirable "environmentally superior alternative" than the one (Alternative #6) identified in the Report. Alternative # 6 represents a non-compliant development concept not supported by the Community Plan or the Zoning Code.

3. Alternative #7 refers to an "On-Menu" Alternative. The Applicant has elected to request "Off Menu" incentives for the proposed Project without demonstrating how these incentives are needed to accommodate the added units for affordable housing under State Law 65915. If the applicant plans to include 28 affordable dwelling units of approx. 18,000 s.f. to 19,000 s.f. of floor area, how does the Project require an additional 203,000 s.f. of leasable or saleable bonus floor area to offset these costs?

COMMENTS RELATED TO PROJECT IMPACTS:

A. PARKING & TRAFFIC IMPACTS

The public and community members are not specialists in this process and must trust that the Consultants are independent, objective and impartial in gathering and analyzing data. Clearly, based on the assumptions and the comments made by the Consultants in the Report and in the meetings, the Applicant's team has had a direct influence on this Report. The EIR Consultant at the most recent meeting referred to this EIR process as a "full disclosure exercise" in which transparency is paramount. **In the final Report, please disclose the relevant correspondence (emails and written documents) from City Staff to the Consultant and describe the nature of direction given by Staff and/or the Applicant's team to the Consultant (i.e. with respect to programs, land uses assumptions, project goals, etc.).**

1. **Trip Generations:** The draft Report indicates that 31,330 s.f. of new commercial spaces will necessitate an increase of 332 new commercial parking spaces (554 spaces proposed and 222 spaces current). This change represents a 50% increase in commercial parking spaces. Somehow the traffic study finds that there will be a 9% reduction of 487 commercial trips (5296 -4809 trips) even though the site will be intensifying with a new supermarket and new restaurant floor area. **How does an intensification of commercial use and a 50% increase in commercial parking result in a reduction in commercial trip generations?**

Table ES-1, Regional Traffic Analysis, Impact Statement TR-4 concludes that, "Project-generated traffic would be below the CMP 50-trip threshold at the CMP intersections..." Given the intensification in land use and the introduction of well over 1000 new trips and a resultant 20% increase in trips (1077 new trips) from the current site, how can a 50-trip threshold not be exceeded?

Some of the current uses appear to have been mischaracterized. Specifically the Bank building at approx. 20,200 s.f is incorrectly skewing the analysis. For the past 25 years plus the Bank has not functioned as the Home Savings corporate offices as originally conceived and the second floor has been abandoned. The public has not permitted upstairs or in the basement since the commercial retail center was constructed. Therefore, the more accurate trip generation figure for analysis purposes should be closer to 5094 s.f of daily use with the public as is proposed in the Project as a "walk-in Bank".. The draft E.I.R should be adjusted to reflect the more accurate use of the Bank building and its current impacts on traffic patterns.

In addition, the trips attributed to the food establishment uses also do not reflect the daily patterns that have been monitored and facilitated by onsite parking assistants for the past two decades. Other than the McDonalds drive thru portion and two fast food uses, all other food establishments have been conventional "sit down" restaurants not open in the mornings for the past two decades and should be more accurately accounted for Table 2(b).

Please provide a revised Table 2(b) that more accurately reflects to past two + decades of use on this site with respect to the Bank (previous savings and loan) and commercial retail center since it was constructed.

2. **Proposed Driveway on Crescent Heights:** The draft Report indicates that the Crescent Heights driveway will be used for commercial uses on the site. Please have the Consultant indicate the number trips per day of the total count that will be exiting on to Crescent Heights. Of this number, how many trips are projected to turn left (north) to Sunset. The left turn is currently prohibited because of mitigations to address previous impacts in this location. **Please explain how left turns out of the driveway will not result in the impacts previously identified?**
3. **New Traffic Signals on Sunset/Havenhurst and Sunset/Fountain:** There is no exiting from the current site on to Havenhurst Drive. In addition the City of West Hollywood installed speed bumps and then subsequently a choker to mitigate significant undesirable impacts from City of Los Angeles traffic short cutting up and down Fountain to or from Sunset Boulevard. The draft Report discusses a need for two new traffic signals based on the anticipated residential entry and exiting and the commercial exiting needs of the

project. The Report identifies 1596 daily trips for the residential component. How many additional trips are assumed for the commercial portion on Havenhurst? **Please address why the current design proposes to introduce new significant impacts on to Havenhurst Drive? Please explain in the revised Report how new signalization will address the City of West Hollywood's attempts to stop L.A. City based traffic from moving up and down Havenhurst Drive?**

A signal at Havenhurst and Fountain will not affect west bound traffic on Fountain at all as the same right turns heading north will still take place. In fact, the greatest benefit of a signal at Havenhurst and Fountain would be to facilitate left turns from Havenhurst on to Fountain in order to head east. If this result is correct, it would encourage even more cut through traffic from Sunset heading south, especially but not limited to those who want to divert down to Fountain to head east. **Please have the Consultant respond to this concern.**

4. **Parking:** If the project did not contain affordable housing, the proposed project would require well over 1100 parking spaces, yet the project is proposing only 849 spaces or approximately a 300 space reduction because 28 affordable housing units will be provided. **Assuming this reduction is in fact compliant per laws and codes, please study the potential impacts on adjacent streets if a project contains a 300 parking space reduction from conventional mixed-use projects without affordable housing.**

Ref: TABLE ES-1, SECTION 4.A: AESTHETICS

Urban Design Analysis related to "Aesthetics" –

a. **Sustainable Design/Green Space:**

The proposed Project seeks to create a large amount of open space and public-oriented spaces by moving its density into a vertical two-tower configuration. Without comment specifically on the proposed number of stories or scale, in most cases if the solar exposure is taken into account, this can be a sound strategy and in this situation a private courtyard or series of paseo-like spaces do make sense as a general site development approach.

When tower solutions are pursued, the resultant open space solutions become critical to the success of the project. In these cases, for sustainable design motives, one looks for excellent sun orientation, increased green spaces and new canopy trees, and ample permeable surfaces to keep storm water on site. Unfortunately, because of its substantial density requests and resultant subterranean parking needs, **this project proposal does not accommodate the effective, on-grade planted sustainable solutions and urban design benefits one would expect.** Instead, plantings appear to be heavily reliant on pots sitting on concrete decks or roof decks where the majority of the public could not enjoy them. And the general public space is overwhelmingly concrete or hardscape surfaces necessitating substantial (and likely unnecessary) surface drainage provisions that will further tax the storm drain system.

The Applicant team should be encouraged to re-examine the location of the new buildings and explore how moving taller portions toward Sunset might result in more on-grade green space and canopy trees planted in the ground.

b. **Site Topography:**

The project site slopes downward from north to south rather significantly. The existing commercial development acknowledges this slope and, through a terracing strategy, effectively situates the commercial uses so as to not require a great deal of excavation and soil export. Unfortunately, the proposed project appears to lack keen familiarity with the site specific conditions and to have been conceived in the computer as if it were more of a flat site. As discussed above, a thoughtful mixed-use design solution that takes advantage of the topography makes sense for this property if more adequately sized to include surface and/or tuck under commercial parking so that a substantive portion of the property can take advantage of the fertile soils that took centuries to create and that lie under the current parking surface.

The team should be encouraged to study a more terraced design solution that not only cleverly integrates necessary parking but also results in better massing and scale variations with more distinct interior programs so the site is more about passive enjoyment for the new residents and less a commercially based destination attracting cars to the site.

c. Open Space Orientation:

We know from a long history in Los Angeles that north-oriented, south side of the boulevard commercial uses on east-west arteries are difficult. In this case, the design proposes a grand east-west pedestrian-oriented promenade space in the middle of the site between its tall towers. Based on this orientation, the promenade will have very few hours of sunlight because of the shadows cast by the towers. Should the project's density move to the northerly portion near Sunset, adjacent to Bank structure, the former public plaza and promenade spaces can be repositioned as a south-oriented open space(s) for the residents thus greatly reducing the destination-based strategy now in place and providing a buffer for the adjacent residential properties to the south.

The Consultant team should study an alternative location for the scale and massing along the Sunset and Crescent Heights perimeters and evaluate any resultant benefits or impacts on adjacent residential properties.

Urban Design Analysis related to "Impacts on Streets" –

d. Public Plaza at the Sunset & Crescent Heights Corner:

Both the Applicant's representatives and Staff have discussed how dangerous the Sunset & Crescent Heights intersection has been for pedestrians. There inference is that the best solution is creating a large + 9000 s.f. urban plaza on the corner as a grand public space. In reality, the bigger problem with danger in this intersection is on the east corner not the west. Nonetheless, when a dangerous vehicular and pedestrian condition exists, the solution is not to introduce more pedestrians, more bicycles and more visual and physical distractions for the driver! In this case, the proposed design solution is actually backwards. The Project would improve by moving its density north to better hold the corner physically through a series of pedestrian-oriented facades (see Sunset Plaza, Larchmont, etc.) and eliminate any destination-based public at the corner altogether. The corner median is a separate question and should be handled as a separate process. It would probably work better as a non-occupyable urban marker referring to its history on the Strip. (Perhaps a design competition in the future?)

e. Sunset Strip in Los Angeles- Visual Compatibility and adjacent Residential Zones:

The Los Angeles portion of the Strip itself starts with the Chateau Marmont as a residential/hotel use and heads east with a majority of commercial uses for two miles until one reaches the heart of Hollywood at Cahuenga and Vine. Residential towers are rare with an occasional residential/hotel project appearing once or twice. Historically, the Strip has been home to entertainment, hospitality, service-oriented and commercial uses. Free-standing commercial structures and mini-malls have held to surface parked one or two stories for this stretch and include more neighborhood serving uses. A new five-story mixed-use building was constructed at Sunset and Hayworth with less than exceptional urban activating results (ref. north-facing commercial uses discussed previously). Crescent Heights is a residential street so the proposed mix of commercial and residential uses if designed well could be an appropriate and sustainable-growth based solution. However, there is no evidence that occupants at Sunset and Hayworth have embraced transit when their building is very proximate to the Fairfax/Sunset junction. Therefore, granting transit-based density increases beyond the extended range already identified in the Code is without basis and the actual data to support it. The evidence based on real life usage not theoretical thresholds actually suggests otherwise.

f. **Relocation of the Bus Shelter/Bus Stop:**

Those who live in the area talk regularly of the problematic bus stop location. Many comments were received on this topic. The Report does not appear to address relocation options, address the current problems or suggest how the increased intensity on the site and purported use of transit by the building's occupants will be supported.

Please have the Consultant team assess whether or not improvements can be made to the south east corner of Sunset/Crescent Heights so that the bus stop can move closer to Sunset/Laurel (nearer the majority of the current residents) and the smaller triangular median on the east corner can be modified.

CONCLUSIONS:

Overall, the design has yet to reach "iconic" status that has been offered and also is uninspired as currently conceived from a sustainable design and site orientation standpoint. The proposed mix of uses described in the project are reasonable. However, serious concerns remain unaddressed in the draft Report with respect to environmentally superior alternatives that were not studied despite public comments in the scoping process to do so.

The Report itself is lacking in project information and detail to support some of the "assumptions" and conclusions drawn within.

The Report did not study specific alternatives posed by the public during the scoping process and instead studied high density/high intensity alternatives never proposed by the public or the applicant.

From an urban programming standpoint, the public plaza as a destination space is a complete misstep that will introduce more problems than it will solve.

From an urban scale standpoint, a tall tower solution would visually be much grander than anything in the area, including the historic Chateau Marmont. The Chateau is nettled in the hillside behind

large growth trees and billboards. If anything, the proposed towers would not visually compliment it, rather they would diminish the urban presence of the Chateau across the street.

With respect to commercial uses, lower-scaled, more neighborhood-oriented uses would be more appropriate (especially along Havenhurst Drive on the westerly edge).

The Bank is an asset and its conservation on the site does not preclude a mixed-use development that conforms to the underlying zoning. Keeping the resource in place is demonstrably viable.

A more appropriately scaled solution that reflected the Sunset Strip's character and further enhanced the Strip's creativity and walkability would be most welcome.

Based on the well-documented history of this site and the complexity associated with the intersection, commuting to the San Fernando Valley, tourism associated with the Strip, and adjacent residential uses the Project should rise to exceptional quality that solves current issues without introducing new problems. The applicant and its design team have received respectful and specific feedback about the type of project that could work on this site. The Project site could benefit from re-development and the proposal merely needs a stronger vision to ensure economic, social and urban design success. This vision should not rely on unsubstantiated density increases and impactful increases to public space intensity as its crutch. Instead, it should be founded on neighborhood serving, benign trip generating uses that encourage local neighborhood participation and new opportunities for residential living that do not draw visitors to the site unnecessarily through public space activities.



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: 8150 Sunset Boulevard

1 message

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

Wed, Jan 21, 2015 at 11:54 AM

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

From: **David Gold** <David@convermat.com>
 Date: Tue, Jan 20, 2015 at 2:17 PM
 Subject: 8150 Sunset Boulevard
 To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>
 Cc: "info@savesunsetboulevard.com" <info@savesunsetboulevard.com>

Dear Srimal Hewawitharana:

The Draft EIR for this proposed project does not consider a project Alternative that would mitigate several of the negative and significant impacts of the project. An Alternative that should be considered, and can be considered in conjunction with other Alternatives, is (a) to locate/mass most the of the additional FAR on the northeastern corner of the site and (b) provide parking underground on the entire area of the site, instead of building a six-story exposed garage on one corner of the site.

Placing most of the additional FAR along Sunset and at the corner of Sunset and Laurel Canyon would mitigate many negative impacts of the proposed design and would provide important planning/urban benefits:

1. Greatly reduce the negative impacts on historic resources, by opening scenic corridors to and from Chateau Marmont, the Andalusian and Colonial House. Moving the tower would have no negative consequences to any of these buildings on the National Register of Historic Places.
2. Greatly reduce the impact of construction noise and vibration impacts, since the northeast corner of the site is furthest away from the largest adjoining properties particularly the residential properties where impacts are most severe.
3. Greatly reduce the impact of glare and light, since the northeast corner of the site is furthest away from the largest adjoining properties particularly the residential properties where impacts are most severe.
4. Reduce the impact of traffic on Havenhurst Drive, the most significantly impacted residential street, by spreading parking throughout the site and thus encouraging more access and egress from Sunset and Crescent Heights, which as larger streets can more easily absorb the additional traffic compared to Havenhurst Drive.
5. Greatly improve aesthetics by building along Sunset Boulevard, creating a "street wall" consistent with that immediately to the east at the retail center and the mid-rise apartment building. The Lytton Building could be integrated into a tower sharing its site, as the CIM project on Sunset did with the Old Spaghetti Factory. Mass and density should be located closest to the most actively developed area – Sunset and Crescent Heights – and furthest away from the low-rise adjoining residential neighborhood to the south. This would also help establish the "gateway" to the Sunset Strip that the developers promote.
6. Greatly improve aesthetics by building along Sunset Boulevard and at Crescent Heights and placing its open space to the south side of the site to (a) enhance visitors/users views of the LA basin and (b) provide a lower-rise transition to the low-rise residential buildings to the south; and (c) even provide an amenity for neighbors who will mostly come from the south.

It is unclear from recent project plans and the project description whether the parking garage will be fully-enclosed (other than driveways) or have windows. Windows would unnecessarily significantly increase the impact of operational noise and glare on surrounding residential neighbors, with very close and "line of sight" impacts to Colonial House in particular, and Chateau Marmont just slightly further away. There is no justification for the noxious, 24/7/365 impacts of the parking garage to be inflicted on neighbors by having open windows. If the project does propose any open windows in parking garages, these impacts should be analyzed.

Thank you.

David Gold | 8707 St. Ives Drive | Los Angeles, California 90210

T [310.205.9206](tel:310.205.9206) | F [310.205.9204](tel:310.205.9204) | C [323.774.7575](tel:323.774.7575)



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Fwd: Comments to Sunset Blvd. Mixed Use DEIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:54 AM

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

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

From: **Geary & Michelle Coats** <coatsconsulting@gmail.com >

Date: Tue, Jan 20, 2015 at 3:28 PM

Subject: Comments to Sunset Blvd. Mixed Use DEIR

To: srimal.hewawitharana@lacity.orgCc: cydzeiglerjr@gmail.com, tomlabonge@lacity.org, jonathan.brand@lacity.org, Planning@lacity.org

Ms. Hewawitharana;

Attached please find a letter which presents comments on the DEIR for the Sunset Blvd. Mixed Use Project. Please feel free to contact me if you have any questions or would require addition information or clarification.

Thank you in advance for the review of this submittal.

Respectfully;

Michelle D. Coats

COATS CONSULTING

P 831.250.7192 | F 831.250.7193

PO Box 1356 Carmel, CA 93921

*Please consider the environment before printing any part of this email**.

**Comment Ltr. Jan 20 2015.doc**

58K



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COATSCONSULTING@GMAIL.COM

LAND PLANNING • ENVIRONMENTAL PLANNING • ENTITLEMENT/PROJECT MANAGEMENT • BRANDING

January 20, 2015

Mayor Garcetti
Council Member Tom LeBonge
Jonathan Brand
City of Los Angeles Environmental Planning

Subject: Comments regarding the Sunset Blvd. Mixed Use Project DEIR

At the request of "Save Sunset Blvd", Coats Consulting has been requested to review the Draft EIR for the Sunset Blvd Mixed Use Project, to ensure that it is adequate and complete, in order for the City of Los Angeles to be able to certify the environmental document in question. As you are aware the purpose of a CEQA document is first and foremost to "INFORM". CEQA documents are intended to be informational, unbiased and represent a complete and thorough evaluation of all relevant information needed for the Lead Agency to make an informed decision.

Unfortunately the Sunset Blvd Mixed Use Draft EIR, as prepared, is incomplete and has not adequately evaluated the potential environmental impacts associated with the proposed project. In its current format, the document is prepared, as an "Advocacy" document, intended to provide an environmental document that can be used to justify a project, not adequately evaluate the proposed project and its impacts on the Hollywood community, which will be most directly affected by the impacts of this proposed development.

Our evaluation focused on the General Plan / Community plan consistency, the potential visual impacts, the cumulative evaluations and the Community Open Space/common areas adequate to provide public outdoor recreational opportunities for existing and future residents and visitors.

HOLLYWOOD COMMUNITY PLAN:

In every community, compliance with Community plans (General Plan) is viewed as a safety net for the residents to ensure that present and future city administrations and decision makers have a consistent basis under which to conduct compliance assessments on proposed projects. In the case of the, Sunset Blvd Mixed Use Project, instead of testing the potential impacts against Goals and Objectives established in a viable and up to date Community Plan, and community design programs, the proponent and EIR consultant are using "incentive" Programs to circumvent the need to provide an environmentally superior project. Project approval, at the expense of policy compliance and appropriate community planning practices, appears to be the driving force employed by this approach to the evaluation.

The Hollywood Community Plan was prepared for adoption in 1988, some twenty-seven (27)

years ago. Good and adequate planning practices, not to mention State Laws and Guidelines, insist on a General Plan review every five (5) years and an updated document, at least every twenty (20) years. Since the last attempt at updating this Plan was over-turned by the Courts in 2014 due to lack of compliance, the absence of an updated Community Plan leaves the Hollywood community without the proper tools to evaluate the "real" impacts of this Project on the community at large. In the least, this Project is premature and should be postponed for review until after a legally viable Community Plan is adopted. Reinstating the 1988 Plan and placing a 2014 date on it is not adequate; as it does not address the current conditions and needs of the community and provide viable, up to date planning guidelines for development. This has put the community in the position of having no Master Planning tool for the Sunset Blvd area, the heart of Hollywood. Instead, Incentive Programs, and Over Riding consideration findings are being used to over ride an appropriate process of review and analysis. Furthermore, it is shortsighted of the City to review and possibly approve this Project as proposed. This approach to Planning sets a dangerous precedent for the City of Los Angeles, in that there are numerous parcels located along Sunset and within the immediate area of this proposed project, that have similar zoning and general plan land use designations. These same properties could make the same request for 'incentives' and 'considerations'. The development of multiple, 'massive' towering developments along Sunset Blvd.; fronting on medium to low density residential neighborhoods, would forever change the scale and character of Sunset Blvd and the Hollywood community. Denying subsequent requests, based on any of the 'planning' practices that are being ignored in this case, would indicate preferential treatment of the applicant's project and selective enforcement of the City's General Plan and Zoning. I would ask City Staff, the Mayor and the Councilmembers to consider this Project premature until a Hollywood Community Plan has been updated, found to be legally sound, and finally approved. At that point, the City will have the tools to evaluate and approve a project that will truly meet the community needs and address any community concerns, both now and in the future.

VIEWSHED:

Other commenters have prepared an in depth and graphically representative analysis based on the DEIR, so I will not repeat their comments here. As stated in the previous section; the development of 'massive', 'towering' structures which are completely out of character with the surrounding area/community cannot be justified by the assertions of 'project benefit' and the accompanying 'incentive' program variances to the City's planning practices, goals and policies. There are alternatives to the proposed development, which could render the project's benefits still viable without destroying the character of the Hollywood/Sunset Blvd view shed. Proposing a project that respects the zoning restriction of 45 feet or developing structures that are in keeping with the 6 – 10 story buildings already constructed is more in keeping with a consideration for the history of the area and the community which will have to view this project, indefinitely. Furthermore, the character and scale of Sunset Blvd. has been established for many years and is, in part, a major contributor to the public's understanding and memories of the Hollywood community.

I would request that the EIR consultants thoroughly evaluate the previously stated alternatives and include these alternatives in a revised draft document,

- 45 foot height restriction w/increased density for affordable housing
- Development of a project that respects and utilizes the 6-10 story buildings in the area, as a model for development

OPEN SPACE / RECREATIONAL OPPORTUNITIES:

The intention behind the requirement to provide open space and recreational opportunities is to provide open space and usable 'green space' for use by the residents within an urban community. The provision of 'commercial' gathering places to support retail and food service establishments does not meet the intent. In evaluating the elements of a healthy and nurturing environment, it has been found that open space green areas are optimal in providing areas available to all segments of the community. The ability to get outside, to run, throw a ball or a Frisbee, play with your dog, watch your children play, or even just to sit in an open, natural and therefore nurturing environment is essential and beneficial to the health and well being of all of us. The value of all types of exercise is well documented. With the stress, particular to a dense urban environment, this aspect of one's life is essential to maintain. In our review of the proposed project plans, it appears as if the project proponents are utilizing the "public" plaza, the residential developments' swimming pool, fitness center and recreation room as sufficient to meet the intent of providing recreational opportunities. Given this assertion by the Project proponents, I have the following questions:

- Will the tenants and their families, in the affordable units have full access to the swimming pool, the fitness center and the recreation room, whenever the facilities are open ?
- Will **all** members of the public 'at large' be able to both utilize and spend time on the Plaza without purchasing something from one of the developments' food or retail establishments ?
- Did the project proponents consider providing green open space as a part of the project ?
- If not, why was it rejected ?

The Plaza, as proposed, is a marketing tool for the economic benefit of the retail/food establishments within the development, and does not provide a community open space/recreational environment. Given that, I would ask the City and the decision makers to consider an incentive program which requires the Project to provide green open space as a condition of approval. Purchase of land and/or economic contributions to the City's park program would go further towards meeting the intent of the City's policy.

LAND USE, ET AL.

The City's land use goals and policies are designed to provide a comprehensive long-range plan for the development of lands within a specific geographic area and social environment. The physical elements and the social elements of the community must be evaluated against the principles that guide the current and long-term needs and desires of that community. These goals and policies are safeguards against the adverse impacts of poorly planned or special interest development. They provide assurance to the inhabitants of a community, that the character of their living environment will be properly vetted in the public forum. All interested parties are to be assured that they will have accurate and complete information for their own evaluation and for the evaluation of the decision makers who will ultimately direct the character of their community.

It appears after careful review the DEIR that the information presented is incomplete and inadequate for the purposes of allowing an "informed" decision. Not all options have been explored and presented in a clear and understandable fashion. The blame, in part, rests on

the fact that the City does not have an adequate and up to date policy document with which to assess current conditions, future trends and the long term needs for the specific, specialized community of Hollywood. Furthermore, the document fails to evaluate the cumulative impacts of allowing numerous deviations from the City's general plan and zoning policies. Utilizing 'incentive' programs and 'over riding considerations' as a planning tool is dangerous. If the cumulative impacts, based on this approach to planning, are not adequately evaluated, the impacts to the community could be adverse and significant. Allowing a development of the mass and scale of the proposed development without at least a visual assessment of the cumulative impact of numerous developments of the same size and character within the Sunset Blvd. area is negligent. The lasting effect to the character of the Hollywood area and its' surrounds would be irreversible and irresponsible.

Furthermore, the lack of appropriate consideration of the impact of that size and scale of development against a backdrop of numerous historic structures is equally irresponsible and paves the way for potential disposal of other historic structures; as their relevance will neither be seen nor felt against a backdrop of concrete, glass walled structures. The document inadequately considers and presents this impact to the community and the decision makers.

In the midst of the "glowing" accounts of the increased housing and transportation benefits as a justification for the planning process being utilized, the document fails to address the cumulative impact of the City's allowance for sales of residentially allocated parking spaces, independent of the housing unit to which they are attached. If the project proponent has the ability to utilize this function, a complete and adequate assessment should have been made, outlining the long-term impacts to the community. The Sunset Blvd. area is seriously under-parked. Creating 249 new residential units of varying densities without assurance of their ability to maintain the use of the parking spaces allocated for their use will have a serious and adverse effect on the circulation and congestion of the area. In addition, the failure to provide parking will cause potentially significant impacts to adjacent neighborhoods, as there will be an influx of cars competing for the already limited parking. This oversight on the part of the preparers further proves the assertion that DEIR document is incomplete and inadequate and must be revised and re-circulated. I have the following questions:

- Will the project applicant make an irreversible statement, that no parking will be sold, either to the tenants or to individuals not residing in the unit for which the parking was approved ?
- Will the City condition the Project, such that no parking can be sold either to the tenants or to outside parties ?

In closing, this document was prepared for a project for which the City Staff utilized a process of incentive programs and over riding considerations as justification for the development. This process does not meet the intent of those programs or processes, nor does it meet the intent of the law. Please reconsider the adequacy of this document as prepared and require a revision and recirculation to address the inadequacies.

Respectfully Submitted;

[Michelle D. Coats](#)

Michelle D. Coats



Luciralia Ibarra <luciralia.ibarra@lacity .org>

Fwd: 8150 SUNSET BLVD.

1 message

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

Wed, Jan 21, 2015 at 11:55 AM

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

From: **michael grace** <mlpgrace@gmail.com>

Date: Tue, Jan 20, 2015 at 3:50 PM

Subject: 8150 SUNSET BLVD.

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

Cc: Michael LoGrande <michael.logrande@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

Attached is my letter objecting to the 8150 Sunset Blvd. development.

 **MLG01 - 8150 Sunset EIR letter.pdf**
3710K

Michael L. Grace
1415 Havenhurst Drive
West Hollywood, CA 90046

January 5, 2015

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
Los Angeles, California

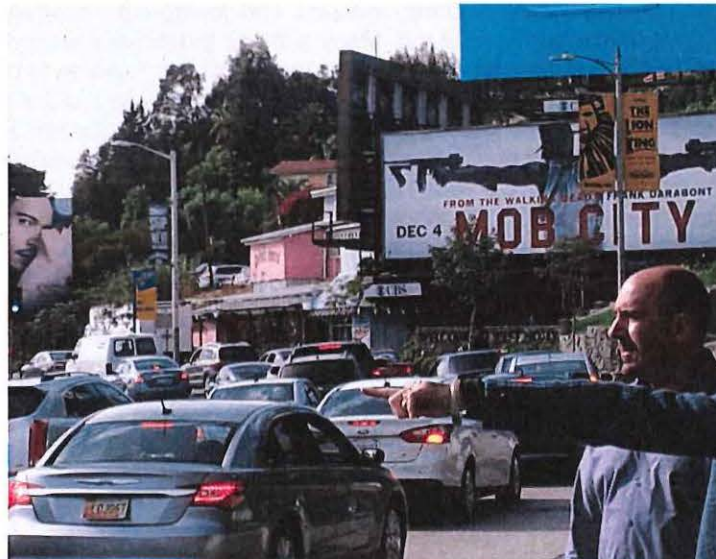
re: 8150 Sunset Blvd.

Dear Ms. Hewawitharana:

As a resident of Havenhurst Drive, I object, without reservations, to the oversized and poorly planned development being proposed for the south-west junction of Sunset & Crescent Heights (8150 Sunset) by Townscape (Tyler Siegel et al) on these grounds;

The developer's makes reference to general conformance, yet general conformance is not the standard on which a project may be approved. In the EIR there is no serious respect given to the historical context for a development of this scale, mass or design. This project stands in direct conflict to the Hollywood General Plan, CEQA and the racial diversification of Los Angeles.

As for the traffic problems generated by 8150 Sunset - Michael LoGrande, City Planner of Los Angeles, is fully aware of this as seen in the following photo. He is looking across traffic jammed Sunset Blvd at 8150 Sunset.



The second photo is Sunset Blvd and Crescent Heights. This is the traffic condition. Every night. I have over 50 photos of this nightmare – if the city of Los Angeles wishes to face the reality of this rather than the Townscape POV.



DEVELOPERS

Townscape (Tyler Siegel and John Irwin) et al (including their New York partners), have a very mixed record regarding social responsibility, blatant attempts to circumvent city codes and racial discrimination. They demonstrated to be anti-gay and anti-minority after buying 8150 Sunset. They illegally put in paid parking and made all businesses at 8150 Sunset (except Chase Bank and McDonalds) unable to validate. Parking was \$2.00 plus for every fifteen minutes. This forced eight businesses to close (including a gay owned business to go bankrupt). Many of these businesses were minority owned (Hispanic). Siegel and Irwin did not get permission from the city of Los Angeles to put in the paid parking. In fact, Townscape's illegal parking gates injured several people. LaBonge's office (after months of prompting) finally got the city of L.A. to remove the illegal parking at 8150 Sunset. There was also major negligence on the L.A. department of public safety. The minority businesses (including the gay owned bankrupted one) were forced to close because of a 50% loss in customers because of the parking ordeal created by Townscape. Why should the city of Los Angeles, being aware of Townscape's total disregard for city codes regarding the parking scam, trust these developers from building anything with this demonstration of discrimination and negligence? They also proposed separate entrances for lower income (affordable housing) residents at their 8899 Beverly Building development. This was rejected by the West Hollywood City Council. All of the parties and principals involved in 8150 Sunset are white men. No women and no minorities. This includes Townscape, lobbyists, media, architects, contractors, etc. And of course no one involved in the design or construction of the building are located in Los Angeles or Southern California. They have out sourced all of the jobs.

HEIGHT

The land use detailed in the 8150 Sunset Blvd EIR is simply too excessive. At 216 feet this will be the tallest skyscraper on the historically low rise Sunset Strip. 8150 is applying for a permit to build condominiums. I ask that the city of Los Angeles reject this permit because on the way in which the approval process for rentals and condominiums differs. The EIR Represents the project as 16 stories when it is actually over a realistic 20 stories at 10 feet per story. I believe this to be an intentional misrepresentation to confuse the public, and because of this I demand a new EIR that correctly states the height without

HAVENHURST

Havenhurst, a quiet street, will now be turned into a nightmarish thoroughfare. Vehicles will exit out of the massive 8150 garage onto Havenhurst. The loading docks proposed for delivery trucks are located directly opposite a West Hollywood subsidized apartment building (north end of Havenhurst – just south of the Andu. This building is occupied by tenants who are elderly, handicapped or have advanced HIV/AIDS. Many of these tenants have breathing problems. Townscape's EIR totally neglects these issues. Of course considering the developers being anti-gay (in destroying the gay owned business at 8150 Sunset) it is not surprising they have totally ignored the health of minorities in subsidized housing living across from the 6 story garage and truck entrances.

HISTORICAL DISTRICT

The Chateau Marmont and the surrounding French Chateau style apartments, Spanish and mid-century buildings represent some of Los Angeles's premier historical treasures, so to tower over them with a massive skyscraper will be a blight upon the area and a tragedy of urban design that cannot be undone. The EIR does not accurately represent the destruction to the neighborhood that this project will cause. The current design will have a disastrous effect on the historically address the aesthetic and financial effects of blocking the light and views of the historic Chateau Marmont, the Colonial House, Andalusia, Mi Casa, Chateau Marmont, The Granville, Palmdale House, and the Savoy and countless hillside residents. The shading the Chateau Marmont, Colonial House, and The Andalusia will completely destroy one of the most open and spacious areas of Hollywood's original residential district.

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

"Transition building heights should be imposed, especially in the medium density housing designated areas where the designation is immediately adjacent to properties designated Low Medium 1 or more restrictive"

This project shares a property line with a 2 story residential building and I believe it is not consistent with the general plan. Specifically, the project immediately borders R4B zoned buildings on Havenhurst, R4a on Crescent Heights, and R2 – 1xl zoning across Havenhurst.

TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retails spaces, offices and gym employees, deliveries and the sheer number of the customers those business will need to cover their rent, the real figure will be closer to 8-10,000 new vehicle movements per day at this already abysmally overcrowded intersection.

I demand that the city of Los Angeles independently reassess the real figures based on actual traffic rather than the ridiculous disingenuous 'trips per day' guestimate made in the EIR.

Laurel Canyon Blvd (between Sunset & Ventura) is one of the most heavily congested corridors, as identified in the CGPF analysis of 2010 population and employment projections. (City of Los Angeles General Plan, Transportation, Chapter 2)

The proposal to take out a turning lane on the intersection of Laurel and Sunset will worsen traffic and slow emergency response times. This application must be denied.

The lead agency, the City of LA Planning Department, must consider whether this project will cause unsafe conditions for roadway users, residents and tax payers to avoid more expensive and disastrous lawsuits by properly determining the consequences of:

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"

• The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

The EIR does not satisfactorily address the fact that there are nothing like enough parking spaces for the 480+ residents, 100+ retail, restaurant and gym employees along the thousands of clients they will need to attract to cover their rent. This will mean thousands of cars a day circling one of the most congested areas in Hollywood searching for parking, adding massive amounts of pollution, destroying our quality of life, and making it impossible for residents and emergency vehicles to have speedy access to the hillside neighborhoods.

THE "CONDO" LOOPHOLE

Townscape, the developers, are now applying to the city for condo parcel numbers. This means the units will be considered "individual homes" and are not subject to city rent increase guidelines. This is clearly a way to get around city rent guidelines, and to turn the unenforced 'low income housing' benefits they are asking for into yet more easy to flip profit. I also ask that these loopholes are closed.

LOSS OF SERVICE

The addition of traffic and the overburden of parking to this already overcrowded intersection is going to result in a huge loss of speedy emergency service to all hillside residents. When seconds matter in the event of fire or heart attack this loss of service will open the door to potentially massive law suits against the city in the event of catastrophic or fatal accidents in the hillside communities.

These are some of my concerns, and I would like to know that City Hall will address them.

Cordially yours,

Michael Grace



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset Blvd. Case#ENV -2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:55 AM

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

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

From: <emma.riordan@aol.com>

Date: Tue, Jan 20, 2015 at 4:12 PM

Subject: 8150 Sunset Blvd. Case#ENV-2013-2552-EIR

To: srimal.hewawitharana@lacity.org

I am opposed to this project:

Traffic.

it is already overly congested.

Developers presentation to community they claim it will have no significant traffic impact on the area.

Total falsehood. It will

Thorough TRAFFIC STUDIES need to occur

Height:

It is too tall, out of scale and out of character

The city needs to give the citizens of this city a break. People live in what will be hidden behind this monster project. We are a city of HILLS. Just as those who will live behind Millennium/We.

Homes in the Millennium area cannot be sold.

This is a slap in the faces of tax paying citizens, who have invested in an area, their lives and their money

IT IS TOO TALL

Density:

It is too dense for the area.

What is wrong with the city green lighting these monster [projects.in](#) areas whose infrastructure cannot sustain them.

Oh, campaign contributions. ..Townscape Partners..

Shame!

Aesthetics:

UGLY.

Totally out of character with the existing historic communities that surround it.

Bigger is NOT better

Bike racks:

Way too many bike racks.

No one is riding bikes, some that have have died.

There are no bike lanes and this kind of encouragement from the delusional city politicians will just add to the bike fatalities.

The city needs to stop encouraging this nonsense in lieu of parking spaces.

The city needs to stop giving developers everything and the PEOPLE WHO LIVE HERE NOTHING..

These developments are inhumane.

Emma Riordan

36 year Hollywood homeowner



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project

1 message

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

Wed, Jan 21, 2015 at 11:56 AM

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

From: **Adrian Fine** <afine@laconservancy.org>

Date: Tue, Jan 20, 2015 at 4:20 PM

Subject: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project

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

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

January 20, 2015

RE: Draft Environmental Impact Report, 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 Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. Please see our attached comment letter

Best, Adrian

Adrian Scott Fine

Director of Advocacy

11/6/2016

City of Los Angeles Mail - Fwd: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project

Los Angeles Conservancy

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DEIR 8150 Sunset Blvd Mixed-Use Project LA Conservancy 1 20 2015.pdf

171K



523 West Sixth Street, Suite 826
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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

January 20, 2015

**RE: Draft Environmental Impact Report, 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 Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project.

The Conservancy, along with our Modern Committee and Hollywood Heritage, have recognized the Lytton Savings and current Chase Bank building as being historic and warranting preservation. We strongly believe there is a viable opportunity to retain and integrate this building as part of the proposed redevelopment of this site. While we oppose plans for demolition, the Conservancy appreciates the conversations to date with the applicant and project team to consider alternatives and we are hopeful this ultimately leads to a preservation outcome.

I. The EIR should identify Lytton Savings as eligible for both local and California Register designation

As stated in our Notice of Preparation (NOP) comments, the Conservancy strongly considers Lytton Savings to be significant both locally and on the regional level as an example that is illustrative of American bank design and architecture during the postwar era. 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. As such it is one of Los Angeles' earliest remaining examples of this transformative shift in postwar-era bank design.



Postwar prosperity changed the banking industry forever, as “the middle class and its spending power were finally recognized.”¹ We believe the Lytton Savings bank building played a significant role in this process and is eligible locally but also for the California Register. It appears to meet both criteria 1 and 3 for its association with postwar changes in bank architecture and the industry transformation, and its innovative use of materials, integrated art program, and high level of craftsmanship. The DEIR fails to justify why Lytton Savings is not California Register eligible. At one point the DEIR states that by 1963 Lytton Savings was the fifth largest savings and loan association in the United States but then claims it “played only a minor role in the development of the savings and loan during the early 1960s.” While Lytton Savings later went bankrupt in 1968 the Conservancy believes the building represents a significant contribution to the savings and loan industry and history and more than sufficiently meets California Register criteria.

Furthermore, many of the primary character-defining features of the Lytton Savings bank building are intact. While there were subsequent changes to the overall site and the adjacent Lytton Center, the Conservancy disagrees with the DEIR findings that the integrity of the building is so compromised to only warrant its eligibility at the local level. Overall we recommend the Final Environmental Impact Report (FEIR) reevaluate this aspect to assess Lytton Savings’ eligibility for California Register listing.

II. The FEIR should further evaluate and select a preservation alternative to eliminate a significant impact on a cultural resource

As the proposed project currently stands, there will be a significant impact to Lytton Savings and a cultural resource. In our NOP comments we urged the City to mandate consideration of a range of potentially feasible preservation alternatives to demolition in the DEIR. In addition to the required No Project/No Build Alternative, seven alternatives were provided and analyzed at varying levels.

While different from one another, Alternatives Five and Six are the primary alternatives that call for the preservation of the Lytton Savings bank building and its integration into the overall project. Based on our review, we believe Alternatives Five and Six appear to have the greatest ability to achieve this outcome while still allowing for an economically viable project at the site to proceed.

The “Alternative Five: Bank Preservation Alternative” calls for an increase in residential units (from 249 to 291 units) with a substantial decrease (from 111,339 sq. ft. to 62,231 sq. ft.) in overall commercial square footage. All but the Lytton Savings bank building would be redeveloped on the site with new construction ranging from two to sixteen stories in height. The “Alternative 6: Reduced Height and Bank Preservation Alternative” is very similar in overall scope but caps the height of the new construction to twelve and fourteen stories overall. Both alternatives offer similar building heights and setbacks as the

¹ Belfoure, Charles. *Monuments to Money: The Architecture of American Banks*. Jefferson, NC: McFarland, 2005: 245.



Project but appear to provide for more variation in overall building massing and, most importantly, a preservation solution for the Lytton Savings bank building. It is worth noting that this approximates the original intent and vision for the 1960s redevelopment of this site where a twelve-story office tower was planned for the rear of the site yet never built.

Both Alternatives Five and Six call for the retention of the Lytton Savings bank building and plans for its commercial use in conformance with the Secretary of the Interior's Standards for Rehabilitation (Standards). We believe this is an appropriate plan for reuse but have questions regarding some of the proposed alterations outlined within the DEIR.

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. As proposed, this double-height interior atrium space would be enclosed with a new floor, we believe to accommodate more leasable space. Near the front of the building the floating concrete staircase would be potentially rotated 180 degrees. No explanation is provided as to why this might be required or if this can be done while still maintaining original fabric and materials. Further, the dalle de verre (faceted glass) and concrete screen designed by acclaimed artist-craftsman Roger Darricarrere is slated for relocation, either within the building, onsite, or to another site altogether. This is one of Lytton Savings' most distinctive elements. The eight-foot by fifty-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.

While it is stated that these alterations will comply with the Standards, the Conservancy is concerned and would like additional details provided within the FEIR that discuss the purpose and need for these changes and an updated assessment on eligibility. The DEIR goes into great length about previous alterations and brings up some existing problems with integrity. Cumulatively more alterations, especially those that affect significant character-defining features, may jeopardize the continued eligibility of Lytton Savings as an historical resource.

III. Designate Lytton Savings as an Historic-Cultural Monument (HCM) as an additional safeguard and to ensure it meets Standards

With either Alternative Five or Six, it seems appropriate that the city's Cultural Heritage Commission review and comment on the ultimate design of new elements that directly affect the Lytton Savings bank building. We highly recommend that the applicant seek Historic-Cultural Monument (HCM) status. This review should occur prior to any issuance of building permits for all phases of development to ensure final details of design, siting, cladding materials, and other elements of compatibility are adequately considered.



IV. Conclusion

The Conservancy appreciates the efforts of the applicant and project team to consider a range of viable preservation alternatives as we oppose the demolition of the Lytton Savings bank building. We strongly believe either Alternative Five or Six have the capability of meeting the stated project objectives while also reducing a significant impact on a cultural resource. We have some questions regarding the proposed alterations to the historic building and ask that these be addressed in the FEIR. At this time we strongly urge the City as the lead agency and the applicant to select one of these preservation alternatives as the preferred project.

Thank you for the opportunity to comment on the DEIR for the 8150 Sunset Boulevard Mixed-Use 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





Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset (Hollywood) EIR Comment

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:56 AM

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

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

From: **Ryan Baksh** <ryanbaksh@gmail.com>

Date: Tue, Jan 20, 2015 at 4:46 PM

Subject: 8150 Sunset (Hollywood) EIR Comment

To: srimal.hewawitharana@lacity.org, Planning.envreview@lacity.org, egordon@marathon-com.com

Ms. Hewawitharana:

"Less than significant."

These three words seem to be stated over and over again throughout this report with reference to the environmental impacts associated with the proposed project at 8150 Sunset Boulevard in Hollywood. That's a good thing. This region of Los Angeles is well documented to be deficient in housing options, especially low-income units. This project has a sizeable affordable housing program. That's a good thing. This project will provide almost 1000 bike parking spaces and fewer car spaces than necessary --- smart urban planning. That's a good thing. This project is one of just a few to be called an Environmental Leadership Project by the state of California. That's a good thing. The project will be replacing a dilapidated strip mall that is home to fast food spots, seedy looking massage parlors and check cashing businesses. That's a good thing.

This project is a good thing for LA. Jobs creating, revenue generating, influx of housing, better walkability and the highest green building standards. I support!

Ryan



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Fwd: DEIR Comments Letter for 8150 Sunset Blvd.

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:57 AM

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

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

From: **Scott Lunceford** <SLunceford@weho.org>

Date: Tue, Jan 20, 2015 at 4:53 PM

Subject: DEIR Comments Letter for 8150 Sunset Blvd.

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

Hello Srimal,

Attached please find a pdf copy of the comments letter from the City of West Hollywood pertaining to the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. I will be sending you the attachments separately, as they are too large for your email system. I am also sending you a hardcopy via USPS.

Please don't hesitate to contact me if you have any questions.

Best Regards,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



 8150 Sunset - DEIR Comments Letter.pdf
2624K

11/6/2016

City of Los Angeles Mail - Fwd: DEIR Comments Letter for 8150 Sunset Blvd.



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6475
FAX: (323) 848-6575

TTY: For hearing impaired
(323) 848-6496

**COMMUNITY
DEVELOPMENT
DEPARTMENT**

January 20, 2015

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

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

Dear Ms. Hewawitharana:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project (Project).

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

SECTION 3 - GENERAL DESCRIPTION AND ENVIRONMENTAL SETTING

The mixed-use development located within the City of West Hollywood at 8350 Santa Monica Boulevard needs to be included in the list of Related Projects (TABLE 3-1). The project consists of a 48,574 square foot building located on the northwest corner of Santa Monica Boulevard and Kings Road, and includes 48 residential units and 5,850 square feet of retail space.

SECTION 4.I. - PARKS AND RECREATION

Not all of the existing parks and recreation facilities located in the vicinity of the Project were included in the DEIR impact analysis. The following parks, 2 of which are within the City of West Hollywood, were not listed on Table 4.I.3-1 and need to be included in the DEIR:

- Laurel Avenue Park – 0.19 mile southeast, located at 1343 N. Laurel Avenue, West Hollywood
- West Hollywood Park – 1.6 miles southwest, located at 647 N. San Vicente Boulevard, West Hollywood
- Poinsettia Recreation Center – 1.19 miles southeast, located at 7341 Willoughby Avenue, Los Angeles



Based on the above correction, the number of parks within City of West Hollywood listed as located within 0.5-mile of the Project needs to be updated from 2 to 3 parks.

Table 4.I.3-1 lists the incorrect amenities available at William S. Hart Park. The actual amenities available at Hart Park include the following: community building with restrooms, water feature, off-leash dog area, and paths. Also, the supporting discussion for Impact Statement PRK-1 erroneously states that Hart Park is not accessible from Sunset Boulevard. The park is accessible from Sunset Boulevard.

Increased pet populations were not taken in consideration when determining impacts on local parks. Analysis of this impact on local parks needs to be included in the DEIR, especially given the Project's close proximity to the off-leash dog area at Hart Park.

SECTION 4.J. - TRANSPORTATION AND CIRCULATION

The City of West Hollywood requested detailed Traffic Impact Analysis (TIA) of 10 key intersections as part of the October 14, 2013 comment letter to the NOP to the City of Los Angeles Environmental Analysis Section. All requested study intersections are included in the DEIR with the exception of Sunset Boulevard and Roxbury Road/Harper Avenue. This intersection is the first intersection immediately west of the proposed project site and has the potential to be most impacted. Analysis of this intersection must be included.

The DEIR traffic study states that a 5% trip reduction was applied to the affordable housing component of the project. The TIA states that "lower income" residents tend to have a higher reliance on public transit or other non-vehicular means of transportation. While this may be a reasonable assumption, the TIA applied an additional 5% transit reduction to the entire residential component of the project. This effectively double counted the trip reduction for transit for the affordable units. This error in assumption should be corrected.

The DEIR TIA utilized ITE Trip Generation rates to estimate trips from the exiting project site. The existing trips are discounted from the proposed project trips which yield the net traffic trips which potential traffic impacts are determined. The site has a significant number of commercial tenant spaces that have been vacant for a few years. The DEIR does not take into account the significant vacancies as part of the baseline conditions of the project site, and thus the estimated existing trip credits are overstated. This ultimately yields a much lower net project trips calculation, thereby understating the potential traffic impacts. Pursuant to the ruling from *Citizens for East Shore Parks v. California State Lands Commission* [(2011) 202 Cal. App. 4th 549,

561], the description of the environmental setting required by CEQA Guidelines § 15125(a) that constitutes the baseline physical conditions of a property must include existing conditions, even when those conditions have never been reviewed. Thus, the traffic study needs to be updated to accurately reflect existing conditions.

The DEIR TIA assumes pass-by trip reduction for the retail/commercial component of the proposed project. While pass-by reduction is reasonable for uses such as restaurants and supermarkets, pass-by reduction is not appropriate for dance/yoga studios since they are destination uses (i.e. usage is dictated by appointment or class time). The TIA should be revised to reflect this.

The proposed traffic signal at Sunset Boulevard and Havenhurst Drive along with the proposed mitigation of signaling the intersection at Fountain Avenue and Havenhurst Drive would effectively make Havenhurst Drive a cut-through route and would impact the residential neighborhood along Havenhurst Drive. The DEIR TIA does not take into account the potential non-project related trips that the two proposed traffic signals may induce. Also, adding the proposed traffic signal at the Fountain/Havenhurst intersection is geometrically problematic as Fountain Avenue is not wide enough to accommodate installation of a left turn pocket. Left turning vehicles attracted to this intersection will cause congestion and delay to through traffic on Fountain Avenue. Based on the anticipated impacts along Havenhurst Drive and Fountain Avenue, the City of West Hollywood would like the project to eliminate site access along Havenhurst Drive. Also, deliveries and services (i.e. trash collection, moving vans, etc.) should be required to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.

The proposed project would increase both vehicular and pedestrian traffic in the surrounding area. The potential increase in pedestrian levels warrants an upgrade to the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard. As part of the mitigation, the City of West Hollywood would like the project to upgrade the current crosswalk to a mid-block pedestrian signal. Pedestrian visibility enhancements should also be incorporated into the signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.).

On Fountain Avenue, the level of service calculations show worsening conditions at all intersections which were studied. Although the signalized intersections of Fountain/Olive and Fountain/Laurel were not included in the analysis, they too will be impacted. To mitigate the worsening of conditions at these intersections, the developer should be required to fund the upgrade of the traffic signal controller equipment, replacing existing 170 controllers with

2070 controllers, as well as fund installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega; Fountain/Olive; Fountain/Sweetzer; Fountain/Crescent Heights; and Fountain/Laurel (Fountain/Fairfax is not included, as that intersection already has an upgraded 2070 controller and has a battery back-up system).

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

The City of West Hollywood comments in our letter dated October 14, 2013 regarding impacts to City of West Hollywood owned sewer infrastructure seem to have been ignored. We reiterate our concerns and request preparation of a sewer capacity study.

The second paragraph under Environmental Setting on page 4.K.2-1 is incorrect. The draft report states the project site is served by a City of Los Angeles owned 10-inch sewer line in Sunset Boulevard, which continues southwesterly to the Hyperion Treatment Plant, in Playa Del Rey. Actually, the City of LA owned 10-inch sewer in Sunset Boulevard connects to an 8-inch City of West Hollywood owned sewer line located in Havenhurst Drive. The sewer line in the Havenhurst Drive flows in a southerly direction, discharging into a westerly flowing City of West Hollywood owned 15-inch sewer line in Norton Ave, discharging into a southerly flowing City of West Hollywood owned 15-inch sewer line in Sweetzer Avenue, discharging into a westerly flowing inch City of West Hollywood owned 15-inch sewer line in Santa Monica Boulevard and an alley south of Santa Monica Boulevard, and finally discharging into a Los Angeles County Sanitation District owned trunk line located in La Cienega Boulevard. Flowing through the Los Angeles County Sanitation District owned trunk line and City of Los Angeles owned trunk lines, the sewage travels approximately 15 miles to the City of Los Angeles' Hyperion Treatment Plant in Playa Del Rey.

The Regulatory Framework discussed on page 4.K.2-4 through 4.K.2-5 is incomplete as it discusses the regulatory framework for accommodation of sewer capacity without addressing the City of West Hollywood owned sewer lines which would carry flow discharged from the project site.

Impact Statement WW-1B on page 4.K.2-7 is not correct, nor supported by technical analysis. The City of West Hollywood owned sewer lines located downstream from the project site have limited capacity under existing conditions, particularly the portion of sewer aligned in Santa Monica Boulevard and in an alley south of Santa Monica Boulevard. The proposed project will essentially discharge six times the amount of sewage when compared to existing conditions. Technical analysis has not been provided in the EIR for impacts to the City of West Hollywood owned sewer lines. The subject City of West Hollywood owned sewer lines also need to

accommodate service to development of the City of West Hollywood's tributary parcels. The technical analysis needs to address impacts to the West Hollywood sewer lines if all remaining capacity is taken up by the sewer discharged by the proposed development at 8150 Sunset Boulevard, and provide mitigation measures to ensure that future capacity of the City of West Hollywood owned sewer lines are not precluded for West Hollywood parcels.

The Cumulative Impacts discussion on pages 4.K.2-9 through 4.K.2-11 is not correct. Per the above comments, West Hollywood sewers are involved with the flow discharged from the proposed project. The 3rd sentence in the 4th paragraph on page 4.K.2-11 is not correct. It states "The proposed Project would not involve the use of City of West Hollywood facilities, and therefore the Project would not contribute to a cumulative impact on such facilities." After a proper sewer capacity study is prepared for the proposed project, this section needs to be rewritten to reflect impacts and mitigation measures for the City of West Hollywood owned sewer system.

APPENDIX I - UTILITY CORRESPONDENCE AND TECHNICAL DATA

The letter dated July 8, 2014 from Ali Poosti of the Bureau of Sanitation contains incorrect information on page 2 in the section titled Sewer Availability. In the 1st paragraph it incorrectly states that the sewer infrastructure downstream from the project site is owned by Los Angeles County. Per the above comments, City of West Hollywood owned sewers are involved with the flow discharged from the proposed project. In the 2nd sentence of the 2nd paragraph, it incorrectly states that the developers will be required to contact Los Angeles County Sanitation Districts to verify capacity availability of the County lines. Instead, this sentence should state the developers are required to verify the capacity availability of the City of West Hollywood owned lines. If the City of West Hollywood owned sewers have insufficient capacity, then the developer needs to be required to construct sewer line relief systems to provide sufficient capacity.

REVIEW

The above items need to be addressed prior to certification of the Final EIR for the Project. In addition, the following are key conditions that the City of West Hollywood requests be applied to the Project:

- Eliminate site access along Havenhurst Drive.
- Require deliveries and services (i.e. trash collection, moving vans, etc.) to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.
- Upgrade the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard to a mid-block pedestrian signal, and incorporate other pedestrian visibility enhancements into the

signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.)

- Fund the upgrade of the traffic signal controller equipment, replacing existing 170 controllers with 2070 controllers, and installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega, Fountain/Olive, Fountain/Sweetzer, Fountain/Crescent Heights, and Fountain/Laurel.

Thank you again for this opportunity to provide input on the environmental review of this project. Please provide a copy of any notice of determination that may be filed with respect to the Project, pursuant to the provisions of Public Resources Code Section 21197 (f).

For any infrastructure related questions, please call Sharon Perlstein, P.E., City Engineer, at 323-848-6383 or sperlstein@weho.org.

For any traffic related questions, please contact Bob Cheung, Senior Transportation Planner, at 323-848-6346 or bcheung@weho.org.

Attached please find copies of correspondence from residents of West Hollywood commenting on the Project.

If you have any questions regarding this letter, please feel free to contact me.

Best Regards,



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

ATTACHMENTS

1. Public Comment Correspondence



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: FW: another good letter

1 message

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

Wed, Jan 21, 2015 at 11:57 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
Date: Tue, Jan 20, 2015 at 4:54 PM
Subject: FW: another good letter
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hello Srimal,

Here is an attachment for our commen ts letter for 8150 Sunset Boule vard.

Thanks,

Scott Lunceford, AICP

Associa te Planner

Current and Historic Preservation Planning

City of West Holly wood

slunceford@weho.org

323-848-6427



From: John Keho
Sent: Thursday, January 15, 2015 7:33 PM

To: Scott Lunceford
Subject: Fwd: another good letter

Sent from my iPhone

Begin forwarded message:

From: <N2SWIMNG@aol.com>
Date: January 15, 2015 at 7:04:41 PM PST
To: <jkeho@weho.org>
Subject: another good letter

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

2 attachments



ATT00001.htm
1K



8150CHHNPAFINALricsresponsetoDEIR011515.docx
43K



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: 8150 Sunset Blvd.

2 messages

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

Wed, Jan 21, 2015 at 11:39 AM

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

From: **Melody St. John** <melody.stjohn@gmail.com>
 Date: Mon, Jan 19, 2015 at 4:44 PM
 Subject: Fwd: 8150 Sunset Blvd.
 To: srimal.hewawitharana@lacity.org

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

From: **Melody St. John** <melody.stjohn@gmail.com>
 Date: Mon, Jan 19, 2015 at 3:33 PM
 Subject: 8150 Sunset Blvd.
 To: srimalhewawitharana@lacity.org

To whom this may concern,

I am a concerned neighbor that lives across the street at 1525 N. Crescent Hgts Blvd. In the triangle that our home sits there are 9 single family homes where they are listed at multi family on every plan that I have seen. Our homes were built in the 1920's and are historically significant to the area. Traffic is already an issue but the impact that this building will bring is inconceivable. The stress on the infrastructure, ie water, sewers, and electrical should also be seriously considered.

With the recent water main breaks this should just be a wake up call to the city on how badly needed are other improvements instead of building yet another mixed use permitted building that brings the extra taxes to the city . I understand how one supports the other but the impact on this area would be substantial.

Because of the extra traffic and gridlock the services provided by police and fire will also be affected. PLEASE, PLEASE do not permit a high-rise at 8150 Sunset Blvd. go forward.

Homeowner and concerned citizens,
 Paul and Melody St John
 1525 N. Crescent Hgts Blvd.
 Los Angeles, Ca. 90046

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

Wed, Jan 21, 2015 at 11:57 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
 Date: Tue, Jan 20, 2015 at 4:55 PM
 Subject: 8150 Sunset Blvd.

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

Hello Srimal,

Here is an attachment for our comments letter for 8150 Sunset Boulevard.

Thanks,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



From: N2SWIMNG@aol.com [mailto:N2SWIMNG@aol.com]

Sent: Thursday, January 15, 2015 7:07 PM

To: Scott Lunceford

Subject: sorry for the phone tag....


but..sending you another great letter

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

8150CHHNPAFINALricsresponsetoDEIR011515.docx

11/6/2016

City of Los Angeles Mail - Fwd: 8150 Sunset Blvd.

 43K



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: Emailing: 8150 CHHNP A lilst re DEIR 01.15.docx

2 messages

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

Tue, Jan 13, 2015 at 12:47 PM

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

From: **graffon tanquary** <gpt1287@sbcglobal.net>
 Date: Tue, Jan 13, 2015 at 11:30 AM
 Subject: Emailing: 8150 CHHNP A lilst re DEIR 01.15.docx
 To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
 Cc: Cyd Zeigler <cydzeiglerjr@gmail.com>, Jonathan Brand <jonathan.brand@lacity.org>, Scott Lunceford <slunceford@weho.org>

Your message is ready to be sent with the following file or link attachments:

8150 CHHNP A lilst re DEIR 01.15.docx

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



8150 CHHNP A lilst re DEIR 01.15.docx

19K

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

Wed, Jan 21, 2015 at 11:58 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
 Date: Tue, Jan 20, 2015 at 4:56 PM
 Subject: FW: Emailing: 8150 CHHNP A lilst re DEIR 01.15.docx
 To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hello Srimal,

Here is an attachment for our comments letter for 8150 Sunset Boulevard.

Thanks,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



From: grafton tanquary [mailto:pt1287@sbcglobal.net]
Sent: Tuesday, January 13, 2015 11:30 AM
To: Srimal Hewawitharana
Cc: Cyd Zeigler; Jonathan Brand; Scott Lunceford
Subject: Emailing: 8150 CHHNPA lilst re DEIR 01.15.docx

Your message is ready to be sent with the following file or link attachments:
8150 CHHNPA lilst re DEIR 01.15.docx

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

 **8150 CHHNPA lilst re DEIR 01.15.docx**
19K

Crescent Heights – Havenhurst Neighborhood Preservation Association

January 12, 2015

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

The following are questions we neighbors have relating to the DEIR for 8150 Sunset Boulevard:

- Does the proposed project conform to the Hollywood Community Plan? Is the project “compatible with the objectives, policies, general land uses and programs specified in the general plan”? Please have the consultant include a summary of the general land use parameters for this site as envisioned by the Community Plan.
- Density introduces the greatest impacts because of scale, parking requirements and availability, trips generated, underground evacuation and street interruptions for deliveries. This property has been downzoned twice, the first time in 1984 to an FAR of 1.5:1 and the second time in 1989 when the FAR was further reduced to 1.1:1. Ask the consultant to review the reports and analyses associated with these density reductions and add this information to the EIR. Then, justify permitting a development with a FAR of 3:1 on this site.
- The applicant has made reference to the site being close to a major transit stop. Is the site within 1,500 feet of the Traffic Stop at the corner of Fairfax and Santa Monica Boulevards? Show the map used to calculate this distance. Is the distance measured in a straight line, “as the crow flies”, or by following the pedestrian pathways? Have the consultant show how this distance is calculated and determine the number of residents or commercial customers who would use this transit.
- It appears in the site plan that the sidewalk along Crescent Heights adjacent to the property has been removed. Is there a sidewalk on the east side of the project on

Crescent Heights? How does a pedestrian walk north to the Sunset intersection along the west side of Crescent Heights?

- The applicant is requesting a subdivision of the property, so the project must be evaluated as if condominiums will be built. What are the parking requirements for new condominiums where parking off-site is unavailable? Is this what is called for in the present plan? What is the amount of parking that is reduced because of the addition of the affordable housing units?
- The traffic study appears faulted. There is a 40% increase in the commercial space, including a market, and construction of 239 new condominiums, yet the study shows a decrease in traffic during the day.
- The city has taken action in the past to ensure that a large, impactful project not be built at this intersection. Why has the EIR consultant failed to study a project that meets the city's vision as expressed in the Hollywood Community Plan? The public was told that the EIR process is set up to ensure for "opportunities for meaningful input from the public". The public has asked for an analysis of an alternative plan for a mixed project with a 1.1:1 FAR as called for in the Community Plan, and has been reflected in the actions the city has previously taken to downsize this site.

Grafton P. Tanquary
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**Crescent Heights – Havenhurst
Neighborhood Preservation Association**

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

January 15, 2015

**Re: Public Comment- Draft Environmental Impact Report for 8150 Sunset
Boulevard**

Dear Ms. Hewawitharana:

Please accept these comments in response to the Draft Environmental Impact Report for City Case no. ENV-2013-2552-EIR issued for public review on November 20, 2014. These comments are not as comprehensive and potentially helpful to the City, because the draft E.I.R does not summarize the existing conditions and the proposed land use load assumptions in a publically accessible chart or graphics that most other Reports generally follow. Instead the public is asked to play detective and try to wade through confusing and sometimes contradictory exhibits, appendices and separate studies merely to understand the proposal.

GENERAL COMMENTS:

First, the current site is indeed in need of an upgrade, and a new sustainably patterned and thoughtfully designed and programmed project would be very welcome on this site. However, it is very difficult for the public to provide insightful feedback on a proposed project when the description and analysis of the existing conditions compared to the proposed project is lacking fundamental information.

A. Existing Conditions: The Report describes the existing site development pattern as containing “two commercial uses and other site improvements” along with 222 parking spaces. **In order to more effectively evaluate the proposed project, it would be helpful to have the final environmental document be more descriptive in terms of summarizing the current conditions and site usage. Namely, what are the currently land uses and floor areas and how are the parking spaces allocated and configured for each of them?**

For example:

- a. Total Existing Commercial Land Uses = 80,000 s.f.

Bank Building = _____ s.f. (eg. @ 1 space per ??? s.f. = no. of spaces allocated)

Retail Uses = _____ s.f.

Drive-Thru Restaurant = _____ s.f.

Restaurant/Café Spaces = _____ s.f.

Art Storage = _____ s.f.

b. Parking Spaces: Current % of Standard + % of Compact Spaces = ???

B. Current Zoning & Applicable Ordinances: The Report does adequately break out the general description of the proposed Project. However, with respect to this specific property, it does not appear to describe for the public the adopted Community Plan vision, adopted ordinances that affect the allowable density, the baseline zoning allowances and the allowable increases permitted by State Law and L.A. City Ordinances with respect to affordable housing and transit proximity.

In the final Report please include an easily accessible summary of the Community Plan, applicable ordinances and baseline zoning for this parcel. In addition please indicate how the addition of 28 affordable housing for low income households impacts the baseline density and parking requirements, exclusive of variances to qualify for off menu incentives.

For example:

1. Baseline Zoning for the site:

Site Area – 2.56 acres (@ 43,560 s.f./acre) = ± 111,500 s.f. (0.71:1 FAR)

Maximum Allowable Density (@ 1:1 FAR) = ± 111,500 s.f.

Height District 1 = 45 feet maximum

Community Plan provisions: ???

Maximum Residential Density: ??? (i.e. Maximum unit count follows R4 provisions?)

Residential Parking Requirements: (i.e. Condominiums in an impacted parking zone?)

2. Affordable Housing Incentives:

Up to a maximum of 35% increase in density may be granted if the Project sets aside units for lower income households.

- Maximum Allowable Residential Density w/ Incentives = 1.35:1 FAR (applies to the residential portion of the project only, in order to better accommodate the residential units?)

The basis for many conclusions in the draft Report relies on “existing conditions and credits” yet this data is not readily found in the document. If it is in the draft, please reference its location, and, if not, please include it in the revisions to the Report.

C. Proposed Project Comparison: Although there are some numbers spread throughout the Report in various sections, it would be helpful to have a breakdown of the proposed

Commercial Use mix with the proposed commercial parking as well as the proposed Residential allocations and the change this proposal represents:

Proposed Comm'l Floor Area = 111,339 s.f. (1:1 FAR)

Current Comm'l Floor Area = 80,000 s.f.

Proposed Increase in Comm'l Floor Area = 31,339 s.f.

Percentage increase in Floor Area = 39% increase in commercial floor area

Proposed Increase in Residential Floor Area = 222,564 s.f. (2:1 FAR increase)

Current Residential Floor Area = None

Proposed Number of Units = 249 dwelling units, including 28 affordable units (\pm 11% set aside)

Proposed Number of One- Bed and Two-Bed etc. units?

Proposed Site Density = 3.0:1 FAR

Allowable Site Density = 1.0:1 FAR

Current Site Density = 0.71:1 FAR

Increase to Site Density = 317% proposed increase (333,903 s.f – 80,000 s.f. / 80,000 s.f.)

Proposed Comm'l Parking = 554 spaces (4.98 per 1000 s.f. average load)

Current Comm'l Parking = 222 spaces

Increase to Comm'l Parking = 331 spaces (49% increase)

Proposed Increase to Resid'l Parking = 295 spaces (allocated at 1.18 spaces per unit)

Current Resid'l Parking = None

D. Public Plaza: An off-site public plaza is referred to throughout the document as part of this project. The Applicant does not own this property nor does the proposed Project appear to be part of a development agreement that might take into account a public benefit such as this plaza. In fact, the neighbors and City of West Hollywood were told that the current median was already part of a previous entitlement across the street. Therefore, it should be the responsibility of that previous Applicant to perform improvements. Regardless, the proposed plaza is an independent question and any consideration of its design should be handled as part of a separate stakeholder outreach process distinct and independent from the proposed Project.

E. Affordable Housing Incentives/Concessions: The proposed Project looks to affordable housing incentives to justify significantly large "off menu" density bonus requests. In order to qualify for this bonus, selected criteria must be met. The Applicant has presented an opinion that the site rests 1560 feet from Major Stop/Transit. The burden falls to the City to make a written finding assessing the applicability of each incentive as well as the need for specific requests. **Please request that the EIR Consultant prepare an independent Map indicating the distance from Major Stop/Transit AND a**

description how this distance the method through which this distance was determined.

Under State Law (Gov't Code Section 65915-18), upon receipt of an Applicant's proposal for the specific incentives or concessions, the city "shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of following:

(A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The draft Report did not look at an alternative that would have included the feasibility of what most developers would have proposed for this property (Ref: the Wells Fargo Mixed Use Project on Sunset and Hayworth two blocks away), namely a 1:1 FAR Mixed Use Project that requested 35% density bonus incentives for affordable housing.

SPECIFIC COMMENTS ON THE REPORT:

A. Areas of Controversy and Issues to be Resolved (SEC. D, Draft page ES-2)

1. Based on attendance at previous scoping and community meetings, two issues were raised as key areas of study, yet they are not identified in this section of summarized items.

First, HYDROLOGY concerns were raised with respect to the underground parking proposed. This portion of the City has had many dealings with subsurface water issues when underground parking more than one story is undertaken. The current site is parked fully on-grade and therefore has no real sub-surface impacts. Specifically how will the new multiple level subterranean parking and foundation walls affect the underground water by damming the existing flow and diverting water into the adjacent sites some of which have very old, one-story subterranean parking garages? Will there be impacts on the foundation systems of the adjacent residential properties? How can this site specific condition be mitigated if at all?

Second, SEISMIC concerns were raised. Surely studied in the Report, how were these concerns not at least deemed to be “less than significant” with mitigations knowing that the Hollywood fault is proximate to this construction?

B. Significant Unavoidable Impacts (SEC. E, Draft page ES-3)

1. Beyond the historic and construction-related impacts, there does not appear to be any unavoidable impacts related to the underground water table and to the proposed vehicular access/egress locations with respect to the ability to move in all four directions when leaving the property. Please explain how these result in a “less than significant impact”?

C. Project Alternatives (SEC. F, Draft page ES-4 thru ES-10)

1. The “Alternatives” segment of the Report is a bit perplexing. Alternative #1 is a mandated alternative. Of the remaining seven “Alternatives”, only one alternative (Alternative #2) studied a conventional “commercial only” Project based on the Community Plan and the Zoning Code. Six other alternatives were studied that would involve increased density (and in some cases height) not permitted under current incentive or bonus initiatives adopted by the City. Who generated these non-code compliant alternatives and why?
2. Public comments and written cards completed during the Scoping Meetings had specifically requested that at least three project alternatives be studied under the current Community Plan and Zoning allowances. The following three alternatives that had been requested were never studied:

i. Alternative A- Commercial Addition and Remodel of up to ± 31,300 s.f. to upgrade and update the site preserving the Bank building but, through selective demolition, adding neighborhood serving commercial uses, new parking if needed and new landscaping to activate pedestrian life on Sunset. The Traffic consultant’s Report, if accurate, indicates that the commercial trips generated would go down (5296 current trips down to 4809 trips) by adding new commercial floor area of 31,339 s.f. **Please evaluate how this Addition and Remodel strategy would result in a similar reduction and would result in benefits at the intersection and traffic flow in the area. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated?**

ii. Alternative B- A Mixed Use Project of 45 feet max. consisting of commercial and residential uses at a density of 1:1 FAR with incentives up to 35% density bonus and an add’l story for affordable unit set asides of 20% unit count. This alternative should include the same 1/3 comm’l and 2/3 resid’l ratio proposed

by the Applicant (i.e. 37,075 s.f. commercial and 74,264 s.f. residential). Using the applicants same unit size ratios and assuming a 35% density bonus on the residential portion, this would result in a project of 112 residential units. Comm'l Parking (@ 5/1000 avg.) would require 74 spaces + Residential Parking (@ 1.5.spaces/unit avg.) would require 168 spaces for a total of ± 242 parking spaces.

This alternative would result in surface parking and perhaps one semi subterranean level of parking if necessary with a density/intensity increase of 57,331 s.f. of floor area, but because of the new residential use the parking space count would only need to increase from 222 spaces to approx. 242 spaces. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

- iii. **Alternative C – A Mixed Use Project + Bank Preservation Project with terraced, tuck-under Surface Parking.** Because of the Bank's fortunate location on the northwest corner of the site and the sloping nature of the lot, a new Project at a density of 1:1 FAR, preserving the existing Bank structure, and adding new retail and residential floor area over three or four stories can easily be achieved. This strategy would eliminate the need for currently proposed extensive site excavation and a large amount of soil export thus eliminating many anticipated construction-related impacts. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

Based on some of the Report's conclusions, any of these three alternatives (A, B or C) would likely result in a far more sustainable and desirable "environmentally superior alternative" than the one (Alternative #6) identified in the Report. Alternative # 6 represents a non-compliant development concept not supported by the Community Plan or the Zoning Code.

3. Alternative #7 refers to an "On-Menu" Alternative. The Applicant has elected to request "Off Menu" incentives for the proposed Project without demonstrating how these incentives are needed to accommodate the added units for affordable housing under State Law 65915. If the applicant plans to include 28 affordable dwelling units of approx. 18,000 s.f. to 19,000 s.f. of floor area, how does the Project require an additional 203,000 s.f. of leasable or saleable bonus floor area to offset these costs?

COMMENTS RELATED TO PROJECT IMPACTS:

A. Parking and Traffic Impacts

The public and community members are not specialists in this process and must trust that the Consultants are independent, objective and impartial in gathering and analyzing data. Clearly, based on the assumptions and the comments made by the Consultants in the Report and in the meetings, the Applicant's team has had a direct influence on this Report. The EIR Consultant at the most recent meeting referred to this EIR process as a "full disclosure exercise" in which transparency is paramount. **In the final Report, please disclose the number of calls or direct meetings between the Consultant and the Applicant's team and describe the nature of direction given** (i.e. with respect to programs, land uses assumptions, project goals, etc.).

1. **Trip Generations:** The draft Report indicates that 31,330 s.f. of new commercial spaces will necessitate an increase of 332 new commercial parking spaces (554 spaces proposed and 222 spaces current). This change represents a 50% increase in commercial parking spaces yet the traffic study finds that there will be a 9% reduction of 487 commercial trips (5296 -4809 trips) even though the site will be intensifying with a new supermarket and new restaurant floor area. **How does an intensification of commercial use and a 50% increase in commercial parking result in a reduction in commercial trip generations?**

Table ES-1, Regional Traffic Analysis, Impact Statement TR-4 concludes that, "Project-generated traffic would be below the CMP 50-trip threshold at the CMP intersections..." Given the intensification in land use and the introduction of well over 1000 new trips and a resultant 20% increase in trips (1077 new trips) from the current site, how can a 50-trip threshold not be exceeded?

2. **Proposed Driveway on Crescent Heights:** The draft Report indicates that the Crescent Heights driveway will be used for commercial uses on the site. Please have the Consultant indicate the number trips per day of the total count that will be exiting on to Crescent Heights. Of this number, how many trips are projected to turn left (north) to Sunset. The left turn is currently prohibited because of mitigations to address previous impacts in this location. **Please explain how left turns out of the driveway will not result in the impacts previously identified?**
3. **New Traffic Signals on Sunset/Havenhurst and Sunset/Fountain:** There is no exiting from the current site on to Havenhurst Drive. In addition, the City of West Hollywood installed speed bumps and then subsequently a choker to mitigate significant undesirable impacts from City of Los Angeles traffic short cutting up and down Fountain to or from

Sunset Boulevard. The draft Report discusses a need for two new traffic signals based on the anticipated residential entry and exiting and the commercial exiting needs of the project. The Report identifies 1596 daily trips for the residential component. How many additional trips are assumed for the commercial portion on Havenhurst? **Please address why the current design proposes to introduce new significant impacts on to Havenhurst Drive? Please explain in the revised Report how new signalization will address the City of West Hollywood's attempts to stop L.A. City based traffic from moving up and down Havenhurst Drive?**

A signal at Havenhurst and Fountain will not affect west bound traffic on Fountain at all, because the same right turns heading north will still take place. In fact, the greatest benefit of a signal at Havenhurst and Fountain would be to facilitate left turns from Havenhurst on to Fountain in order to head east. If this result is correct, it would encourage even more cut through traffic from Sunset heading south, especially but not limited to those who want to divert down to Fountain to head east. **Please have the Consultant respond to this concern.**

4. **Parking:** If the project did not contain affordable housing, the proposed project would require well over 1100 parking spaces, yet the project is proposing only 849 spaces or approximately a 300 space reduction because 28 affordable housing units will be provided. **Assuming this reduction is in fact compliant per laws and codes, please study the potential impacts on adjacent streets if a project contains a 300 parking space reduction from conventional mixed-use projects without affordable housing.**

Ref: TABLE ES-1, SECTION 4.A: AESTHETICS

Urban Design Analysis related to "Aesthetics" –

- a. **Sustainable Design/Green Space:**
The proposed Project seeks to create a large amount of open space and public-oriented spaces by moving its density into a vertical two-tower configuration. Without comment specifically on the proposed number of stories or scale, in most cases if the solar exposure is taken into account, this can be a sound strategy and in this situation a private courtyard or series of paseo-like spaces do make sense as a general site development approach.

When tower solutions are pursued, the resultant open space solutions become critical to the success of the project. In these cases, for sustainable design motives, one looks for excellent sun orientation, increased green spaces, new canopy trees, and ample permeable surfaces

to keep storm water on site. Unfortunately, because of its substantial density requests and resultant subterranean parking needs, **this project proposal does not accommodate the effective, on-grade planted sustainable solutions and urban design benefits one would expect.** Instead, plantings appear to be heavily reliant on pots sitting on concrete decks or roof decks where the majority of the public could not enjoy them. The general public space is overwhelmingly concrete or hardscape surfaces necessitating substantial (and likely unnecessary) surface drainage provisions that will further tax the storm drain system.

The Applicant team should be encouraged to re-examine the location of the new buildings and explore how moving taller portions toward Sunset might result in more on-grade green space and canopy trees planted in the ground.

b. **Site Topography:**

The project site slopes downward from north to south rather significantly. The existing commercial development acknowledges this slope and, through a terracing strategy, effectively situates the commercial uses so as to not require a great deal of excavation and soil export. Unfortunately, the proposed project appears to lack familiarity with the site specific conditions and to have been conceived in the computer as if it were more of a flat site. As discussed above, a thoughtful mixed-use design solution that takes advantage of the topography makes sense for this property if more adequately sized to include surface and/or tuck under commercial parking so that a substantive portion of the property can take advantage of the fertile soils that took centuries to create and that lie under the current parking surface.

The team should be encouraged to study a more terraced design solution that not only cleverly integrates necessary parking but also results in better massing and scale variations with more distinct interior programs so the site is more about passive enjoyment for the new residents and less a commercially based destination attracting cars to the site.

c. **Open Space Orientation:**

We know from a long history in Los Angeles that north-oriented, south side of the boulevard commercial uses on east-west arteries are difficult. In this case, the design proposes a grand east-west pedestrian-oriented promenade space in the middle of the site between its tall towers. Based on this orientation, the promenade will have very few hours of sunlight because of the shadows cast by the towers. Should the project's density move to the northerly portion near Sunset, adjacent to Bank structure, the former public plaza and promenade spaces can be repositioned as a

south-oriented open space(s) for the residents thus greatly reducing the destination-based strategy now in place and providing a buffer for the adjacent residential properties to the south.

The Consultant team should study an alternative location for the scale and massing along the Sunset and Crescent Heights perimeters and evaluate any resultant benefits or impacts on adjacent residential properties.

Urban Design Analysis related to "Impacts on Streets" –

- d. **Public Plaza at the Sunset & Crescent Heights Corner:**
Both the Applicant's representatives and Staff have discussed how dangerous the Sunset & Crescent Heights intersection has been for pedestrians. Their inference is that the best solution is creating a large + 9000 s.f. urban plaza on the corner as a grand public space. In reality, the bigger problem with danger in this intersection is on the east corner not the west. Nonetheless, when a dangerous vehicular and pedestrian condition exists, the solution is not to introduce more pedestrians, more bicycles and more visual and physical distractions for the driver! In this case, the proposed design solution is actually backwards. The Project would improve by moving its density north to better hold the corner physically through a series of pedestrian-oriented facades (see Sunset Plaza, Larchmont, etc.) and eliminate any destination-based public at the corner altogether. The corner median is a separate question and should be handled as a separate process. It would probably work better as a non-occupyable urban marker referring to its history on the Strip. (Perhaps a design competition in the future?)

- e. **Sunset Strip in Los Angeles- Visual Compatibility and adjacent Residential Zones:**

The Los Angeles portion of the Strip itself starts with the Chateau Marmont as a residential/hotel use and heads east with a majority of commercial uses for two miles until one reaches the heart of Hollywood at Cahuenga and Vine. Residential towers are rare with an occasional residential/hotel project appearing once or twice. Historically, the Strip has been home to entertainment, hospitality, service-oriented and commercial uses. Free-standing commercial structures and mini-malls have held to surface parking one or two stories for this stretch and include more neighborhood serving uses. A new five-story mixed-use building was constructed at Sunset and Hayworth with less than exceptional urban activating results (ref. north-facing commercial uses discussed previously). Crescent Heights is a residential street, so the proposed mix of commercial and residential uses if designed well could be an appropriate and sustainable-growth based solution. However,

there is no evidence that occupants at Sunset and Hayworth have embraced transit when their building is very close to the Fairfax/Sunset junction. Therefore, granting transit-based density increases beyond the extended range already identified in the Code is without basis and the actual data to support it. The evidence based on real life usage not theoretical thresholds actually suggests otherwise.

f. **Relocation of the Bus Shelter/Bus Stop:**

Those who live in the area talk regularly of the problematic bus stop location. Many comments were received on this topic. The Report does not appear to address re-location options, address the current problems or suggest how the increased intensity on the site and purported use of transit by the building's occupants will be supported.

Please have the Consultant team assess whether or not improvements can be made to the south east corner of Sunset/Crescent Heights so that the bus stop can move closer to Sunset/Laurel (nearer the majority of the current residents) and the smaller triangular median on the east corner can be modified.

CONCLUSIONS:

Overall, while uninspired as currently conceived from a sustainable design and site orientation standpoint, the proposed uses described in the project are reasonable. However, serious concerns remain unaddressed in the draft Report with respect to environmentally superior alternatives that were not studied despite public comments in the scoping process to do so.

The Report itself is lacking in project information and detail to support some of the "assumptions" and conclusions drawn within.

The Report did not study specific alternatives posed by the public during the scoping process and instead studied high density/high intensity alternatives never proposed by the public or the applicant.

From an urban programming standpoint, the public plaza as a destination space is a complete misstep that will introduce more problems than it will solve.

From an urban scale standpoint, a tall tower solution would visually be much grander than anything in the area, including the historic Chateau Marmont. The Chateau is netted in the hillside behind large growth trees and billboards. If anything, the proposed towers would not visually compliment it, rather they would diminish the urban presence of the Chateau across the street.

With respect to commercial uses, lower-scaled, more neighborhood-oriented uses would be more appropriate (especially along Havenhurst Drive on the westerly edge).

The Bank is an asset and its conservation on the site does not preclude a mixed-use development that conforms to the underlying zoning. Keeping the resource in place is demonstrably viable.

A more appropriately scaled solution that reflected the Sunset Strip's character and further enhanced the Strip's creativity and walkability would be most welcome.

Based on the well-documented history of this site and the complexity associated with the intersection, commuting to the San Fernando Valley, tourism associated with the Strip, and adjacent residential uses the Project should rise to exceptional quality that solves current issues without introducing new problems. The applicant and its design team have received respectful and specific feedback about the type of project that could work on this site. The Project site could benefit from re-development and the proposal merely needs a stronger vision to ensure economic, social and urban design success, one that does not rely on unsubstantiated density and needless increases to public space intensity as its crutch.

This site has had its density reduced twice in recent times, in 1984 and 1989. The EIR consultant should review the reasons for this reduction and include those comments in the final EIR.

Grafton P. Tanquary
President
1287 N. Crescent Heights Blvd.
West Hollywood, CA 90046
323.656.8779
gpt1287@sbcglobal.net



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: 8150 Sunset Comments

4 messages

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

Wed, Jan 21, 2015 at 11:38 AM

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

From: **Leslie Monsour** <metermade@hotmail.com>
 Date: Mon, Jan 19, 2015 at 1:33 PM
 Subject: 8150 Sunset Comments
 To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>
 Cc: "info@savesunsetboulevard.com" <info@savesunsetboulevard.com>

Dear Srimal Hewawitharana and Department of City Planning:

As a long time resident of Laurel Canyon and third generation Angeleno, I believe two main areas of negative impact concerning this project should not be ignored. These are: 1. The unique character and historical background of the gem called Hollywood, whose future lies in your hands. 2. The safety and well-being of the public and the quality-of-life of the residents of this community. As you make your decisions, please consider what future generations are being robbed of.

Regarding #1, the low-rise grace of Hollywood's original architecture must be preserved. The present bank and shopping strip at this location exemplify this ideal by imposing no obstructive high rise, while providing a model of ample open parking, as well as multiple exits and entrances. WHY should a new developer NOT be required to follow this ideal? The unique character of Hollywood includes its famous expansive vistas, sweeping to the south over the city to the ocean; conversely, for everyone travelling up Crescent Heights towards the Hollywood Hills, the low-profile distinction of the commercial buildings allows citizens and visitors an open view of the Santa Monica Mountains with palm tree silhouettes dotting the sky and glorious, unobstructed sunsets to the west. The proposed oversized, 16-story structure of tiresome, commercial reflections, will be an enormous smudge on this landscape, degrading the distinctive look of Hollywood and making it appear as unremarkable as every other over-developed, poorly designed city in the U.S. Hollywood is a suburb. It is not Downtown. Please consider what future generations will never know or see of the beautiful, unique aspects of this place

called Hollywood if their city makes shortsighted, poor planning decisions. How can we expect them to value the history and character of any neighborhood, if we don't?

In case #2, City Planning must certainly be aware of the traffic congestion nightmares that occur at the intersection of Crescent Heights and Sunset Blvd., an intersection which could become a daily calamity if this project goes through as planned. In light of existing hazardous conditions in the hills that feed into it, how can a project like this even be considered? ALL OF Laurel Canyon pours out of the hills directly into this intersection. In the event of an emergency evacuation, which can occur at any time of day or night, this project will increase the danger to the public of an enormous and disastrous gridlock during a wildfire. It would be unforgivable to allow public safety to be put at such great risk for the sake of a mega-developer's financial profit. This proposed mega-project will also add to the surplus of UNaffordable housing Los Angeles has to offer. This city already has more than enough unaffordable housing. It will bring in more minimum-wage, temporary jobs, and workers who will need public transportation to come and go from more affordable parts of the city, increasing the demands on the traffic infrastructure of the entire city.

The City of Los Angeles can do better than this. I dearly hope and expect that our City Planners will do the right thing: preserve historical character and guard public safety.

Sincerely,

Leslie Monsour

2062 Stanley Hills Drive

on behalf of

The Stanley Hills Drive Community of Neighbors

Laurel Canyon

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

Wed, Jan 21, 2015 at 11:40 AM

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

From: **Frank Taplin** <franktaplin@yahoo.com>

Date: Mon, Jan 19, 2015 at 7:05 PM

Subject: 8150 Sunset Comments

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

I am a resident of the City of Los Angeles. Although my home or work is not within sight of the proposal at 8150 Sunset, I am frequently in this area.

I am very opposed to the project as presented by the developer . The scale is far to large and tall for this location, and if allowed to progress it will set a precedent that will have even further negative impacts on this area. Please think of the precedent you'll be setting. In addition, some of the specific aspects of the proposal are insulting and laughable, such as eliminating the right turn lane onto Crescent Heights and not providing adequate open space on the parcel.

The LA City Planning Dept. has made so many mistakes over many years, please don't let this be another one.

Thank you,
Frank Taplin

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:42 AM

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

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

From: <DrMSommers@aol.com>

Date: Tue, Jan 20, 2015 at 6:48 AM

Subject: 8150 Sunset Comments

To: srimal.hewawitharana@lacity.org

Cc: info@savesunsetboulevard.com

To whom it may concern:

I have been a resident in Laurel Canyon since 1984. In moving to the hills, I was trading the convenience of being in the city with the peace and quiet of being in the hills at the end of a long day. My usual commute is approximately 15 minutes. Over the years, as the area has developed, and Sunset boulevard has become more congested, I have alternated between Laurel Canyon and Coldwater Canyon as my routes.

In recent years, the congestion has become increasingly difficult to negotiate. My commute has increased to 25 minutes going to work, and it can take me up to an hour to get home. I cannot entertain early in the evening as people refuse to attempt to come here given that the traffic is so bad, it will add a minimum of 30 minutes to any commute.

Please consider a low density project for further development in the area.

Thank you.

Mason A. Sommers

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:59 AM

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

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

From: auntiemer4x@aol.com <auntiemer4x@aol.com>

Date: Tue, Jan 20, 2015 at 4:57 PM
 Subject: 8150 Sunset Comments
 To: srimal.hewawitharana@lacity.org
 Cc: info@savesunsetboulevard.com

MERYL S. COHEN

1416 Havenhurst Drive
 Apartment 1B
 West Hollywood, CA. 90046
auntiemer4x@aol.com

January 20, 2015

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

Re: 8150 Sunset EIR Comments

Dear Ms. Hewawitharana

Recently, I attended a meeting regarding the Draft EIR Report for the proposed building at 8150 Sunset. I have many questions regarding the veracity of this report, too many to mention, so I will try to focus on the issues I have as concisely as possible.

Let me begin by stating that I am astonished that the so many issues of great concern regarding this ridiculous project were categorized as "Less Than Significant." Less than significant for whom? I'm sure that the developers, whose only motivation and concern for this project is financial gain, spent many hours looking for loopholes in order to work their way around issues that we in the neighborhood consider to be of major significance.

As a resident in a neighborhood of buildings designated to be of historical significance, including mine which is listed in the California Register of Historical Homes and designated a National Architectural Landmark, I find it preposterous to even imagine this proposed project being any kind of asset to the community (4. Aesthetics/Visual Resources). Comparing 8150 architecturally to other commercial and/or residential structures in the area is absurd. There is not one other existing building of the proposed height, density or impact in the area. Constant referrals to "setting back the Project's taller mass" or softening "the visual effect of the building mass" by the developers is a clear indication of the developer's awareness of the aesthetic problem, among others, with 8150 as it is proposed. The developers claim they are maintaining a human scale? For Manhattan, Chicago, even downtown Los Angeles perhaps, but not for the iconic Sunset Strip. (4.A3).

The drawings presented at the meeting of the building in situ were all rendered from street and other perspectives which minimized the visual scale of the building as part of the Draft EIR Report. I would like to see additional drawings of 8150 as it would actually appear from other perspectives more indicative of its actual architectural and visual impact. I do not find this project "compatible with the objectives, policies, general land uses and programs specified" in the Hollywood Community Plan. I would like to see a written evaluation of how this project is compatible with the plan on the proposed site.

Perhaps the highlight of the meeting was the traffic study which had the community attendees, and even some of the developers as a result, laughing out loud in unison. To say this report is faulty is not only an understatement, it's lunacy. I'm certain that whatever variance the developers received by having parking spaces for 900 or more bicycles was greatly appreciated by them. Do they really think this is going to change the commuting habits of people in the area? On Sunset? Up Laurel Canyon Boulevard? Shopping? To where? And bicycle lanes? Impossible. I would like to see a revised plan which realistically accommodates the greatly underestimated, proposed future vehicle volume since the city streets do not do so even now.

Once again, calling so many of the incredibly significant issues related to traffic as "Less Than Significant" is pure fiction for both the construction and completion periods. Thinking that traffic will be "mitigated" by installing a traffic light at the corner of Havenhurst and Fountain, for example, will only increase traffic issues. A FedEx truck double parked on Havenhurst causes traffic to back-up even now. Removing the island on the southwest corner of Crescent Heights is not only foolish, it is dangerous. It is the only area where pedestrians can cross the street, just barely in timing with the traffic signal now. It also allows eastbound traffic to turn right to head south on Crescent Heights, alleviating west bound traffic back-ups on Sunset. I would like to see a more realistic, revised plan that would try to actually mitigate the traffic problems. However, I don't think that would be possible given the unacceptable scope of the 8150 project.

I don't quite understand how the infra-structure of either the City of Los Angeles or the City of West Hollywood will be able to handle the additional volume of sewage and water this building will require, especially since the recent flood near UCLA caused by broken and rotting pipes alerted us all to the problems we are facing regarding this subject.

This project calls for rooftop lounges and/or terraces. Bad idea. The noise from existing outdoor areas with music blaring travels unabated. Many area residents have registered complaints about the problem in the past. There is and would no way to "soundproof" the noise, which

11/6/2016

City of Los Angeles Mail - Fwd: 8150 Sunset Comments

already causes disturbances of the peace. To plan on adding to this problem is a complete disregard for the neighbors and the sanctity of their homes.

I know that other objection letters have been written, some more in depth than mine. I agree with every dissenting view regarding 8150. We in the affected neighborhood are not opposed to development, per se. But neighborhood is the key word. This project contributes nothing to ours. Our politicians and representatives should be protecting our city, our homes and us. How can any of them allow this to happen the way it has been proposed? Or even at all?

The feeling of helplessness defending our homes against big money and the powers that be is beyond frustrating. It's infuriating. Bigger is not better. This project in general is what needs to be mitigated.

Respectfully Submitted,

Meryl S. Cohen



8150 EIR LTR.docx
124K

MERYL S. COHEN

1416 Havenhurst Drive
Apartment 1B
West Hollywood, CA. 90046
auntiemer4x@aol.com

January 20, 2015

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Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, Ca. 90012

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The feeling of helplessness defending our homes against big money and the powers that be is beyond frustrating. It's infuriating. Bigger is not better. This project in general is what needs to be mitigated.

Respectfully Submitted,

Meryl S. Cohen



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: Support Letter - 8150 Sunset

1 message

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

Wed, Jan 21, 2015 at 11:59 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
Date: Tue, Jan 20, 2015 at 4:57 PM
Subject: Support Letter - 8150 Sunset
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hello Srimal,

Here is an attachment (please see below) for our comments letter for 8150 Sunset Boulevard.

Thanks,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



From: John Keho
Sent: Saturday, December 20, 2014 1:24 PM
To: John D'Amico

Cc: Michelle Rex; Scott Lunceford; David DeGrazia
Subject: Re: Support Letter - 8150 Sunset

Scott, please include this e-mail in our response to LA.

Sent from my iPhone

On Dec 20, 2014, at 12:41 PM, "John D'Amico" <jdamico@weho.org> wrote:

John -

Ms Hanna would like her comments included in the EIR comments forwarded from the city of West Hollywood.

Thank you

Begin forwarded message:

Date: December 18, 2014 at 2:48:58 PM PST

Subject: Support Letter - 8150 Sunset

From: Ashley Hanna <ashleysheahanna@gmail.com>

To: <planning.envreview@lacityorg>, <jonathan.brand@lacity.org>, <jdamico@weho.org>

Hi there,

I would like to bring to your attention an article that was recently posted on Curbed LA regarding housing prices in the area. The link is:

http://la.curbed.com/archives/2014/12/la_housing_prices_have_gone_up_more_than_anywhere_else_in_the_last_14_years.php

I want to highlight a quote taken out of the referenced UCLA forecast that explains the reason housing prices in Los Angeles have grown 121 percent since 2000, the highest mark in the entire nation. UCLA economist William Yu said in his report, "Some Angelenos, especially rich ones, have a suburban mentality. This mentality propels them to make efforts to maintain the current status quo and go against developing their neighborhoods with higher-density housing."

I hope that this is just as eye opening for you as it is for me. I live just south of Sunset (very close to 8150 Sunset site) in West Hollywood, and while I love my neighborhood, I a) know it needs to be improved, and b) am saddened to learn that the reason my rent is so high is because homeowners have continuously killed the addition of desperately needed new housing. Clearly if that status quo was working in the area, we wouldn't be the second most congested city in the nation AND the most expensive rental market in the nation.

So, how do we fix things - will housing prices continue to grow at the highest pace in the nation, forcing out everyone other than the millionaires who can afford it? Is that what we want for the cities of West Hollywood and Los Angeles?

These are area-wide issues, but for me they really hit home when considering the 8150 Sunset project. I'm close enough to the site that it might as well be in my backyard, and with the desperate need for additional housing, and a desperate need for someone to come in and replace the current strip mall with a building I can be proud to call my neighbor, I want to lend my full support to the project. With it proven that better public transit and denser neighborhoods lead to better environmental quality and an improved quality of life, it would be hypocritical of me to support development citywide but then not support it when it's right in my direct neighborhood. For these reasons, please consider me a full supporter and a happy YIMBY.

Thank you for the opportunity to comment.

Ashley Hanna

1430 N Harper

John D'Amico

Jdamico@weho.org

Twitter: [@ourWEHO](https://twitter.com/ourWEHO)

Web: ourWEHO.com



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: 8150 Sunset

3 messages

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

Wed, Jan 21, 2015 at 11:39 AM

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

From: **Gregory Widen** <gregorywiden@mac.com>
Date: Mon, Jan 19, 2015 at 6:36 PM
Subject: 8150 Sunset
To: srimal.hewawitharana@lacity.org
Cc: nfo@savesunsetboulevard.com

Dear sir/madam,

I am writing in opposition to the submitted EIR for the proposed project at 8150 Sunset Blvd. This proposed development is completely out of scale for the neighborhood and besides being a blight on the skyline (When it's not actually blocking it) will cause a traffic nightmare at an already stressed intersection.

The predicted traffic impact in the EIR is completely dishonest in my opinion since it quotes a current level of entrances and exits that would be equal to what is currently the traffic level at the Target complex at Santa Monica and La Brea. No sane person believes the same number of cars currently use the 8150 space.

This is clearly a way, through using false numbers, that the developer hopes to portray his development as having no real traffic impact. It's simply not true. Even managers of the lot have quoted personally to me traffic numbers two-third less than what is stated in the EIR. As a resident who lives a mere few blocks of 8150 north of Sunset, this will mean a nightmare getting in and out of our neighborhood and, as a former city firefighter, I know it will only increase response times from station 41 on Gardner to our area.

I am not opposed to sane development at the site. The mix used development that went in at the DGA parking lot down the street works well with its neighbors, and while the Trader Joe/theatre complex across the street from 8150 is ugly, it doesn't dominate the neighborhood. This proposal does. There's a better way to utilize this parcel to the benefit of the city and its neighbors.

In short:

This is an ugly, out of scale development that will destroy the character of our neighborhood and create public safety problems.

This is a greedy development since saner, lower scale developments are the norm for the area and is something I and my neighbors would support.

The submitted EIR is a dishonest document that should be thrown out and sent back to the drawing boards (it actually contains sentences like "This development generally conforms to the city plan" GENERALLY? Either you conform or you don't!)

Thank you for your consideration

Gregory Widen
8267 Hollywood Blvd LA CA 90069
(residence is .02 miles from the site)

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

Wed, Jan 21, 2015 at 11:49 AM

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

From: **Robert Givens** <robert.d.givens@gmail.com>
Date: Tue, Jan 20, 2015 at 12:09 PM
Subject: 8150 Sunset
To: tom.labong@lacity.org
Cc: jonathan.brand@lacity.org, srimal.hewawitharana@lacity.org

Dear Mr. LaBonge,

As an avid bicycle enthusiast like yourself, I was pleasantly surprised by the proposed project at 8150 Sunset's dedication to alternative means of transportation. 985 bike parking spaces? A reduction in motor vehicle spaces to below code? It looks to me like whoever "Townscape" is, they have the right idea.

I know you are a supporter of recreational cycling, but many of us rely on our bikes as our sole transportation option. We need projects like these to lay the groundwork for bicycle infrastructure so bicycle commuters can travel safely.

Our City talks a big game when it comes to limiting our dependence on cars. And yes, we are investing in new forms of mass transit like the Expo Line and the Subway. However, I don't often see large-scale urban infill developments living up to their end of the bargain. And worse yet, I do not see our City's decision-makers holding developers feet to the fire to include amenities like bike parking, transit passes for residences and employees, pedestrian friendly retail and restaurants that promote walkable and livable neighborhood centers. These elements often go overlooked, yet are vitally important. Townscape's proposal shouldn't be the outlier as far as developments in the area go. All developments should be required to support and promote alternative transportation, and I commend Townscape for blazing the trail on this matter.

After learning about 8150 Sunset in Hollywood, and perusing the Draft Environmental Impact Report, I believe this project is a diamond in the rough. And it appears that I'm not the only one who feels this way. I don't always agree with Governor Brown's policies, but I applaud him for having the foresight to recognize development done right by awarding this project the title of Environmental Leadership Development Project.

Interest in bikes got me enticed to learn more about this project. And after learning of the ELDP's status, the large housing component including dozens of low-income units, and the design geared toward the pedestrian experience, I actually would like to live there myself.

The typical LA development is overparked, unwelcoming and does not promote a sense of community. I believe 8150 is different and deserving of the city's support.

Thank you.
Robert Givens

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

Wed, Jan 21, 2015 at 11:59 AM

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

From: **grifton tanquary** <gpt1287@sbcglobal.net>
Date: Thu, Jan 15, 2015 at 3:04 PM
Subject: 8150 Sunset
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Craig Clark <craig@roundabout.com>, Julie Summers <jsumer@aol.com>, Ric Abramson <ric@workplays.com>

Lynn Russell <lenabydesign@mac.com>, Sheri Lin <SJLin1@aol.com>, Rory Barish <n2swimng@aol.com>, markh@industrialcreative.com, Karen Demille <karendemille@gmail.com>, Christopher Rice <c.rice78@yahoo.com>, Scott Lunceford <slunceford@weho.org>, Cyd Zeigler <cydzeiglerjr@gmail.com>, Orrin Feldman <ofeldman@pacbell.net>, Jonathan Brand <jonathan.brand@lacity.org>, tony tucci <radiocave@earthlink.net>

Please see the attached response to the DEIR for 8150 Sunset Boulevard.

Grafton P. Tanquary

President

Crescent Heights – Havenhurst Neighborhood Preservation Association.

[323.656.8779](tel:323.656.8779)

gpt1287@sbcglobal.net



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Fwd: Comments on D-EIR for 8150 Sunset Boulevard Mixed Use Project

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 12:00 PM

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

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

From: **Jen Dunbar** <jdunbar01@gmail.com>

Date: Tue, Jan 20, 2015 at 5:15 PM

Subject: Comments on D-EIR for 8150 Sunset Boulevard Mixed Use Project

To: srimal.hewawitharana@lacity.org

Cc: Adrian Fine <afine@laconservancy.org>

Please see attached letter for comments to the D-EIR on the 8150 Sunset Boulevard Mixed Use Project from the West Hollywood Preservation Alliance.

Thank you,
Jen Dunbar
President - West Hollywood Preservation Alliance



D-EIR Response_8150 Sunset Blvd - 2015-0107.pdf

129K



January 20, 2015

Submitted electronically

Attn: 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

Re: Comments on the D-EIR for 8150 Sunset Boulevard Mixed Use Project

Dear Srimal Hewawitharana,

On behalf of the West Hollywood Preservation Alliance (WHPA), thank you for the opportunity to comment on the Draft Environmental Impact Report (D-EIR) for the 8150 Sunset Boulevard Mixed-Use Project.

The WHPA along with the Los Angeles Conservancy, the Conservancy's Modern Committee, and Hollywood Heritage believe that the Lytton Savings/ Chase Bank building, located within the proposed project, warrants preservation and adaptive re-use due to its cultural significance. While the project is not within the boundaries of West Hollywood, its immediate adjacency bears an impact on the West Hollywood community and general consideration of nearby cultural resources. Our comments on the D-EIR are as follows:

1. The EIR should identify Lytton Savings as eligible for both local and California register designation.

The Lytton Savings appears to meet both criteria 1 and 3 for its association with postwar bank architecture and its innovative use of materials, integrated art program, and high level of craftsmanship. The DEIR fails to justify why the Lytton Savings bank building is not eligible for the California Register after pointing out that it was the fifth largest savings and loan association after 1963. Furthermore, many of the primary character defining features of the building are still intact.

2. The EIR should further evaluate and select a preservation alternative to eliminate a significant impact on a cultural resource.

Alternatives Five and Six appear to achieve the preservation of the building and its integration into the overall project. The WHPA strongly believes that either of these two alternatives have the capability of meeting the stated project objectives while reducing the significant impact on the cultural resource. We urge the City of Los Angeles as the lead agency and the applicant to select one of these preservation alternatives as the preferred project.

3. The Lytton Savings should be designated as a Historic-Cultural Monument (HCM) as an additional safeguard and to ensure that the Secretary of the Interiors Standards is met.

We highly recommend that the applicant seek Historic Cultural Monument (HCM) status for this building. In doing so, the city's Cultural Heritage Commission can review and comment on the design of elements that directly affect the Lytton Savings Bank building to ensure compatibility and appropriateness.

Charitable contributions to West Hollywood Preservation Alliance are tax deductible to the extent allowed by Federal and State tax laws – Federal Non-Profit 501(c) (3) Tax I.D. # 46-1587457

PO BOX 46073, West Hollywood CA 90046-0073

www.westhollywoodpreservationalliance.org

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Jen Dunbar, President

Roy Oldenkamp, Vice President

Victor Omelczenko, Treasurer

Lyndia Lowy, Secretary

Laura Boccaletti

WHPA
WEST HOLLYWOOD PRESERVATION ALLIANCE

Thank you again for the opportunity to comment on the DEIR for the 8150 Sunset Boulevard Mixed Use project. Please feel free to contact me at jdunbar@westhollywoodpreservationalliance.org if you have any questions.

Sincerely,



Jen Dunbar
President, West Hollywood Preservation Alliance

Charitable contributions to West Hollywood Preservation Alliance are tax deductible to the extent allowed by Federal and State tax laws – Federal Non-Profit 501(c) (3) Tax I.D. # 46-1587457

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Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Fwd: 8150 Sunset Boulevard Project

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 12:00 PM

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

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

From: <CarterBrav@aol.com>

Date: Tue, Jan 20, 2015 at 5:52 PM

Subject: 8150 Sunset Boulevard Project

To: srimal.hewawitharana@lacity.org

Cc: info@savesunsetboulevard.com

To Whom It May Concern:

I live about five blocks north of Sunset Blvd. and about four blocks west of Laurel Canyon. My home is approximate 1/3 of a mile from the heavily congested intersection of Sunset and Crescent Heights Boulevards, the site of the proposed 8150 Sunset Boulevard Project.

In general, as an Architect who designs and builds projects here in Angeles, I am pro-development, so long as that development does adversely and negatively affect the existing adjoining neighborhoods of a proposed development project.

The 8150 Sunset Boulevard will most acutely and significantly impact my neighborhood in the form, primarily flooding our narrow, twisty hillside streets with overflow parking from this massive project. Already our neighborhood bears the brunt of the overflow parking from existing Sunset Boulevard restaurants, night clubs, bars and hotels.

Over the course of the past decade, our neighborhood has become overrun with hotel and restaurant workers, partiers and club and restaurant goers who seek free on-street parking in our area to then attend clubs, bars and restaurants down on Sunset Blvd., either to work or recreate

As the streets in our neighborhood are the only ones that are not permit parking (most of the streets to the west of us, all the way to Doheny are permit parking), we are besieged with dozens, and at times, closer to a hundred, club and bar goers and hotel and restaurant workers.

They party in their cars, dump their empty alcohol bottles, beer cans, Red Bull cans, coffee cups and cigarette butts onto the streets and sidewalks, urinate in our yards, have impromptu car jams at 2:00 AM, awakening us and generally preventing anyone who actually lives in our neighborhood from being able to park on the street and get decent night's sleep.

In addition, throughout the day all of the available on-street parking is occupied by the many employees at the multitude of business establishments on Sunset Blvd. These works often eat in the morning, tossing the various fast-food wrappers, cups and bags onto the street as they walk to work. From our home offices, we have a clear view of all of this activity

I fail to understand a project of the scale proposed for 8150 Sunset Boulevard will do anything other than aggravate an already negative situation.

I suggest that the parking for the project be increased, the scale and massing reduced and that our neighborhood once, and for all, finally obtain permit parking.

We look forward to hearing from your office.

Thank you and respectfully

Carter C. Bravmann, A.I.A., Architect

interFORM | 323.656.7316 : voice | 323.528.8692 : cell | interFORM@aol.com

www.interFORMarchitecture.com





Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Message from Lily

14 messages

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 9:58 AM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012109560.pdf
1715K

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 3:19 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012115190.pdf
94K

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 3:20 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012115201.pdf
164K

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 3:21 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012115202.pdf
628K

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 3:21 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 SLily15012115212.pdf
316K

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 21, 2015 at 3:23 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

SLily15012115221.pdf

 111K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 21, 2015 at 3:19 PM

 **SLily15012115191.pdf**
110K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 21, 2015 at 3:20 PM

 **SLily15012115200.pdf**
542K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 21, 2015 at 3:21 PM

 **SLily15012115210.pdf**
341K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 21, 2015 at 3:21 PM

 **SLily15012115211.pdf**
253K

c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
To: luciralia.ibarra@lacity.org

Wed, Jan 21, 2015 at 3:22 PM

 **SLily15012115213.pdf**
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c554e@lacity.org <c554e@lacity.org>
Reply-To: c554e@lacity.org
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Wed, Jan 21, 2015 at 3:23 PM

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c554e@lacity.org <c554e@lacity.org>
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Wed, Jan 21, 2015 at 3:23 PM

11/6/2016

City of Los Angeles Mail - Message from Lily

To: luciralia.ibarra@lacity.org

 **SLily15012115230.pdf**
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c554e@lacity.org <c554e@lacity.org>
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Wed, Jan 21, 2015 at 3:22 PM

 **SLily15012115220.pdf**
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Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: ENV-2013-2552-EIR 8150 Sunset Blvd.**Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 21, 2015 at 11:34 AM

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

From: **Susan Dynner** <sdynner@hotmail.com>
Date: Fri, Jan 16, 2015 at 11:45 AM
Subject: ENV-2013-2552-EIR 8150 Sunset Blvd.
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

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

RE: Draft Environmental Impact Study
8150 Sunset Boulevard

Case No. ENV-2013-2552-EIR

Dear Ms. Hewawitharana,

I'm writing because I'm very concerned about the proposed building on 8150 Sunset Blvd. I currently live at 1425 N. Crescent Heights Blvd - next door and behind where the new building will be. Naturally, I'm concerned about construction, but it's more than that. I work out of my home, like many others in my building, and I'm afraid the noise will affect my ability to work. I am guessing it will go on for over a year, which could be crippling for me and others in the neighborhood who work from home. Also, there are young children and elderly people in my building who will surely be affected by the construction. I understand that growth in our community is a good thing, but the proposed building is obscenely big for this neighborhood. No buildings within several blocks are even close to 8 stories high, let alone the proposed 16 stories! I'm worried about what it will do for our area. Naturally, the traffic will become insane. It's already backed up and bad enough at rush hour since it's a main throughway over Laurel Canyon to the valley - I can't even imagine how bad it will be with construction, but also with all the new people who will live in the new building and will need to drive. Parking in the neighborhood will become impossible. The 16 stories will completely dwarf my building and

the surrounding buildings, and will block any sun from our pool (which is why I moved into the building). Our privacy at the pool will be totally gone. I'm worried about the pollution that all the construction will bring. I'm concerned about our neighbors at the Chateau Marmont. People stay there because it's private. With a building that tall, with a public area on the roof, the paparazzi (who are already a problem in our neighborhood) can easily look down on the Chateau and can infiltrate various rooms with their long lense cameras. I'm afraid it will cause people to go/stay elsewhere. I often take meetings there for my films with known actors, but with the paparazzi able to spy from a tall building, I'm afraid no one will want to meet there anymore. I'm also worried about what it will do for the aesthetics of the neighborhood. A building that huge will surely be an eyesore. Why not keep it consistent with the neighborhood and keep it 4 stories in the front and 6 in the back? That way, the neighborhood will grow and improve, but won't be ridiculous.

Thanks for taking my concerns into consideration.

Best,

Susan Dynner

1425 N. Crescent Heights Blvd. #203

West Hollywood, Ca 90046

323-656-1830.



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Fwd: Save Sunset Boulevard!

1 message

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

Wed, Jan 21, 2015 at 11:50 AM

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

From: **Michael Shores** <mshores90069@gmail.com>
Date: Tue, Jan 20, 2015 at 1:06 PM
Subject: Save Sunset Boulevard!
To: srimal.hewawitharana@lacity.org
Cc: info@savesunsetboulevard.com

This is Michael Shores.

I have lived in the area above Sunset Blvd behind the Chateau Marmont for 20+ years.

This neighborhood pays a lot of taxes and feels that the City of L.A. is only thinking of itself with these gigantic high-rise projects that benefit no one but the city's tax collectors.

This 8150 Sunset project will send the intersection back to the level it was in the '60s by taking away the right hand turn lane. Their stealing of light and view and the main causation of horrendous traffic without benefit of mass transit is an abomination of what a modern city should be.

Please find attached my letter of protest against this project.

Michael Shores
323.791.9433
mshores90069@gmail.com
AIM: moeron2000
SKYPE: michaelshores

8150SunsetProjectConcern_MichaelShores.pdf
70K

MICHAEL SHORES

TO: PUBLIC COMMENTS, L.A. CITY PLANNING DEPT.

RE: 8150 Sunset Project

VIA EMAIL: planning.envreview@lacity.org

Save Sunset Blvd!

I've lived in the neighborhood of Marmont Avenue & Hollywood Blvd since 1978 and have been a permanent resident since 1995. I own 2 properties on Marmont Avenue at 1676 & 1682.

The intersection at Sunset & Crescent Heights is already lacking enough lanes and smart planning to deal with the present traffic much less the increase of 20,000 cars a day that studies show the 8150 project will bring to this neighborhood. It will drastically increase the flow of traffic into the surrounding neighborhoods.

With the advent of traffic Apps like Waze, Hollywood Blvd between Laurel Canyon & Kings Road is already becoming a congested thoroughfare of commuters trying to avoid the intersection of Laurel Canyon & Sunset. Neighbors walk their dogs and exercise along this section of Hollywood Blvd that was once a peaceful neighborhood street. We now compete for space with drivers that are desperate for a short cut and speed around blind corners barely missing pedestrians. I've made attempts to bring this to the City's attention before by writing our district office and requesting speed bumps to slow cars down on this section of Hollywood between Laurel Canyon and King's Road. The City wouldn't allow it. The Fire Department needs the ability to make quick access to the surrounding neighborhood. Speed bumps would impede their efforts. This 8150 Sunset project is grossly over-sized for this area and will only make our neighborhood more congested. It's only a matter of time where we'll no doubt see an increase in car accidents involving pedestrians because more reckless drivers are speeding through our neighborhood.

Taking away the right hand turn lane on the east bound side of Sunset Blvd is like returning this intersection to the Stone Age of the '60s, when the music club Pandora's Box used to occupy the corner before the right hand turn lane ever existed.

In the 4 decades since the intersection of Sunset and Laurel Cyn / Crescent Heights hasn't changed. The traffic certainly has. The intersection has become a major commuter thoroughfare. Laurel Canyon now has less navigable traffic lanes due to mudslides in the 2004/2005 rainy season, which still haven't been repaired.

This intersection is jammed on the best of days by impatient, distracted drives who are reckless because they're trying to make up time stuck in traffic. Drivers run red lights at that intersection all the time. I've seen numerous accidents of cars colliding with motorcyclists and bike riders. A Ghost Bike stands at this turbulent intersection, not as

MICHAEL SHORES

a tribute to the dead, nameless cyclist who was struck and killed by a motorist, but a warning to other bikers: this is a dangerous place; avoid it. So it is completely absurd that this developer pretends to understand the bike culture of LA and thinks they can mitigate the additional 20,000 cars a day by installing 900 bike parking spaces. This is political comedy at it's most preposterous. No one rides a bike as a commuter on Laurel Canyon. It is extremely disappointing that a Mayor who takes such pride in promoting CycLAvia events as L.A.'s vision of the future is so blind and out of touch with reality. His commitment to CycLAvia is more obviously focused on finding ways for developers to accrue Bonus points to push their projects past what the normal neighborhood codes would allow.

No one in the City Planning Department or Mayor's office could repute the idea that the city has lagged in providing more expansive rapid transit to an ever-growing city. L.A. may be proud of its bus lanes but they are few and far between and don't exist at the Sunset / Crescent Heights intersection. In reality those Rapid Buses are stuck in traffic like everyone else. There is no place to pull out of the main lanes of traffic to keep it flowing.

These developers have provided no facility for rapid transit or bus lanes or even a bus turnout lane for passengers to get on and off that might replace the right-hand turn lane they propose to get rid of. It's ridiculous that they think adding green space will help people get to work faster and safer. This is a huge fail in logic in both Planning and the Mayor's office, who may see a greatly increased tax base revenue stream but is ignoring the residents of a historic area that in the aggregate pay a very large amount of property taxes. Buses take up precious lanes of traffic. Drivers in a hurry, late for work, pull around the buses in unsafe maneuvers. Accidents will only increase.

I've been victim to 2 serious accidents within the area of that intersection of Sunset & Crescent Heights, both times resulting in totaled cars and months of physical therapy due to my injuries. In one accident my car was hit so hard that I was knocked unconscious and with the force of the impact my car was pushed so far away that when the fire department arrived they didn't even think I was part of the accident scene.

Don't let these developers make an already dangerous intersection even worse. This development at 8150 Sunset must be stopped!

Save Sunset Blvd!

Michael Shores
1682 Marmont Avenue
Los Angeles, CA 90069



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: 8150 Sunset DEIR Response Comments 1425 N. Crescent Heights Boulevard

1 message

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

Wed, Jan 21, 2015 at 11:53 AM

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

From: **Jsumer** <jsumer@aol.com>
Date: Tue, Jan 20, 2015 at 1:11 PM
Subject: Re: 8150 Sunset DEIR Response Comments 1425 N. Crescent Heights Boulevard
To: srimal.hewawitharana@lacity.org
Cc: craig@roundabout.com, lenabydesign@mac.com, SJJin1@aol.com, n2swimng@aol.com, googemanagement@mac.com, karendemille@gmail.com, c.rice78@yahoo.com, slunceford@weho.org, cydzeiglerjr@gmail.com, ofeldman@pacbell.net, gpt1287@sbcglobal.net

Srimal:

Please accept this attached document as a revision of and replacement for the previous document sent on January 15, 2015 titled 8150 Sunset_CHHNPA response. New information has necessitated some revisions to the previous document so the previous document is no longer valid. This newly attached document reflects the thoughts and feedback of many individuals who have been following the process and wanted to be sure their various viewpoints were included.

These expressed concerns also reflect comments given to me by tenants in my building who might not have written letters. These are my concerns as well.

Thank you.

Julie Summers
323 829 4200



8150_Sunset_CHHNPA_FINALcomments_on_DEIR_revised_01_19_15.pdf
174K

Crescent Heights – Havenhurst Neighborhood Preservation Association

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

January 19, 2015

Re: Public Comment- Draft Environmental Impact Report for 8150 Sunset Boulevard

Dear Ms. Hewawitharana:

Please accept these comments in response to the Draft Environmental Impact Report for City Case no. ENV-2013-2552-EIR issued for public review on November 20, 2014. These comments are not as comprehensive and potential helpful to the City and the draft E.I.R does not summarize the existing conditions and the proposed land use load assumptions in a publically accessible chart or graphics as most other Reports generally follow. Instead the public is asked to play detective and try to wade through exhibits, appendices and data embedded in the middle of reports in order to try to understand the basic application request and how it has been formulated based on the code and assumptions. Overall, the draft E.I.R. is confusing, sometimes contradictory and lacks a core background for the conclusions drawn.

GENERAL COMMENTS:

First, the current property is indeed in need of an upgrade and a new sustainably patterned and thoughtfully designed and programmed project would be very welcome on this site. However, it is very difficult for the public to provide insightful feedback on a proposed project when the description and analysis of the existing conditions compared to the proposed project is lacking fundamental information.

A. Existing Conditions: The Report describes the existing site development pattern as containing "two commercial uses and other site improvements" along with 222 parking spaces. **In order to more effectively evaluate the proposed project, it would be helpful to have the final environmental document be more descriptive in terms of summarizing the current conditions and site usage. Namely, what are the currently land uses and floor areas and how are the parking spaces allocated and configured for each one of them?**

Specifically, with respect to the food facilities, one (McDonalds) has a drive thru, and two (Subway and El Pollo Loco) are more fast paced. Yet all three have dining spaces and McDonalds upstairs is a full sit down restaurant. The other Food establishments (Sushi and Johnny's) have been regular eat in Restaurants since their inception. Each of these facilities should be broken out and identified in the EIR with their individual sq. footage areas.

b. Parking Spaces: Current % of Standard + % of Compact Spaces = ??? Please indicate how many parking spaces currently are standard and how many are compact for the upper public parking area accessed from Sunset and Crescent Heights.

B. Current Zoning & Applicable Ordinances: The Report does adequately break out the general description of the proposed Project. But, with respect to this specific property, it does not appear to describe for the public the adopted Community Plan vision, adopted ordinances that affect the allowable density, the baseline zoning allowances and the allowable increases permitted by State Law and L.A. City Ordinances with respect to affordable housing and transit proximity.

In the final Report please include an easily accessible summary of the Community Plan, applicable ordinances and baseline zoning for this parcel.

In addition please indicate how the addition of 28 affordable housing for low income households impacts the baseline density and parking requirements. (exclusive of variances to qualify for off menu incentives)

For example:

1. Baseline Zoning for the site:
 - Site Area – 2.56 acres (@ 43,560 s.f./acre) = ± 111,500 s.f. (0.71:1 FAR)
 - Maximum Allowable Density (@ 1:1 FAR) = ± 111,500 s.f.
 - Height District 1 = 45 feet maximum
 - Community Plan provisions: ???
 - Maximum Residential Density: ??? (i.e. Maximum unit count follows R4 provisions?)
 - Residential Parking Requirements: (i.e. Condominiums in an impacted parking zone?)
2. Affordable Housing Incentives:
 - Up to a maximum of 35% increase in density may be granted if the Project sets aside units for lower income households.
 - Maximum Allowable Residential Density w/ Incentives = 1.35:1 FAR (applies to the residential portion of the project only, in order to better accommodate the residential units?)

The basis for many conclusions in the draft Report relies on “existing conditions and credits” yet this data is not readily found in the document. If it is in the draft, please reference its location and if not please include it in the revisions to the Report.

C. Proposed Project Comparison: Although there are some numbers spread throughout the Report in various sections, it would be helpful to have a breakdown of the proposed Commercial Use mix with the proposed commercial parking as well as the proposed Residential allocations and the change this proposal represents:

Proposed Comm'l Floor Area = 111,339 s.f. (1:1 FAR)
Current Comm'l Floor Area = 80,000 s.f.
Proposed Increase in Comm'l Floor Area = 31,339 s.f.
Percentage increase in Floor Area = 39% increase in commercial floor area

Proposed Increase in Residential Floor Area = 222,564 s.f. (2:1 FAR increase)
Current Residential Floor Area = None
Proposed Number of Units = 249 dwelling units, including 28 affordable units (± 11% set aside)
Proposed Number of One- Bed and Two-Bed etc. units?

Proposed Site Density = 3.0:1 FAR
Allowable Site Density = 1.0:1 FAR
Current Site Density = 0.71:1 FAR
Increase to Site Density = 317% proposed increase (333,903 s.f – 80,000 s.f. / 80,000 s.f.)

Proposed Comm'l Parking = 554 spaces (4.98 per 1000 s.f. average load)

Current Comm'l Parking = 222 spaces

Increase to Comm'l Parking = 331 spaces (49% increase)

Proposed Increase to Resid'l Parking = 295 spaces (allocated at 1.18 spaces per unit)

Current Resid'l Parking = None

D. **Public Plaza:** An off-site public plaza is referred to throughout the document as part of this project. The Applicant does not own this property nor does the proposed Project appear to be part of a development agreement that might take into account a public benefit such as this plaza. In fact, the neighbors and City of West Hollywood were told that current median was already part of a previous entitlement across the street. Therefore, it should be the responsibility of that previous Applicant to perform improvements. Regardless, the proposed plaza is an independent question and any consideration of its design should be handled as part of a separate stakeholder outreach process distinct and independent from the proposed Project.

E. **Affordable Housing Incentives/Concessions:** The proposed Project looks to affordable housing incentives to justify significantly large "off menu" density bonus requests. In order to qualify for this bonus, selected criteria must be met. The Applicant has presented an opinion that the site rests 1560 feet from Major Stop/Transit. The burden falls to the City to make a written finding assessing the applicability of each incentive as well as the need for specific requests. **Please request that the EIR Consultant prepare an independent Map indicating the distance from Major Stop/Transit AND a description how this distance the method through which this distance was determined.**

Under State Law (Gov't Code Section 65915-18), upon receipt of an Applicant's proposal for the specific incentives or concessions, the city "shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of following:

(A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The draft Report did not look at an alternative that would have included the feasibility of what most developers would have proposed for this property (Ref: the Wells Fargo Mixed Use Project on Sunset and Hayworth two blocks away), namely a 1:1 FAR Mixed Use Project that requested 35% density bonus incentives for affordable housing.

SPECIFIC COMMENTS ON THE REPORT:

A. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED (SEC. D, Draft page ES-2)

1. Based on attendance at previous scoping and community meetings, two issues were raised as key areas of study yet they are not identified in this section of summarized items.

First, HYDROLOGY concerns were raised with respect to the underground parking proposed. This portion of the City has had many dealings with subsurface water issues when underground parking more than one story is undertaken. The current site is parked fully on-grade and therefore has no real sub-surface impacts. Specifically how will the new multiple level subterranean parking and foundation walls affect the underground water by damming existing flow and diverting water into the adjacent sites some of which have very old, one-story subterranean parking garages? Will there be impacts on the foundation systems of the adjacent residential properties? How can this site specific condition be mitigated if at all?

Second, SEISMIC concerns were raised. Surely studied in the Report, how were these concerns not at least deemed to be "less than significant" with mitigations knowing that the Hollywood fault is proximate to this construction?

B. SIGNIFICANT UNAVOIDABLE IMPACTS (SEC. E, Draft page ES-3)

1. Beyond the historic and construction-related impacts, there does not appear to be unavoidable impacts related to the underground water table and to the proposed vehicular access/egress locations with respect to the ability to move in all four directions when leaving the property. Please explain how these result in a "less than significant impact"?

C. PROJECT ALTERNATIVES (SEC. F, Draft page ES-4 thru ES-10)

1. The "Alternatives" segment of the Report is a bit perplexing. Alternative #1 is a mandated alternative. Of the remaining seven "Alternatives", only one alternative (Alternative #2) studied a conventional "commercial only" Project based on the Community Plan and the Zoning Code. Six other alternatives were studied that would involve increased density (and in some cases height) not permitted under current incentive or bonus initiatives adopted by the City. Who generated these non-code compliant alternatives and why?

2. Public comments and written cards completed during the Scoping Meetings had specifically requested that at least three project alternatives be studied under the current Community Plan and Zoning allowances. The following three alternatives that had been requested were never studied:

- i. **Alternative A- Commercial Addition and Remodel** of up to + 31,300 s.f. to upgrade and update the site preserving the Bank building but, through selective demolition, adding neighborhood serving commercial uses, new parking if needed and new landscaping to activate pedestrian life on Sunset. The Traffic consultant's Report, if accurate, indicates that the commercial trips generated would go down (5296 current trips down to 4809 trips) by adding new commercial floor area of 31,339 s.f. **Please evaluate how this Addition and Remodel strategy would result in a similar reduction and would result in benefits at the intersection and traffic flow in the area. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated?**

- ii. **Alternative B- A Mixed Use Project** of 45 feet max. consisting of commercial and residential uses at a density of 1:1 FAR with incentives up to 35% density bonus and an add'l story for affordable unit set asides of 20% unit count. This alternative should include the same 1/3 comm'l and 2/3 resid'l ratio proposed by the Applicant (i.e. 37,075 s.f. commercial and 74,264 s.f. residential). Using the applicants same unit size ratios and assuming a 35% density bonus on the

residential portion, this would result in a project of 112 residential units. Comm'l Parking (@ 5/1000 avg.) would require 74 spaces + Residential Parking (@ 1.5.spaces/unit avg.) would require 168 spaces for a total of + 242 parking spaces.

This alternative would result in a surface parked and perhaps one semi subterranean level of parking if necessary with a density/intensity increase of 57,331 s.f. of floor area but because of the new residential use the parking space count would only need to increase from 222 spaces to approx. 242 spaces.

Please evaluate the environmental benefits or impacts of this alternative.

Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?

- iii. **Alternative C – A Mixed Use Project + Bank Preservation Project with terraced, tuck-under Surface Parking.** Because of the Bank's fortunate location on the northwest corner of the site and the sloping nature of the lot, a new Project at a density of 1:1 FAR, preserving the existing Bank structure, and adding new retail and residential floor area over three or four stories can easily be achieved. This strategy would eliminate the need for currently proposed extensive site excavation and a large amount of soil export thus eliminating many anticipated construction-related impacts. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

Based on some of the Report's conclusions, any of these three alternatives (A, B or C) would likely result in a far more sustainable and desirable "environmentally superior alternative" than the one (Alternative #6) identified in the Report. Alternative # 6 represents a non-compliant development concept not supported by the Community Plan or the Zoning Code.

3. Alternative #7 refers to an "On-Menu" Alternative. The Applicant has elected to request "Off Menu" incentives for the proposed Project without demonstrating how these incentives are needed to accommodate the added units for affordable housing under State Law 65915. If the applicant plans to include 28 affordable dwelling units of approx. 18,000 s.f. to 19,000 s.f. of floor area, how does the Project require an additional 203,000 s.f. of leasable or saleable bonus floor area to offset these costs?

COMMENTS RELATED TO PROJECT IMPACTS:

A. PARKING & TRAFFIC IMPACTS

The public and community members are not specialists in this process and must trust that the Consultants are independent, objective and impartial in gathering and analyzing data. Clearly, based on the assumptions and the comments made by the Consultants in the Report and in the meetings, the Applicant's team has had a direct influence on this Report. The EIR Consultant at the most recent meeting referred to this EIR process as a "full disclosure exercise" in which transparency is paramount. **In the final Report, please disclose the relevant correspondence (emails and written documents) from City Staff to the Consultant and describe the nature of direction given by Staff and/or the Applicant's team to the Consultant (i.e. with respect to programs, land uses assumptions, project goals, etc.).**

1. **Trip Generations:** The draft Report indicates that 31,330 s.f. of new commercial spaces will necessitate an increase of 332 new commercial parking spaces (554 spaces proposed and 222 spaces current). This change represents a 50% increase in commercial parking spaces. Somehow the traffic study finds that there will be a 9% reduction of 487 commercial trips (5296 -4809 trips) even though the site will be intensifying with a new supermarket and new restaurant floor area. **How does an intensification of commercial use and a 50% increase in commercial parking result in a reduction in commercial trip generations?**

Table ES-1, Regional Traffic Analysis, Impact Statement TR-4 concludes that, "Project-generated traffic would be below the CMP 50-trip threshold at the CMP intersections..." Given the intensification in land use and the introduction of well over 1000 new trips and a resultant 20% increase in trips (1077 new trips) from the current site, how can a 50-trip threshold not be exceeded?

Some of the current uses appear to have been mischaracterized. Specifically the Bank building at approx. 20,200 s.f is incorrectly skewing the analysis. For the past 25 years plus the Bank has not functioned as the Home Savings corporate offices as originally conceived and the second floor has been abandoned. The public has not permitted upstairs or in the basement since the commercial retail center was constructed. Therefore, the more accurate trip generation figure for analysis purposes should be closer to 5094 s.f of daily use with the public as is proposed in the Project as a "walk-in Bank".. The draft E.I.R should be adjusted to reflect the more accurate use of the Bank building and it current impacts on traffic patterns.

In addition, the trips attributed to the food establishment uses also do not reflect the daily patterns that have been monitored and facilitated by onsite parking assistants for the past two decades. Other than the McDonalds drive thru portion and two fast food uses, all other food establishments have been conventional "sit down" restaurants not open in the mornings for the past two decades and should be more accurately accounted for Table 2(b).

Please provide a revised Table 2(b) that more accurately reflects to past two + decades of use on this site with respect to the Bank (previous savings and loan) and commercial retail center since it was constructed.

2. **Proposed Driveway on Crescent Heights:** The draft Report indicates that the Crescent Heights driveway will be used for commercial uses on the site. Please have the Consultant indicate the number trips per day of the total count that will be exiting on to Crescent Heights. Of this number, how many trips are projected to turn left (north) to Sunset. The left turn is currently prohibited because of mitigations to address previous impacts in this location. **Please explain how left turns out of the driveway will not result in the impacts previously identified?**
3. **New Traffic Signals on Sunset/Havenhurst and Sunset/Fountain:** There is no exiting from the current site on to Havenhurst Drive. In addition the City of West Hollywood installed speed bumps and then subsequently a choker to mitigate significant undesirable impacts from City of Los Angeles traffic short cutting up and down Fountain to or from Sunset Boulevard. The draft Report discusses a need for two new traffic signals based on the anticipated residential entry and exiting and the commercial exiting needs of the

project. The Report identifies 1596 daily trips for the residential component. How many additional trips are assumed for the commercial portion on Havenhurst? **Please address why the current design proposes to introduce new significant impacts on to Havenhurst Drive? Please explain in the revised Report how new signalization will address the City of West Hollywood's attempts to stop L.A. City based traffic from moving up and down Havenhurst Drive?**

A signal at Havenhurst and Fountain will not affect west bound traffic on Fountain at all as the same right turns heading north will still take place. In fact, the greatest benefit of a signal at Havenhurst and Fountain would be to facilitate left turns from Havenhurst on to Fountain in order to head east. If this result is correct, it would encourage even more cut through traffic from Sunset heading south, especially but not limited to those who want to divert down to Fountain to head east. **Please have the Consultant respond to this concern.**

4. **Parking:** If the project did not contain affordable housing, the proposed project would require well over 1100 parking spaces, yet the project is proposing only 849 spaces or approximately a 300 space reduction because 28 affordable housing units will be provided. **Assuming this reduction is in fact compliant per laws and codes, please study the potential impacts on adjacent streets if a project contains a 300 parking space reduction from conventional mixed-use projects without affordable housing.**

Ref: TABLE ES-1, SECTION 4.A: AESTHETICS

Urban Design Analysis related to "Aesthetics" –

a. **Sustainable Design/Green Space:**

The proposed Project seeks to create a large amount of open space and public-oriented spaces by moving its density into a vertical two-tower configuration. Without comment specifically on the proposed number of stories or scale, in most cases if the solar exposure is taken into account, this can be a sound strategy and in this situation a private courtyard or series of paseo-like spaces do make sense as a general site development approach.

When tower solutions are pursued, the resultant open space solutions become critical to the success of the project. In these cases, for sustainable design motives, one looks for excellent sun orientation, increased green spaces and new canopy trees, and ample permeable surfaces to keep storm water on site. Unfortunately, because of its substantial density requests and resultant subterranean parking needs, **this project proposal does not accommodate the effective, on-grade planted sustainable solutions and urban design benefits one would expect.** Instead, plantings appear to be heavily reliant on pots sitting on concrete decks or roof decks where the majority of the public could not enjoy them. And the general public space is overwhelmingly concrete or hardscape surfaces necessitating substantial (and likely unnecessary) surface drainage provisions that will further tax the storm drain system.

The Applicant team should be encouraged to re-examine the location of the new buildings and explore how moving taller portions toward Sunset might result in more on-grade green space and canopy trees planted in the ground.

b. **Site Topography:**

The project site slopes downward from north to south rather significantly. The existing commercial development acknowledges this slope and, through a terracing strategy, effectively situates the commercial uses so as to not require a great deal of excavation and soil export. Unfortunately, the proposed project appears to lack keen familiarity with the site specific conditions and to have been conceived in the computer as if it were more of a flat site. As discussed above, a thoughtful mixed-use design solution that takes advantage of the topography makes sense for this property if more adequately sized to include surface and/or tuck under commercial parking so that a substantive portion of the property can take advantage of the fertile soils that took centuries to create and that lie under the current parking surface.

The team should be encouraged to study a more terraced design solution that not only cleverly integrates necessary parking but also results in better massing and scale variations with more distinct interior programs so the site is more about passive enjoyment for the new residents and less a commercially based destination attracting cars to the site.

c. **Open Space Orientation:**

We know from a long history in Los Angeles that north-oriented, south side of the boulevard commercial uses on east-west arteries are difficult. In this case, the design proposes a grand east-west pedestrian-oriented promenade space in the middle of the site between its tall towers. Based on this orientation, the promenade will have very few hours of sunlight because of the shadows cast by the towers. Should the project's density move to the northerly portion near Sunset, adjacent to Bank structure, the former public plaza and promenade spaces can be repositioned as a south-oriented open space(s) for the residents thus greatly reducing the destination-based strategy now in place and providing a buffer for the adjacent residential properties to the south.

The Consultant team should study an alternative location for the scale and massing along the Sunset and Crescent Heights perimeters and evaluate any resultant benefits or impacts on adjacent residential properties.

Urban Design Analysis related to "Impacts on Streets" –

d. **Public Plaza at the Sunset & Crescent Heights Corner:**

Both the Applicant's representatives and Staff have discussed how dangerous the Sunset & Crescent Heights intersection has been for pedestrians. There inference is that the best solution is creating a large + 9000 s.f. urban plaza on the corner as a grand public space. In reality, the bigger problem with danger in this intersection is on the east corner not the west. Nonetheless, when a dangerous vehicular and pedestrian condition exists, the solution is not to introduce more pedestrians, more bicycles and more visual and physical distractions for the driver! In this case, the proposed design solution is actually backwards. The Project would improve by moving its density north to better hold the corner physically through a series of pedestrian-oriented facades (see Sunset Plaza, Larchmont, etc.) and eliminate any destination-based public at the corner altogether. The corner median is a separate question and should be handled as a separate process. It would probably work better as a non-occupyable urban marker referring to its history on the Strip. (Perhaps a design competition in the future?)

e. **Sunset Strip in Los Angeles- Visual Compatibility and adjacent Residential Zones:**

The Los Angeles portion of the Strip itself starts with the Chateau Marmont as a residential/hotel use and heads east with a majority of commercial uses for two miles until one reaches the heart of Hollywood at Cahuenga and Vine. Residential towers are rare with an occasional residential/hotel project appearing once or twice. Historically, the Strip has been home to entertainment, hospitality, service-oriented and commercial uses. Free-standing commercial structures and mini-malls have held to surface parked one or two stories for this stretch and include more neighborhood serving uses. A new five-story mixed-use building was constructed at Sunset and Hayworth with less than exceptional urban activating results (ref. north-facing commercial uses discussed previously). Crescent Heights is a residential street so the proposed mix of commercial and residential uses if designed well could be an appropriate and sustainable-growth based solution. However, there is no evidence that occupants at Sunset and Hayworth have embraced transit when their building is very proximate to the Fairfax/Sunset junction. Therefore, granting transit-based density increases beyond the extended range already identified in the Code is without basis and the actual data to support it. The evidence based on real life usage not theoretical thresholds actually suggests otherwise.

f. Relocation of the Bus Shelter/Bus Stop:

Those who live in the area talk regularly of the problematic bus stop location. Many comments were received on this topic. The Report does not appear to address re-location options, address the current problems or suggest how the increased intensity on the site and purported use of transit by the building's occupants will be supported.

Please have the Consultant team assess whether or not improvements can be made to the south east corner of Sunset/Crescent Heights so that the bus stop can move closer to Sunset/Laurel (nearer the majority of the current residents) and the smaller triangular median on the east corner can be modified.

CONCLUSIONS:

Overall, the design has yet to reach "iconic" status that has been offered and also is uninspired as currently conceived from a sustainable design and site orientation standpoint. The proposed mix of uses described in the project are reasonable. However, serious concerns remain unaddressed in the draft Report with respect to environmentally superior alternatives that were not studied despite public comments in the scoping process to do so.

The Report itself is lacking in project information and detail to support some of the "assumptions" and conclusions drawn within.

The Report did not study specific alternatives posed by the public during the scoping process and instead studied high density/high intensity alternatives never proposed by the public or the applicant.

From an urban programming standpoint, the public plaza as a destination space is a complete misstep that will introduce more problems than it will solve.

From an urban scale standpoint, a tall tower solution would visually be much grander than anything in the area, including the historic Chateau Marmont. The Chateau is nestled in the hillside behind

large growth trees and billboards. If anything, the proposed towers would not visually compliment it, rather they would diminish the urban presence of the Chateau across the street.

With respect to commercial uses, lower-scaled, more neighborhood-oriented uses would be more appropriate (especially along Havenhurst Drive on the westerly edge).

The Bank is an asset and its conservation on the site does not preclude a mixed-use development that conforms to the underlying zoning. Keeping the resource in place is demonstrably viable.

A more appropriately scaled solution that reflected the Sunset Strip's character and further enhanced the Strip's creativity and walkability would be most welcome.

Based on the well-documented history of this site and the complexity associated with the intersection, commuting to the San Fernando Valley, tourism associated with the Strip, and adjacent residential uses the Project should rise to exceptional quality that solves current issues without introducing new problems. The applicant and its design team have received respectful and specific feedback about the type of project that could work on this site. The Project site could benefit from re-development and the proposal merely needs a stronger vision to ensure economic, social and urban design success. This vision should not rely on unsubstantiated density increases and impactful increases to public space intensity as its crutch. Instead, it should be founded on neighborhood serving, benign trip generating uses that encourage local neighborhood participation and new opportunities for residential living that do not draw visitors to the site unnecessarily through public space activities.



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Lack of due process on the EDLP - Reference City Case No. ENV-2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:47 AM

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

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

From: **Andrew Macpherson** <macfly@macfly.com>

Date: Tue, Jan 20, 2015 at 10:24 AM

Subject: Lack of due process on the EDLP - Reference City Case No. ENV-2013-2552-EIR

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

Cc: Planning@lacity.org, Jonathan Brand <jonathan.brand@lacity.org>, tomlabonge@lacity.org, Alex Rose <nemorose@sbcglobal.net>, Adara Salim <adarasalim@gmail.com>, Jay Grodin <jgrodin@wkmgroup.com>, Robert Silverstein <Robert@robertsilversteinlaw.com>, Wayne Marmorstein <waymarr@earthlink.net>

Dear Srimal,

I would also like to add to my comments for the public record the the Applicant and the City have not followed the due process of the EDLP, therefore it has been rendered invalid.

Thank you, Andrew Macpherson.

For itemized number (d) there must not have been any further correspondence from the City of Los Angeles department or the applicant. If there were - where are these documents located ?

For itemized number (f) "within seven days after the receipt of any commentthe lead agency shall convert to electronic.. make it available to the public

2 attachments

(d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.

(e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.

(f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.

(g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.

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AND
6262 VAN NUYS BLVD., SUITE 351
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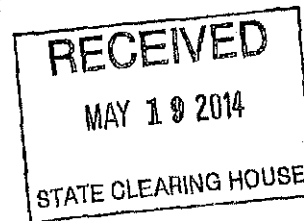
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May 16, 2014

NOTICE OF ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT (ELDP)

<u>CASE NO.:</u>	ENV-2013-2552-EIR
<u>PROJECT NAME:</u>	8150 Sunset Boulevard Mixed-Use Project
<u>PROJECT APPLICANT:</u>	AG-SCH 8150 Sunset Boulevard Owner, L.P.
<u>PROJECT LOCATION/ADDRESS:</u>	8150 Sunset Boulevard
<u>COMMUNITY PLANNING AREA:</u>	Hollywood Community Plan Area
<u>COUNCIL DISTRICT:</u>	4 - Tom LaBonge

THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW.

PUBLIC RESOURCES CODE - PRC
DIVISION 13. ENVIRONMENTAL QUALITY [21000 - 21189.3]
(Division 13 added by Stats. 1970, Ch. 1433.)

CHAPTER 6.5. Jobs and Economic Improvement Through Environmental Leadership Act of 2011 [21178 - 21189.3] (Chapter 6.5 added by Stats. 2011, Ch. 354, Sec. 1.)

21178. The Legislature finds and declares all of the following:

- (a) The overall unemployment rate in California is 12 percent, and in certain regions of the state that rate exceeds 13 percent.
- (b) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) requires that the environmental impacts of development projects be identified and mitigated.
- (c) The act also guarantees the public an opportunity to review and comment on the environmental impacts of a project and to participate meaningfully in the development of mitigation measures for potentially significant environmental impacts.

- (d) There are large projects under consideration in various regions of the state that would replace old and outmoded facilities with new job-creating facilities to meet those regions' needs while also establishing new, cutting-edge environmental benefits to those regions.
- (e) These projects are privately financed or financed from revenues generated from the projects themselves and do not require taxpayer financing.
- (f) These projects further will generate thousands of full-time jobs during construction and thousands of additional permanent jobs once they are constructed and operating.
- (g) These projects also present an unprecedented opportunity to implement nation-leading innovative measures that will significantly reduce traffic, air quality, and other significant environmental impacts, and fully mitigate the greenhouse gas emissions resulting from passenger vehicle trips attributed to the project.
- (h) These pollution reductions will be the best in the nation compared to other comparable projects in the United States.
- (i) The purpose of this act is to provide unique and unprecedented streamlining benefits under the California Environmental Quality Act for projects that provide the benefits described above for a limited period of time to put people to work as soon as possible.

21180. For the purposes of this chapter, the following terms shall have the following meanings:

- (a) "Applicant" means a public or private entity or its affiliates, or a person or entity that undertakes a public works project, that proposes a project and its successors, heirs, and assignees.
- (b) "Environmental leadership development project," "leadership project," or "project" means a project as described in Section 21065 that is one the following:
 - (1) A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as LEED silver or better by the United States Green Building Council and, where applicable, that achieves a 10-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.
 - (2) A clean renewable energy project that generates electricity exclusively through wind or solar, but not including waste incineration or conversion.
 - (3) A clean energy manufacturing project that manufactures products, equipment, or components used for renewable energy generation, energy efficiency, or for the production of clean alternative fuel vehicles.
- (c) "Transportation efficiency" means the number of vehicle trips by employees, visitors, or customers of the residential, retail, commercial, sports, cultural, entertainment, or recreational use project divided by the total number of employees, visitors, and customers.

21181. This chapter does not apply to a project if the Governor does not certify a project as an environmental leadership development project eligible for streamlining provided pursuant to this chapter prior to January 1, 2016.

21182. A person proposing to construct a leadership project may apply to the Governor for certification that the leadership project is eligible for streamlining provided by this chapter. The

person shall supply evidence and materials that the Governor deems necessary to make a decision on the application. Any evidence or materials shall be made available to the public at least 15 days before the Governor certifies a project pursuant to this chapter.

21183. The Governor may certify a leadership project for streamlining pursuant to this chapter if all the following conditions are met:

(a) The project will result in a minimum investment of one hundred million dollars (\$100,000,000) in California upon completion of construction.

(b) The project creates high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and helps reduce unemployment. For purposes of this subdivision, "jobs that pay prevailing wages" means that all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. If the project is certified for streamlining, the project applicant shall include this requirement in all contracts for the performance of the work.

(c) The project does not result in any net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.

(d) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the life of the obligation.

(e) The project applicant agrees to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the Rules of Court adopted by the Judicial Council pursuant to subdivision (f) of Section 21185.

(f) The project applicant agrees to pay the costs of preparing the administrative record for the project concurrent with review and consideration of the project pursuant to this division, in a form and manner specified by the lead agency for the project.

21184. (a) The Governor may certify a project for streamlining pursuant to this chapter if it complies with the conditions specified in Section 21183.

(b) (1) Prior to certifying a project, the Governor shall make a determination that each of the conditions specified in Section 21183 has been met. These findings are not subject to judicial review.

(2) (A) If the Governor determines that a leadership project is eligible for streamlining pursuant to this chapter, he or she shall submit that determination, and any supporting information, to the Joint Legislative Budget Committee for review and concurrence or nonconcurrence.

(B) Within 30 days of receiving the determination, the Joint Legislative Budget Committee shall concur or nonconcur in writing on the determination.

(C) If the Joint Legislative Budget Committee fails to concur or nonconcur on a determination by the Governor within 30 days of the submittal, the leadership project is deemed to be certified.

(c) The Governor may issue guidelines regarding application and certification of projects pursuant to this chapter. Any guidelines issued pursuant to this subdivision are not subject to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

21185. On or before July 1, 2014, the Judicial Council shall adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the environmental impact report for an environmental leadership development project certified by the Governor pursuant to this chapter or the granting of any project approvals that require the actions or proceedings, including any potential appeals therefrom, be resolved, within 270 days of certification of the record of proceedings pursuant to Section 21186.

21186. Notwithstanding any other law, the preparation and certification of the administrative record for a leadership project certified by the Governor shall be performed in the following manner:

- (a) The lead agency for the project shall prepare the administrative record pursuant to this division concurrently with the administrative process.
- (b) All documents and other materials placed in the administrative record shall be posted on, and be downloadable from, an Internet Web site maintained by the lead agency commencing with the date of the release of the draft environmental impact report.
- (c) The lead agency shall make available to the public in a readily accessible electronic format the draft environmental impact report and all other documents submitted to, or relied on by, the lead agency in the preparation of the draft environmental impact report.
- (d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.
- (e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.
- (f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.
- (g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.
- (h) The lead agency shall certify the final administrative record within five days of its approval of the project.
- (i) Any dispute arising from the administrative record shall be resolved by the superior court. Unless the superior court directs otherwise, a party disputing the content of the record shall file a motion to augment the record at the time it files its initial brief.
- (j) The contents of the record of proceedings shall be as set forth in subdivision (e) of Section 21167.6.

21187. Within 10 days of the Governor certifying an environmental leadership development project pursuant to this section, the lead agency shall, at the applicant's expense, issue a public notice in no less than 12-point type stating the following:

"THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW."

The public notice shall be distributed by the lead agency as required for public notices issued pursuant to paragraph (3) of subdivision (b) of Section 21092.

21188. The provisions of this chapter are severable. If any provision of this chapter or its application is held to be invalid, that invalidity shall not affect any other provision or application that can be given effect without the invalid provision or application.

21189. Except as otherwise provided expressly in this chapter, nothing in this chapter affects the duty of any party to comply with this division.

21189.1. If, prior to January 1, 2016, a lead agency fails to approve a project certified by the Governor pursuant to this chapter, then the certification expires and is no longer valid.

21189.2. The Judicial Council shall report to the Legislature on or before January 1, 2015, on the effects of this chapter, which shall include, but not be limited to, a description of the benefits, costs, and detriments of the certification of leadership projects pursuant to this chapter.

21189.3. This chapter shall remain in effect until January 1, 2017, and as of that date is repealed unless a later enacted statute extends or repeals that date.

Lisa M. Webber,
Deputy Director of Planning



Luciralia Ibarra
Project Coordinator



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Fwd: DEIR Comments Letter for 8150 Sunset Blvd.

1 message

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

Wed, Jan 21, 2015 at 11:57 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
Date: Tue, Jan 20, 2015 at 4:53 PM
Subject: DEIR Comments Letter for 8150 Sunset Blvd.
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hello Srimal,

Attached please find a pdf copy of the comments letter from the City of West Hollywood pertaining to the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. I will be sending you the attachments separately, as they are too large for your email system. I am also sending you a hardcopy via USPS.

Please don't hesitate to contact me if you have any questions.

Best Regards,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427





8150 Sunset - DEIR Comments Letter.pdf

2624K



CITY OF WEST HOLLYWOOD

January 20, 2015

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**COMMUNITY
DEVELOPMENT
DEPARTMENT**

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

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

Dear Ms. Hewawitharana:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project (Project).

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

SECTION 3 - GENERAL DESCRIPTION AND ENVIRONMENTAL SETTING

The mixed-use development located within the City of West Hollywood at 8350 Santa Monica Boulevard needs to be included in the list of Related Projects (TABLE 3-1). The project consists of a 48,574 square foot building located on the northwest corner of Santa Monica Boulevard and Kings Road, and includes 48 residential units and 5,850 square feet of retail space.

SECTION 4.I. - PARKS AND RECREATION

Not all of the existing parks and recreation facilities located in the vicinity of the Project were included in the DEIR impact analysis. The following parks, 2 of which are within the City of West Hollywood, were not listed on Table 4.I.3-1 and need to be included in the DEIR:

- Laurel Avenue Park – 0.19 mile southeast, located at 1343 N. Laurel Avenue, West Hollywood
- West Hollywood Park – 1.6 miles southwest, located at 647 N. San Vicente Boulevard, West Hollywood
- Poinsettia Recreation Center – 1.19 miles southeast, located at 7341 Willoughby Avenue, Los Angeles

Based on the above correction, the number of parks within City of West Hollywood listed as located within 0.5-mile of the Project needs to be updated from 2 to 3 parks.

Table 4.I.3-1 lists the incorrect amenities available at William S. Hart Park. The actual amenities available at Hart Park include the following: community building with restrooms, water feature, off-leash dog area, and paths. Also, the supporting discussion for Impact Statement PRK-1 erroneously states that Hart Park is not accessible from Sunset Boulevard. The park is accessible from Sunset Boulevard.

Increased pet populations were not taken in consideration when determining impacts on local parks. Analysis of this impact on local parks needs to be included in the DEIR, especially given the Project's close proximity to the off-leash dog area at Hart Park.

SECTION 4.J. - TRANSPORTATION AND CIRCULATION

The City of West Hollywood requested detailed Traffic Impact Analysis (TIA) of 10 key intersections as part of the October 14, 2013 comment letter to the NOP to the City of Los Angeles Environmental Analysis Section. All requested study intersections are included in the DEIR with the exception of Sunset Boulevard and Roxbury Road/Harper Avenue. This intersection is the first intersection immediately west of the proposed project site and has the potential to be most impacted. Analysis of this intersection must be included.

The DEIR traffic study states that a 5% trip reduction was applied to the affordable housing component of the project. The TIA states that "lower income" residents tend to have a higher reliance on public transit or other non-vehicular means of transportation. While this may be a reasonable assumption, the TIA applied an additional 5% transit reduction to the entire residential component of the project. This effectively double counted the trip reduction for transit for the affordable units. This error in assumption should be corrected.

The DEIR TIA utilized ITE Trip Generation rates to estimate trips from the exiting project site. The existing trips are discounted from the proposed project trips which yield the net traffic trips which potential traffic impacts are determined. The site has a significant number of commercial tenant spaces that have been vacant for a few years. The DEIR does not take into account the significant vacancies as part of the baseline conditions of the project site, and thus the estimated existing trip credits are overstated. This ultimately yields a much lower net project trips calculation, thereby understating the potential traffic impacts. Pursuant to the ruling from *Citizens for East Shore Parks v. California State Lands Commission* [(2011) 202 Cal. App. 4th 549,

561], the description of the environmental setting required by CEQA Guidelines § 15125(a) that constitutes the baseline physical conditions of a property must include existing conditions, even when those conditions have never been reviewed. Thus, the traffic study needs to be updated to accurately reflect existing conditions.

The DEIR TIA assumes pass-by trip reduction for the retail/commercial component of the proposed project. While pass-by reduction is reasonable for uses such as restaurants and supermarkets, pass-by reduction is not appropriate for dance/yoga studios since they are destination uses (i.e. usage is dictated by appointment or class time). The TIA should be revised to reflect this.

The proposed traffic signal at Sunset Boulevard and Havenhurst Drive along with the proposed mitigation of signaling the intersection at Fountain Avenue and Havenhurst Drive would effectively make Havenhurst Drive a cut-through route and would impact the residential neighborhood along Havenhurst Drive. The DEIR TIA does not take into account the potential non-project related trips that the two proposed traffic signals may induce. Also, adding the proposed traffic signal at the Fountain/Havenhurst intersection is geometrically problematic as Fountain Avenue is not wide enough to accommodate installation of a left turn pocket. Left turning vehicles attracted to this intersection will cause congestion and delay to through traffic on Fountain Avenue. Based on the anticipated impacts along Havenhurst Drive and Fountain Avenue, the City of West Hollywood would like the project to eliminate site access along Havenhurst Drive. Also, deliveries and services (i.e. trash collection, moving vans, etc.) should be required to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.

The proposed project would increase both vehicular and pedestrian traffic in the surrounding area. The potential increase in pedestrian levels warrants an upgrade to the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard. As part of the mitigation, the City of West Hollywood would like the project to upgrade the current crosswalk to a mid-block pedestrian signal. Pedestrian visibility enhancements should also be incorporated into the signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.).

On Fountain Avenue, the level of service calculations show worsening conditions at all intersections which were studied. Although the signalized intersections of Fountain/Olive and Fountain/Laurel were not included in the analysis, they too will be impacted. To mitigate the worsening of conditions at these intersections, the developer should be required to fund the upgrade of the traffic signal controller equipment, replacing existing 170 controllers with

2070 controllers, as well as fund installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega; Fountain/Olive; Fountain/Sweetzer; Fountain/Crescent Heights; and Fountain/Laurel (Fountain/Fairfax is not included, as that intersection already has an upgraded 2070 controller and has a battery back-up system).

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

The City of West Hollywood comments in our letter dated October 14, 2013 regarding impacts to City of West Hollywood owned sewer infrastructure seem to have been ignored. We reiterate our concerns and request preparation of a sewer capacity study.

The second paragraph under Environmental Setting on page 4.K.2-1 is incorrect. The draft report states the project site is served by a City of Los Angeles owned 10-inch sewer line in Sunset Boulevard, which continues southwesterly to the Hyperion Treatment Plant, in Playa Del Rey. Actually, the City of LA owned 10-inch sewer in Sunset Boulevard connects to an 8-inch City of West Hollywood owned sewer line located in Havenhurst Drive. The sewer line in the Havenhurst Drive flows in a southerly direction, discharging into a westerly flowing City of West Hollywood owned 15-inch sewer line in Norton Ave, discharging into a southerly flowing City of West Hollywood owned 15-inch sewer line in Sweetzer Avenue, discharging into a westerly flowing inch City of West Hollywood owned 15-inch sewer line in Santa Monica Boulevard and an alley south of Santa Monica Boulevard, and finally discharging into a Los Angeles County Sanitation District owned trunk line located in La Cienega Boulevard. Flowing through the Los Angeles County Sanitation District owned trunk line and City of Los Angeles owned trunk lines, the sewage travels approximately 15 miles to the City of Los Angeles' Hyperion Treatment Plant in Playa Del Rey.

The Regulatory Framework discussed on page 4.K.2-4 through 4.K.2-5 is incomplete as it discusses the regulatory framework for accommodation of sewer capacity without addressing the City of West Hollywood owned sewer lines which would carry flow discharged from the project site.

Impact Statement WW-1B on page 4.K.2-7 is not correct, nor supported by technical analysis. The City of West Hollywood owned sewer lines located downstream from the project site have limited capacity under existing conditions, particularly the portion of sewer aligned in Santa Monica Boulevard and in an alley south of Santa Monica Boulevard. The proposed project will essentially discharge six times the amount of sewage when compared to existing conditions. Technical analysis has not been provided in the EIR for impacts to the City of West Hollywood owned sewer lines. The subject City of West Hollywood owned sewer lines also need to

accommodate service to development of the City of West Hollywood's tributary parcels. The technical analysis needs to address impacts to the West Hollywood sewer lines if all remaining capacity is taken up by the sewer discharged by the proposed development at 8150 Sunset Boulevard, and provide mitigation measures to ensure that future capacity of the City of West Hollywood owned sewer lines are not precluded for West Hollywood parcels.

The Cumulative Impacts discussion on pages 4.K.2-9 through 4.K.2-11 is not correct. Per the above comments, West Hollywood sewers are involved with the flow discharged from the proposed project. The 3rd sentence in the 4th paragraph on page 4.K.2-11 is not correct. It states "The proposed Project would not involve the use of City of West Hollywood facilities, and therefore the Project would not contribute to a cumulative impact on such facilities." After a proper sewer capacity study is prepared for the proposed project, this section needs to be rewritten to reflect impacts and mitigation measures for the City of West Hollywood owned sewer system.

APPENDIX I - UTILITY CORRESPONDENCE AND TECHNICAL DATA

The letter dated July 8, 2014 from Ali Poosti of the Bureau of Sanitation contains incorrect information on page 2 in the section titled Sewer Availability. In the 1st paragraph it incorrectly states that the sewer infrastructure downstream from the project site is owned by Los Angeles County. Per the above comments, City of West Hollywood owned sewers are involved with the flow discharged from the proposed project. In the 2nd sentence of the 2nd paragraph, it incorrectly states that the developers will be required to contact Los Angeles County Sanitation Districts to verify capacity availability of the County lines. Instead, this sentence should state the developers are required to verify the capacity availability of the City of West Hollywood owned lines. If the City of West Hollywood owned sewers have insufficient capacity, then the developer needs to be required to construct sewer line relief systems to provide sufficient capacity.

REVIEW

The above items need to be addressed prior to certification of the Final EIR for the Project. In addition, the following are key conditions that the City of West Hollywood requests be applied to the Project:

- Eliminate site access along Havenhurst Drive.
- Require deliveries and services (i.e. trash collection, moving vans, etc.) to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.
- Upgrade the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard to a mid-block pedestrian signal, and incorporate other pedestrian visibility enhancements into the

signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.)

- Fund the upgrade of the traffic signal controller equipment, replacing existing 170 controllers with 2070 controllers, and installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega, Fountain/Olive, Fountain/Sweetzer, Fountain/Crescent Heights, and Fountain/Laurel.

Thank you again for this opportunity to provide input on the environmental review of this project. Please provide a copy of any notice of determination that may be filed with respect to the Project, pursuant to the provisions of Public Resources Code Section 21197 (f).

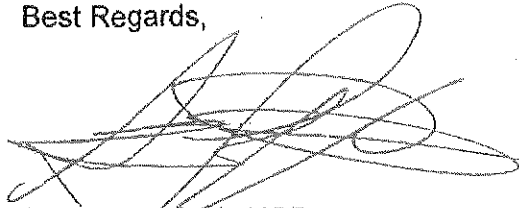
For any infrastructure related questions, please call Sharon Perlstein, P.E., City Engineer, at 323-848-6383 or sperlstein@weho.org.

For any traffic related questions, please contact Bob Cheung, Senior Transportation Planner, at 323-848-6346 or bcheung@weho.org.

Attached please find copies of correspondence from residents of West Hollywood commenting on the Project.

If you have any questions regarding this letter, please feel free to contact me.

Best Regards,



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

ATTACHMENTS

1. Public Comment Correspondence



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: FW: another good letter

1 message

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

Wed, Jan 21, 2015 at 11:57 AM

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

From: **Scott Lunceford** <SLunceford@weho.org>
Date: Tue, Jan 20, 2015 at 4:54 PM
Subject: FW: another good letter
To: "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Hello Srimal,

Here is an attachment for our comments letter for 8150 Sunset Boulevard.

Thanks,

Scott Lunceford, AICP

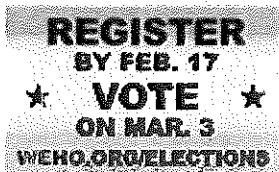
Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



1/21/2015

City of Los Angeles Mail - Fwd: FW: another good letter

From: John Keho
Sent: Thursday, January 15, 2015 7:33 PM
To: Scott Lunceford
Subject: Fwd: another good letter

Sent from my iPhone

Begin forwarded message:

From: <N2SWIMNG@aol.com>
Date: January 15, 2015 at 7:04:41 PM PST
To: <jkeho@weho.org>
Subject: another good letter

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

2 attachments



ATT00001.htm
1K



8150CHHNPFINALricsresponsetoDEIR011515.docx
43K

Crescent Heights – Havenhurst
Neighborhood Preservation Association

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

January 15, 2015

Re: Public Comment- Draft Environmental Impact Report for 8150 Sunset Boulevard

Dear Ms. Hewawitharana:

Please accept these comments in response to the Draft Environmental Impact Report for City Case no. ENV-2013-2552-EIR issued for public review on November 20, 2014. These comments are not as comprehensive and potentially helpful to the City, because the draft E.I.R does not summarize the existing conditions and the proposed land use load assumptions in a publically accessible chart or graphics that most other Reports generally follow. Instead the public is asked to play detective and try to wade through confusing and sometimes contradictory exhibits, appendices and separate studies merely to understand the proposal.

GENERAL COMMENTS:

First, the current site is indeed in need of an upgrade, and a new sustainably patterned and thoughtfully designed and programmed project would be very welcome on this site. However, it is very difficult for the public to provide insightful feedback on a proposed project when the description and analysis of the existing conditions compared to the proposed project is lacking fundamental information.

A. Existing Conditions: The Report describes the existing site development pattern as containing “two commercial uses and other site improvements” along with 222 parking spaces. **In order to more effectively evaluate the proposed project, it would be helpful to have the final environmental document be more descriptive in terms of summarizing the current conditions and site usage. Namely, what are the currently land uses and floor areas and how are the parking spaces allocated and configured for each of them?**

For example:

- a. Total Existing Commercial Land Uses = 80,000 s.f.

Bank Building = _____ s.f. (eg. @ 1 space per ??? s.f. = no. of spaces allocated)

Retail Uses = _____ s.f.

Drive-Thru Restaurant = _____ s.f.

Restaurant/Café Spaces = _____ s.f.

Art Storage = _____ s.f.

b. Parking Spaces: Current % of Standard + % of Compact Spaces = ???

B. Current Zoning & Applicable Ordinances: The Report does adequately break out the general description of the proposed Project. However, with respect to this specific property, it does not appear to describe for the public the adopted Community Plan vision, adopted ordinances that affect the allowable density, the baseline zoning allowances and the allowable increases permitted by State Law and L.A. City Ordinances with respect to affordable housing and transit proximity.

In the final Report please include an easily accessible summary of the Community Plan, applicable ordinances and baseline zoning for this parcel. In addition please indicate how the addition of 28 affordable housing for low income households impacts the baseline density and parking requirements, exclusive of variances to qualify for off menu incentives.

For example:

1. Baseline Zoning for the site:

Site Area – 2.56 acres (@ 43,560 s.f./acre) = ± 111,500 s.f. (0.71:1 FAR)

Maximum Allowable Density (@ 1:1 FAR) = ± 111,500 s.f.

Height District 1 = 45 feet maximum

Community Plan provisions: ???

Maximum Residential Density: ??? (i.e. Maximum unit count follows R4 provisions?)

Residential Parking Requirements: (i.e. Condominiums in an impacted parking zone?)

2. Affordable Housing Incentives:

Up to a maximum of 35% increase in density may be granted if the Project sets aside units for lower income households:

- Maximum Allowable Residential Density w/ Incentives = 1.35:1 FAR (applies to the residential portion of the project only, in order to better accommodate the residential units?)

The basis for many conclusions in the draft Report relies on “existing conditions and credits” yet this data is not readily found in the document. If it is in the draft, please reference its location, and, if not, please include it in the revisions to the Report.

C. Proposed Project Comparison: Although there are some numbers spread throughout the Report in various sections, it would be helpful to have a breakdown of the proposed

Commercial Use mix with the proposed commercial parking as well as the proposed Residential allocations and the change this proposal represents:

Proposed Comm'l Floor Area = 111,339 s.f. (1:1 FAR)

Current Comm'l Floor Area = 80,000 s.f.

Proposed Increase in Comm'l Floor Area = 31,339 s.f.

Percentage increase in Floor Area = 39% increase in commercial floor area

Proposed Increase in Residential Floor Area = 222,564 s.f. (2:1 FAR increase)

Current Residential Floor Area = None

Proposed Number of Units = 249 dwelling units, including 28 affordable units (+ 11% set aside)

Proposed Number of One- Bed and Two-Bed etc. units?

Proposed Site Density = 3.0:1 FAR

Allowable Site Density = 1.0:1 FAR

Current Site Density = 0.71:1 FAR

Increase to Site Density = 317% proposed increase (333,903 s.f. – 80,000 s.f. / 80,000 s.f.)

Proposed Comm'l Parking = 554 spaces (4.98 per 1000 s.f. average load)

Current Comm'l Parking = 222 spaces

Increase to Comm'l Parking = 331 spaces (49% increase)

Proposed Increase to Resid'l Parking = 295 spaces (allocated at 1.18 spaces per unit)

Current Resid'l Parking = None

D. Public Plaza: An off-site public plaza is referred to throughout the document as part of this project. The Applicant does not own this property nor does the proposed Project appear to be part of a development agreement that might take into account a public benefit such as this plaza. In fact, the neighbors and City of West Hollywood were told that the current median was already part of a previous entitlement across the street. Therefore, it should be the responsibility of that previous Applicant to perform improvements. Regardless, the proposed plaza is an independent question and any consideration of its design should be handled as part of a separate stakeholder outreach process distinct and independent from the proposed Project.

E. Affordable Housing Incentives/Concessions: The proposed Project looks to affordable housing incentives to justify significantly large "off menu" density bonus requests. In order to qualify for this bonus, selected criteria must be met. The Applicant has presented an opinion that the site rests 1560 feet from Major Stop/Transit. The burden falls to the City to make a written finding assessing the applicability of each incentive as well as the need for specific requests. **Please request that the EIR Consultant prepare an independent Map indicating the distance from Major Stop/Transit AND a**

description how this distance the method through which this distance was determined.

Under State Law (Gov't Code Section 65915-18), upon receipt of an Applicant's proposal for the specific incentives or concessions, the city "shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of following:

(A) *The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).*

(B) *The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.*

The draft Report did not look at an alternative that would have included the feasibility of what most developers would have proposed for this property (Ref: the Wells Fargo Mixed Use Project on Sunset and Hayworth two blocks away), namely a 1:1 FAR Mixed Use Project that requested 35% density bonus incentives for affordable housing.

SPECIFIC COMMENTS ON THE REPORT:

A. Areas of Controversy and Issues to be Resolved (SEC. D, Draft page ES-2)

1. Based on attendance at previous scoping and community meetings, two issues were raised as key areas of study, yet they are not identified in this section of summarized items.

First, HYDROLOGY concerns were raised with respect to the underground parking proposed. This portion of the City has had many dealings with subsurface water issues when underground parking more than one story is undertaken. The current site is parked fully on-grade and therefore has no real sub-surface impacts. Specifically how will the new multiple level subterranean parking and foundation walls affect the underground water by damming the existing flow and diverting water into the adjacent sites some of which have very old, one-story subterranean parking garages? Will there be impacts on the foundation systems of the adjacent residential properties? How can this site specific condition be mitigated if at all?

Second, SEISMIC concerns were raised. Surely studied in the Report, how were these concerns not at least deemed to be “less than significant” with mitigations knowing that the Hollywood fault is proximate to this construction?

B. Significant Unavoidable Impacts (SEC. E, Draft page ES-3)

1. Beyond the historic and construction-related impacts, there does not appear to be any unavoidable impacts related to the underground water table and to the proposed vehicular access/egress locations with respect to the ability to move in all four directions when leaving the property. Please explain how these result in a “less than significant impact”?

C. Project Alternatives (SEC. F, Draft page ES-4 thru ES-10)

1. The “Alternatives” segment of the Report is a bit perplexing: Alternative #1 is a mandated alternative. Of the remaining seven “Alternatives”, only one alternative (Alternative #2) studied a conventional “commercial only” Project based on the Community Plan and the Zoning Code. Six other alternatives were studied that would involve increased density (and in some cases height) not permitted under current incentive or bonus initiatives adopted by the City. Who generated these non-code compliant alternatives and why?

2. Public comments and written cards completed during the Scoping Meetings had specifically requested that at least three project alternatives be studied under the current Community Plan and Zoning allowances. The following three alternatives that had been requested were never studied:

i. **Alternative A- Commercial Addition and Remodel** of up to ± 31,300 s.f. to upgrade and update the site preserving the Bank building but, through selective demolition, adding neighborhood serving commercial uses, new parking if needed and new landscaping to activate pedestrian life on Sunset. The Traffic consultant’s Report, if accurate, indicates that the commercial trips generated would go down (5296 current trips down to 4809 trips) by adding new commercial floor area of 31,339 s.f. **Please evaluate how this Addition and Remodel strategy would result in a similar reduction and would result in benefits at the intersection and traffic flow in the area. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated?**

ii. **Alternative B- A Mixed Use Project** of 45 feet max. consisting of commercial and residential uses at a density of 1:1 FAR with incentives up to 35% density bonus and an add’l story for affordable unit set asides of 20% unit count. This alternative should include the same 1/3 comm’l and 2/3 resid’l ratio proposed

by the Applicant (i.e. 37,075 s.f. commercial and 74,264 s.f. residential). Using the applicants same unit size ratios and assuming a 35% density bonus on the residential portion, this would result in a project of 112 residential units. Comm'l Parking (@ 5/1000 avg.) would require 74 spaces + Residential Parking (@ 1.5.spaces/unit avg.) would require 168 spaces for a total of ± 242 parking spaces.

This alternative would result in surface parking and perhaps one semi subterranean level of parking if necessary with a density/intensity increase of 57,331 s.f. of floor area, but because of the new residential use the parking space count would only need to increase from 222 spaces to approx. 242 spaces. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

- iii. **Alternative C – A Mixed Use Project + Bank Preservation Project with terraced, tuck-under Surface Parking.** Because of the Bank's fortunate location on the northwest corner of the site and the sloping nature of the lot, a new Project at a density of 1:1 FAR, preserving the existing Bank structure, and adding new retail and residential floor area over three or four stories can easily be achieved. This strategy would eliminate the need for currently proposed extensive site excavation and a large amount of soil export thus eliminating many anticipated construction-related impacts. **Please evaluate the environmental benefits or impacts of this alternative. Would traffic signal mitigations at Havenhurst/Sunset and Havenhurst/Fountain be eliminated in this alternative?**

Based on some of the Report's conclusions, any of these three alternatives (A, B or C) would likely result in a far more sustainable and desirable "environmentally superior alternative" than the one (Alternative #6) identified in the Report. Alternative # 6 represents a non-compliant development concept not supported by the Community Plan or the Zoning Code.

3. Alternative #7 refers to an "On-Menu" Alternative. The Applicant has elected to request "Off Menu" incentives for the proposed Project without demonstrating how these incentives are needed to accommodate the added units for affordable housing under State Law 65915. If the applicant plans to include 28 affordable dwelling units of approx. 18,000 s.f. to 19,000 s.f. of floor area, how does the Project require an additional 203,000 s.f. of leasable or saleable bonus floor area to offset these costs?

COMMENTS RELATED TO PROJECT IMPACTS:

A. Parking and Traffic Impacts

The public and community members are not specialists in this process and must trust that the Consultants are independent, objective and impartial in gathering and analyzing data. Clearly, based on the assumptions and the comments made by the Consultants in the Report and in the meetings, the Applicant's team has had a direct influence on this Report. The EIR Consultant at the most recent meeting referred to this EIR process as a "full disclosure exercise" in which transparency is paramount. **In the final Report, please disclose the number of calls or direct meetings between the Consultant and the Applicant's team and describe the nature of direction given** (i.e. with respect to programs, land uses assumptions, project goals, etc.).

1. **Trip Generations:** The draft Report indicates that 31,330 s.f. of new commercial spaces will necessitate an increase of 332 new commercial parking spaces (554 spaces proposed and 222 spaces current). This change represents a 50% increase in commercial parking spaces yet the traffic study finds that there will be a 9% reduction of 487 commercial trips (5296 -4809 trips) even though the site will be intensifying with a new supermarket and new restaurant floor area. **How does an intensification of commercial use and a 50% increase in commercial parking result in a reduction in commercial trip generations?**

Table ES-1, Regional Traffic Analysis, Impact Statement TR-4 concludes that, "Project-generated traffic would be below the CMP 50-trip threshold at the CMP intersections..." Given the intensification in land use and the introduction of well over 1000 new trips and a resultant 20% increase in trips (1077 new trips) from the current site, how can a 50-trip threshold not be exceeded?

2. **Proposed Driveway on Crescent Heights:** The draft Report indicates that the Crescent Heights driveway will be used for commercial uses on the site. Please have the Consultant indicate the number trips per day of the total count that will be exiting on to Crescent Heights. Of this number, how many trips are projected to turn left (north) to Sunset. The left turn is currently prohibited because of mitigations to address previous impacts in this location. **Please explain how left turns out of the driveway will not result in the impacts previously identified?**
3. **New Traffic Signals on Sunset/Havenhurst and Sunset/Fountain:** There is no exiting from the current site on to Havenhurst Drive. In addition, the City of West Hollywood installed speed bumps and then subsequently a choker to mitigate significant undesirable impacts from City of Los Angeles traffic short cutting up and down Fountain to or from

Sunset Boulevard. The draft Report discusses a need for two new traffic signals based on the anticipated residential entry and exiting and the commercial exiting needs of the project. The Report identifies 1596 daily trips for the residential component. How many additional trips are assumed for the commercial portion on Havenhurst? **Please address why the current design proposes to introduce new significant impacts on to Havenhurst Drive? Please explain in the revised Report how new signalization will address the City of West Hollywood's attempts to stop L.A. City based traffic from moving up and down Havenhurst Drive?**

A signal at Havenhurst and Fountain will not affect west bound traffic on Fountain at all, because the same right turns heading north will still take place. In fact, the greatest benefit of a signal at Havenhurst and Fountain would be to facilitate left turns from Havenhurst on to Fountain in order to head east. If this result is correct, it would encourage even more cut through traffic from Sunset heading south, especially but not limited to those who want to divert down to Fountain to head east. **Please have the Consultant respond to this concern.**

4. **Parking:** If the project did not contain affordable housing, the proposed project would require well over 1100 parking spaces, yet the project is proposing only 849 spaces or approximately a 300 space reduction because 28 affordable housing units will be provided. **Assuming this reduction is in fact compliant per laws and codes, please study the potential impacts on adjacent streets if a project contains a 300 parking space reduction from conventional mixed-use projects without affordable housing.**

Ref: TABLE ES-1, SECTION 4.A: AESTHETICS

Urban Design Analysis related to "Aesthetics" –

- a. **Sustainable Design/Green Space:**
The proposed Project seeks to create a large amount of open space and public-oriented spaces by moving its density into a vertical two-tower configuration. Without comment specifically on the proposed number of stories or scale, in most cases if the solar exposure is taken into account, this can be a sound strategy and in this situation a private courtyard or series of paseo-like spaces do make sense as a general site development approach.

When tower solutions are pursued, the resultant open space solutions become critical to the success of the project. In these cases, for sustainable design motives, one looks for excellent sun orientation, increased green spaces, new canopy trees, and ample permeable surfaces

to keep storm water on site. Unfortunately, because of its substantial density requests and resultant subterranean parking needs, **this project proposal does not accommodate the effective, on-grade planted sustainable solutions and urban design benefits one would expect.** Instead, plantings appear to be heavily reliant on pots sitting on concrete decks or roof decks where the majority of the public could not enjoy them. The general public space is overwhelmingly concrete or hardscape surfaces necessitating substantial (and likely unnecessary) surface drainage provisions that will further tax the storm drain system.

The Applicant team should be encouraged to re-examine the location of the new buildings and explore how moving taller portions toward Sunset might result in more on-grade green space and canopy trees planted in the ground.

b. **Site Topography:**

The project site slopes downward from north to south rather significantly. The existing commercial development acknowledges this slope and, through a terracing strategy, effectively situates the commercial uses so as to not require a great deal of excavation and soil export. Unfortunately, the proposed project appears to lack familiarity with the site specific conditions and to have been conceived in the computer as if it were more of a flat site. As discussed above, a thoughtful mixed-use design solution that takes advantage of the topography makes sense for this property if more adequately sized to include surface and/or tuck under commercial parking so that a substantive portion of the property can take advantage of the fertile soils that took centuries to create and that lie under the current parking surface.

The team should be encouraged to study a more terraced design solution that not only cleverly integrates necessary parking but also results in better massing and scale variations with more distinct interior programs so the site is more about passive enjoyment for the new residents and less a commercially based destination attracting cars to the site.

c. **Open Space Orientation:**

We know from a long history in Los Angeles that north-oriented, south side of the boulevard commercial uses on east-west arteries are difficult. In this case, the design proposes a grand east-west pedestrian-oriented promenade space in the middle of the site between its tall towers. Based on this orientation, the promenade will have very few hours of sunlight because of the shadows cast by the towers. Should the project's density move to the northerly portion near Sunset, adjacent to Bank structure, the former public plaza and promenade spaces can be repositioned as a

south-oriented open space(s) for the residents thus greatly reducing the destination-based strategy now in place and providing a buffer for the adjacent residential properties to the south.

The Consultant team should study an alternative location for the scale and massing along the Sunset and Crescent Heights perimeters and evaluate any resultant benefits or impacts on adjacent residential properties.

Urban Design Analysis related to "Impacts on Streets" –

- d. **Public Plaza at the Sunset & Crescent Heights Corner:**
Both the Applicant's representatives and Staff have discussed how dangerous the Sunset & Crescent Heights intersection has been for pedestrians. Their inference is that the best solution is creating a large + 9000 s.f. urban plaza on the corner as a grand public space. In reality, the bigger problem with danger in this intersection is on the east corner not the west. Nonetheless, when a dangerous vehicular and pedestrian condition exists, the solution is not to introduce more pedestrians, more bicycles and more visual and physical distractions for the driver! In this case, the proposed design solution is actually backwards. The Project would improve by moving its density north to better hold the corner physically through a series of pedestrian-oriented facades (see Sunset Plaza, Larchmont, etc.) and eliminate any destination-based public at the corner altogether. The corner median is a separate question and should be handled as a separate process. It would probably work better as a non-occupyable urban marker referring to its history on the Strip. (Perhaps a design competition in the future?)

- e. **Sunset Strip in Los Angeles- Visual Compatibility and adjacent Residential Zones:**

The Los Angeles portion of the Strip itself starts with the Chateau Marmont as a residential/hotel use and heads east with a majority of commercial uses for two miles until one reaches the heart of Hollywood at Cahuenga and Vine. Residential towers are rare with an occasional residential/hotel project appearing once or twice. Historically, the Strip has been home to entertainment, hospitality, service-oriented and commercial uses. Free-standing commercial structures and mini-malls have held to surface parking one or two stories for this stretch and include more neighborhood serving uses. A new five-story mixed-use building was constructed at Sunset and Hayworth with less than exceptional urban activating results (ref. north-facing commercial uses discussed previously). Crescent Heights is a residential street, so the proposed mix of commercial and residential uses if designed well could be an appropriate and sustainable-growth based solution. However,

there is no evidence that occupants at Sunset and Hayworth have embraced transit when their building is very close to the Fairfax/Sunset junction. Therefore, granting transit-based density increases beyond the extended range already identified in the Code is without basis and the actual data to support it. The evidence based on real life usage not theoretical thresholds actually suggests otherwise.

f. Relocation of the Bus Shelter/Bus Stop:

Those who live in the area talk regularly of the problematic bus stop location. Many comments were received on this topic. The Report does not appear to address re-location options, address the current problems or suggest how the increased intensity on the site and purported use of transit by the building's occupants will be supported.

Please have the Consultant team assess whether or not improvements can be made to the south east corner of Sunset/Crescent Heights so that the bus stop can move closer to Sunset/Laurel (nearer the majority of the current residents) and the smaller triangular median on the east corner can be modified.

CONCLUSIONS:

Overall, while uninspired as currently conceived from a sustainable design and site orientation standpoint, the proposed uses described in the project are reasonable. However, serious concerns remain unaddressed in the draft Report with respect to environmentally superior alternatives that were not studied despite public comments in the scoping process to do so.

The Report itself is lacking in project information and detail to support some of the "assumptions" and conclusions drawn within.

The Report did not study specific alternatives posed by the public during the scoping process and instead studied high density/high intensity alternatives never proposed by the public or the applicant.

From an urban programming standpoint, the public plaza as a destination space is a complete misstep that will introduce more problems than it will solve.

From an urban scale standpoint, a tall tower solution would visually be much grander than anything in the area, including the historic Chateau Marmont. The Chateau is nestled in the hillside behind large growth trees and billboards. If anything, the proposed towers would not visually compliment it, rather they would diminish the urban presence of the Chateau across the street.

With respect to commercial uses, lower-scaled, more neighborhood-oriented uses would be more appropriate (especially along Havenhurst Drive on the westerly edge).

The Bank is an asset and its conservation on the site does not preclude a mixed-use development that conforms to the underlying zoning. Keeping the resource in place is demonstrably viable.

A more appropriately scaled solution that reflected the Sunset Strip's character and further enhanced the Strip's creativity and walkability would be most welcome.

Based on the well-documented history of this site and the complexity associated with the intersection, commuting to the San Fernando Valley, tourism associated with the Strip, and adjacent residential uses the Project should rise to exceptional quality that solves current issues without introducing new problems. The applicant and its design team have received respectful and specific feedback about the type of project that could work on this site. The Project site could benefit from re-development and the proposal merely needs a stronger vision to ensure economic, social and urban design success, one that does not rely on unsubstantiated density and needless increases to public space intensity as its crutch.

This site has had its density reduced twice in recent times, in 1984 and 1989. The EIR consultant should review the reasons for this reduction and include those comments in the final EIR.

Grafton P. Tanquary
President
1287 N. Crescent Heights Blvd.
West Hollywood, CA 90046
323.656.8779
gpt1287@sbcglobal.net



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project

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

Wed, Jan 21, 2015 at 11:56 AM

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

From: **Adrian Fine** <afine@laconservancy.org>
Date: Tue, Jan 20, 2015 at 4:20 PM
Subject: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project
To: "Srimal.hewawitharana@lacity.org" <Srimal.hewawitharana@lacity.org>

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

January 20, 2015

RE: Draft Environmental Impact Report, 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 Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. Please see our attached comment letter.

Best, Adrian

1/21/2015

City of Los Angeles Mail - Fwd: Draft Environmental Impact Report, 8150 Sunset Boulevard Mixed-Use Project

Adrian Scott Fine

Director of Advocacy

Los Angeles Conservancy

523 West Sixth Street, Suite 826

Los Angeles, CA 90014

(213) 430-4203

laconservancy.org

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DEIR 8150 Sunset Blvd Mixed-Use Project LA Conservancy 1 20 2015.pdf
171K



LOS ANGELES
CONSERVANCY

100 South Spring Street, Suite 200
Los Angeles, CA 90012

Phone: (213) 621-2222
Fax: (213) 621-2223
www.laconservancy.org

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

January 20, 2015

**RE: Draft Environmental Impact Report, 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 Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project.

The Conservancy, along with our Modern Committee and Hollywood Heritage, have recognized the Lytton Savings and current Chase Bank building as being historic and warranting preservation. We strongly believe there is a viable opportunity to retain and integrate this building as part of the proposed redevelopment of this site. While we oppose plans for demolition, the Conservancy appreciates the conversations to date with the applicant and project team to consider alternatives and we are hopeful this ultimately leads to a preservation outcome.

I. The EIR should identify Lytton Savings as eligible for both local and California Register designation

As stated in our Notice of Preparation (NOP) comments, the Conservancy strongly considers Lytton Savings to be significant both locally and on the regional level as an example that is illustrative of American bank design and architecture during the postwar era. 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. As such it is one of Los Angeles' earliest remaining examples of this transformative shift in postwar-era bank design.



Postwar prosperity changed the banking industry forever, as “the middle class and its spending power were finally recognized.”¹ We believe the Lytton Savings bank building played a significant role in this process and is eligible locally but also for the California Register. It appears to meet both criteria 1 and 3 for its association with postwar changes in bank architecture and the industry transformation, and its innovative use of materials, integrated art program, and high level of craftsmanship. The DEIR fails to justify why Lytton Savings is not California Register eligible. At one point the DEIR states that by 1963 Lytton Savings was the fifth largest savings and loan association in the United States but then claims it “played only a minor role in the development of the savings and loan during the early 1960s.” While Lytton Savings later went bankrupt in 1968 the Conservancy believes the building represents a significant contribution to the savings and loan industry and history and more than sufficiently meets California Register criteria.

Furthermore, many of the primary character-defining features of the Lytton Savings bank building are intact. While there were subsequent changes to the overall site and the adjacent Lytton Center, the Conservancy disagrees with the DEIR findings that the integrity of the building is so compromised to only warrant its eligibility at the local level. Overall we recommend the Final Environmental Impact Report (FEIR) reevaluate this aspect to assess Lytton Savings’ eligibility for California Register listing.

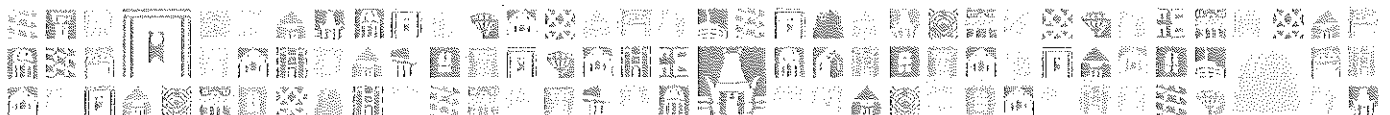
II. The FEIR should further evaluate and select a preservation alternative to eliminate a significant impact on a cultural resource

As the proposed project currently stands, there will be a significant impact to Lytton Savings and a cultural resource. In our NOP comments we urged the City to mandate consideration of a range of potentially feasible preservation alternatives to demolition in the DEIR. In addition to the required No Project/No Build Alternative, seven alternatives were provided and analyzed at varying levels.

While different from one another, Alternatives Five and Six are the primary alternatives that call for the preservation of the Lytton Savings bank building and its integration into the overall project. Based on our review, we believe Alternatives Five and Six appear to have the greatest ability to achieve this outcome while still allowing for an economically viable project at the site to proceed.

The “Alternative Five: Bank Preservation Alternative” calls for an increase in residential units (from 249 to 291 units) with a substantial decrease (from 111,339 sq. ft. to 62,231 sq. ft.) in overall commercial square footage. All but the Lytton Savings bank building would be redeveloped on the site with new construction ranging from two to sixteen stories in height. The “Alternative 6: Reduced Height and Bank Preservation Alternative” is very similar in overall scope but caps the height of the new construction to twelve and fourteen stories overall. Both alternatives offer similar building heights and setbacks as the

¹ Belfoure, Charles. *Monuments to Money: The Architecture of American Banks*. Jefferson, NC: McFarland, 2005: 245.



Project but appear to provide for more variation in overall building massing and, most importantly, a preservation solution for the Lytton Savings bank building. It is worth noting that this approximates the original intent and vision for the 1960s redevelopment of this site where a twelve-story office tower was planned for the rear of the site yet never built.

Both Alternatives Five and Six call for the retention of the Lytton Savings bank building and plans for its commercial use in conformance with the Secretary of the Interior's Standards for Rehabilitation (Standards). We believe this is an appropriate plan for reuse but have questions regarding some of the proposed alterations outlined within the DEIR.

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. As proposed, this double-height interior atrium space would be enclosed with a new floor, we believe to accommodate more leasible space. Near the front of the building the floating concrete staircase would be potentially rotated 180 degrees. No explanation is provided as to why this might be required or if this can be done while still maintaining original fabric and materials. Further, the dalle de verre (faceted glass) and concrete screen designed by acclaimed artist-craftsman Roger Darricarrere is slated for relocation, either within the building, onsite, or to another site altogether. This is one of Lytton Savings' most distinctive elements. The eight-foot by fifty-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.

While it is stated that these alterations will comply with the Standards, the Conservancy is concerned and would like additional details provided within the FEIR that discuss the purpose and need for these changes and an updated assessment on eligibility. The DEIR goes into great length about previous alterations and brings up some existing problems with integrity. Cummulatively more alterations, especially those that affect significant character-defining features, may jeopardize the continued eligibility of Lytton Savings as an historical resource.

III. Designate Lytton Savings as an Historic-Cultural Monument (HCM) as an additional safeguard and to ensure it meets Standards

With either Alternative Five or Six, it seems appropriate that the city's Cultural Heritage Commission review and comment on the ultimate design of new elements that directly affect the Lytton Savings bank building. We highly recommend that the applicant seek Historic-Cultural Monument (HCM) status. This review should occur prior to any issuance of building permits for all phases of development to ensure final details of design, siting, cladding materials, and other elements of compatibility are adequately considered.



IV. Conclusion


The Conservancy appreciates the efforts of the applicant and project team to consider a range of viable preservation alternatives as we oppose the demolition of the Lytton Savings bank building. We strongly believe either Alternative Five or Six have the capability of meeting the stated project objectives while also reducing a significant impact on a cultural resource. We have some questions regarding the proposed alterations to the historic building and ask that these be addressed in the FEIR. At this time we strongly urge the City as the lead agency and the applicant to select one of these preservation alternatives as the preferred project.

Thank you for the opportunity to comment on the DEIR for the 8150 Sunset Boulevard Mixed-Use Project. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

About the Conservancy

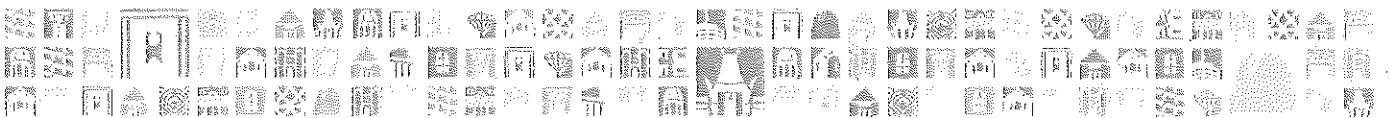
The Los Angeles Conservancy is the largest local historic preservation organization in the United States, established in 1978 to preserve and revitalize the significant architectural and cultural heritage of Los Angeles through advocacy and education. The Conservancy's all-volunteer Modern Committee 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





Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Emailing: 8150 CHHNPAlilst re DEIR 01.15.docx

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

Tue, Jan 13, 2015 at 12:47 PM

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

From: **graffon tanquary** <gpt1287@sbcglobal.net>
Date: Tue, Jan 13, 2015 at 11:30 AM
Subject: Emailing: 8150 CHHNPAlilst re DEIR 01.15.docx
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Cyd Zeigler <cydzeiglerjr@gmail.com>, Jonathan Brand <jonathan.brand@lacity.org>, Scott Lunceford <slunceford@weho.org>

Your message is ready to be sent with the following file or link attachments:

8150 CHHNPAlilst re DEIR 01.15.docx

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 **8150 CHHNPAlilst re DEIR 01.15.docx**
19K

Crescent Heights – Havenhurst
Neighborhood Preservation Association

January 12, 2015

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

The following are questions we neighbors have relating to the DEIR for 8150 Sunset Boulevard:

- Does the proposed project conform to the Hollywood Community Plan? Is the project “compatible with the objectives, policies, general land uses and programs specified in the general plan”? Please have the consultant include a summary of the general land use parameters for this site as envisioned by the Community Plan.
- Density introduces the greatest impacts because of scale, parking requirements and availability, trips generated, underground evacuation and street interruptions for deliveries. This property has been downzoned twice, the first time in 1984 to an FAR of 1.5:1 and the second time in 1989 when the FAR was further reduced to 1.1:1. Ask the consultant to review the reports and analyses associated with these density reductions and add this information to the EIR. Then, justify permitting a development with a FAR of 3:1 on this site.
- The applicant has made reference to the site being close to a major transit stop. Is the site within 1,500 feet of the Traffic Stop at the corner of Fairfax and Santa Monica Boulevards? Show the map used to calculate this distance. Is the distance measured in a straight line, “as the crow flies”, or by following the pedestrian pathways? Have the consultant show how this distance is calculated and determine the number of residents or commercial customers who would use this transit.
- It appears in the site plan that the sidewalk along Crescent Heights adjacent to the property has been removed. Is there a sidewalk on the east side of the project on

Crescent Heights? How does a pedestrian walk north to the Sunset intersection along the west side of Crescent Heights?

- The applicant is requesting a subdivision of the property, so the project must be evaluated as if condominiums will be built. What are the parking requirements for new condominiums where parking off-site is unavailable? Is this what is called for in the present plan? What is the amount of parking that is reduced because of the addition of the affordable housing units?
- The traffic study appears faulted. There is a 40% increase in the commercial space, including a market, and construction of 239 new condominiums, yet the study shows a decrease in traffic during the day.
- The city has taken action in the past to ensure that a large, impactful project not be built at this intersection. Why has the EIR consultant failed to study a project that meets the city's vision as expressed in the Hollywood Community Plan? The public was told that the EIR process is set up to ensure for "opportunities for meaningful input from the public". The public has asked for an analysis of an alternative plan for a mixed project with a 1.1:1 FAR as called for in the Community Plan, and has been reflected in the actions the city has previously taken to downsize this site.

Grafton P. Tanquary
President
1287 N. Crescent Heights Blvd.
West Hollywood, CA 90046
323.656.8779
gpt1287@sbcglobal.net



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: 8150 W. Sunset Bl. ENV-2013-2552-EIR

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 11:38 AM

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

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

From: **Marian Dodge** <president@hillsidefederation.org>
Date: Mon, Jan 19, 2015 at 4:40 PM
Subject: 8150 W. Sunset Bl. ENV-2013-2552-EIR
To: Srimal Hewawitharana <Srimal.Hewawitharana@lacity.org>

Dear Ms. Hewawitharana,

Attached is the letter from the Hillside Federation responding to the DEIR for the project at 8150 W. Sunset Blvd.

Best regards,

Marian Dodge, President
Federation of Hillside and Canyon Associations
www.hillsidefederation.org

2 attachments



pastedGraphic.pdf

29K



8150 Sunset DEIR response.pdf

104K

P.O. Box 27404
Los Angeles, CA 90027

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Cahuenga Pass Property Owners
Canyon Back Alliance
CASM-SFV
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners Assn.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Save Sunset Blvd.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
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Ms. Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
City Hall, Room 750
200 N. Spring Street
Los Angeles, CA 90012

January 19, 2015

Re: 8150 W. Sunset Blvd.
ENV-2013-2552-EIR (SCH NO. 2013091044)

Dear Ms. Hewawitharana:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952 and representing 44 resident and homeowner associations spanning the Santa Monica Mountains, has several serious concerns regarding the proposed development at 8150 W. Sunset Blvd. in Hollywood.

How does the proposed Project comply with the Hollywood Community Plan and the General Plan when it far exceeds height limits and density and increases the FAR from 1.1:1 to 3:1?

What alternative projects have been considered that would keep the project compliant with the 1.1:1 FAR?

How will the existing infrastructure accommodate the increased density?

The traffic study appears disingenuous. If the commercial space is to increase 40% and 249 condominiums are to be constructed, how do they calculate decreased traffic?

How does this project, with its added traffic and people congestion at an already very busy intersection/thoroughfare at the base of the mountains, affect the fire and police response time to the hillside residents, as well as the hillside community evacuation time in case of an emergency?

How can the Project be considered transit oriented development when there is no nearby transportation?

The Project provides 985 bicycle parking spaces. How many people do you realistically think will ride their bicycles over the Santa Monica Mountains from the Valley? How many bicyclists will take the suicidal ride on already congested Sunset Blvd.?

How can the project get credit for providing for Public Space when that land belongs to the City of Los Angeles?

How can a Project located near a known earthquake fault be considered safe to build without doing earthquake trenching?

There are numerous large projects currently on the drawing board in Hollywood. What are the cumulative impacts of all of these projects on the area?

Sincerely,

Marian Dodge
Marian Dodge



REGISTRAR-RECORDER/COUNTY CLERK
BUSINESS FILING & REGISTRATION
P.O. BOX 1208
NORWALK, CALIFORNIA 90651-1208



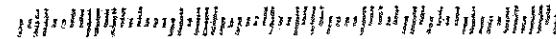
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JAN 27 2015

ENVIRONMENTAL
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City of Los Angeles
200 N. Spring St, Rm 525
Los Angeles, CA 90012

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Los Angeles County Registrar-Recorder/County Clerk

Dean C. Logan
Registrar-Recorder/County Clerk

Date 1-13-15

Please resubmit enclosed documents with necessary correction(s) for processing.

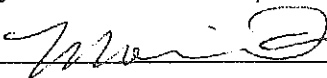
1. Please submit the Notice of Determination/Notice of Exemption that contains the original signature. (Note: Facsimile signatures are unacceptable.)
2. A legible copy of the Notice/No Effect Form issued by the Department of Fish & Wildlife is required for processing.
3. Notice is incomplete. The incomplete portions are highlighted for your convenience.
4. A posting (Documentary Handling) fee of \$75.00 is required for each Notice submitted.
5. This office cannot accept checks showing a date six (6) months or older. Please issue a new check.
6. Please make check/money order payable to the Los Angeles County Clerk.
7. There is a \$2,210.00/\$3,069.75 fee required to process your NOD as submitted. However, if the project was found to be exempt, resubmit the enclosed NOD along with a No Effect Form from the Department of Fish & Wildlife and a check made payable to the Los Angeles County Clerk's office in the amount of \$75.00.
8. The original copy of your Notice is required for processing. Your check/money order was received without a document.
9. Check/Money Order is not signed.
10. The document and filing fee must be submitted together. Your document was submitted without fee.
11. We do not accept altered checks. Please submit a new check.
12. Other: In order for us to process, the type of Notice must be listed on the front at the top.

NOTE: Please include the following to ensure prompt processing & return:

- A) No Effect form (if applicable)
- B) Two copies of Notice if applicant/agency would like to receive a conformed copy before the posting period(s) end
- C) Two self-addressed envelopes
- D) Please resubmit document(s) to the address shown above

If you have any questions, please feel free to contact this office at 562-462-2057.

DEAN C. LOGAN
Registrar-Recorder/County Clerk

By  Deputy
M. Davis

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

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DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

December 31, 2014

NOTICE OF EXTENSION

THIS IS TO SERVE AS NOTICE THAT THE FINAL DAY OF THE COMMENT PERIOD
FOR DRAFT EIR ENV-2013-2552-EIR (SCH NO. 2013091044) HAS BEEN EXTENDED
FROM JANUARY 5, 2015 TO JANUARY 20, 2015*

TO: Owners of Property and Occupants and Other Interested Parties

PROJECT NAME: 8150 Sunset Boulevard Mixed-Use Project

SITE LOCATION: 8150 W. Sunset Boulevard, Los Angeles, CA 90046 (See Figure 1)

COMMUNITY PLANNING AREA: Hollywood

COUNCIL DISTRICT: 4 – Tom La Bonge

COMMENT REVIEW PERIOD: November 20, 2014 – January 20, 2015*

PROJECT DESCRIPTION: AG-SCH 8150 Sunset Boulevard Owner, L.P., (the “Applicant”) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard (the “Project Site”) with a mixed-use residential and retail project (the “Project”). The property is located within the Hollywood community of the City of Los Angeles (the “City”), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the Project Site. An aerial photograph of the Project Site and surrounding land uses is provided in Figure 2. The Project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height as measured from the intersection of Sunset and Crescent Heights Boulevards (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the Project Site along Havenhurst Drive to the top of the South Building; due to the sloping nature of the Project Site, the 16-story portion of the South Building would appear to be 20 stories in height at the southwest corner of the Project Site along Havenhurst Drive). The North Building, which will be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses. The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The Project site plan is illustrated in Figure 3.

The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, and 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The

Project would also provide a new, 9,134 square-foot public space ("Corner Plaza") at the northeast corner of the site (this area is, and will continue to be, owned by the City, although the Applicant will be required to improve and maintain the area), a 34,050-square-foot central public plaza at the site interior ("Central Plaza"), public rooftop deck/garden areas ("Sunset Terrace") along Sunset Boulevard, a private pool and pool deck area for residents ("Pool Terrace"), as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library, as well as a wrap-around landscaped terrace on the fourth floor of the South Building ("Garden Terrace"). Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure ("Parking Structure") housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses). Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of 3:1.

PERMITS AND APPROVALS: The Project Applicant is requesting permits and approvals for the Project that would include, but may not be limited to, the following: Affordable Housing Incentives, including the following off-menu Incentives: (1) an off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii)); and (2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A,5(c), with attendant parking for both commercial and residential parking; Parking Option 1, pursuant to Section 12.22-A,25(d)(1), which allows parking to be provided at a ratio of 1 space for each studio and one-bedroom unit, and two spaces for each two- and three-bedroom unit, and provides that required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units; Site Plan Review; Master Conditional Use Permit for Alcohol (on- and off-site sales); Subdivision to create airspace lots and for condominium purposes; Variance to allow a fitness studio, as not otherwise permitted in the C4 zone; Demolition permits; Construction permits, including building, grading, excavation, foundation, and associated permits; B-Permits and other required permits for off-site improvements; Approvals and associated permits for the reconfiguration and maintenance of the adjacent City-owned traffic island area at the southwest corner of Sunset and Crescent Heights Boulevards; Haul route permit, as may be required; Street tree removal permit; and other approvals as needed.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Based on the analysis contained in this Draft EIR, implementation of the Project would result in significant and unavoidable impacts related to historical resources, construction-related traffic, and construction-related noise and vibration. Other issues addressed in the Draft EIR include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, population and housing, public services (fire, police, parks, and libraries), transportation and parking (construction traffic, intersections, roadway segments, regional transportation system, access, parking). With implementation of mitigation measures, no other significant and unavoidable impacts are expected to occur as a result of construction or operation of the Project.

DOCUMENT REVIEW AND COMMENT: If you wish to review a print copy of the Draft EIR or the documents referenced in the Draft EIR, you may do so, by appointment, during office hours (between 8:00 A.M. and 4:00 P.M.) at the City of Los Angeles, Department of City Planning, 200 North Spring Street, City Hall, Room 750, Los Angeles, CA, 90012. The Draft EIR is also available online at the Department of City Planning's website at <http://cityplanning.lacity.org> by clicking on the "Environmental" tab, then "Draft EIR." Print and digital versions are also available at the following Library Branches:

- 1) Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- 2) Will & Ariel Durant Branch Library, 7140 W. Sunset Boulevard, Los Angeles, CA 90046
- 3) Fairfax Branch Library, 161 South Gardner Street, Los Angeles, CA 90036
- 4) John C. Fremont Library, 6121 Melrose Avenue, Los Angeles, CA 90038

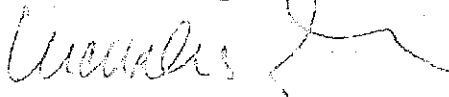
The Draft EIR can also be purchased on CD-ROM for \$7.50 per copy. Contact Srimal Hewawitharana at (213) 978-1359 to purchase copies.

The review period for the Draft EIR begins on November 20, 2014 and ends on January 20, 2015. If you wish to submit comments regarding the Draft EIR, please reference the file number above and submit in writing, preferably by e-mail, by **Tuesday, January 20, 2015** no later than 4:00 P.M.

Please direct your comments to:

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

Michael J. LoGrande
Director of Planning



Luciralia Ibarra
City Planner, Major Projects Section



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

Objection to 8150 Sunset Blvd. from Mark Grossan reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Wed, Jan 28, 2015 at 2:27 PM

Reply-To: awesomerant@hotmail.com

To: jonathan.brand@lacity.org, planning.enreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, awesomerant@hotmail.com

From:

Mark Grossan
awesomerant@hotmail.com
802 N. Martel Ave
Los Angeles
CA
90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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The land use detailed in the 8150 Sunset Blvd EIR is simply too excessive. At 216 feet this will be the tallest skyscraper on the historically low rise Sunset Strip.

8150 is applying for a permit to build condominiums. I ask that the city of Los Angeles reject this permit because on the way in which the approval process for rentals and condominiums differs. The EIR Represents the project as 16 stories when it is actually over a realistic 20 stories at 10 feet per story. I believe this to be an intentional misrepresentation to confuse the public, and because of this I demand a new EIR that correctly states the height without this misleading and incorrect figure of just sixteen stories.

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The Hollywood general plan states that it will:

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"Transition building heights should be imposed, especially in the medium density housing designated areas where the designation is immediately adjacent to properties designated Low Medium 1 or more restrictive"

This project shares a property line with a 2 story residential building and I believe it is not consistent with the general plan. Specifically, the project immediately borders R4B zoned buildings on Havenhurst, R4a on Crescent Heights, and R2 - 1x1 zoning across Havenhurst.

TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those business will need to cover their rent, the real figure will be closer to 8-10,000 new vehicle movements per day at this already abysmally overcrowded intersection.

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These are some of my concerns, and I would like to know that City Hall will address them.

Thank you, yours sincerely,

Mark Grossan
awesomerant@hotmail.com
802 N. Martel Ave
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Shawn Flannigan reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Wed, Jan 28, 2015 at 9:08 PM

Reply-To: shawnflannigan@aol.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, shawnflannigan@aol.com

From:

Shawn Flannigan
shawnflannigan@aol.com
7962 norton ave
west hollywood
California
90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

I strongly object to the oversized and completely out of context development being proposed for the south-west junction of Sunset & Crescent Heights on these grounds;

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ADDITIONAL CONCERNS

A development of this size is INSANE on many levels and we will fight it to the bitter end. There are so many better-suited parcels for something of this size. Sunset Blvd will become a parking lot. Please do not let this development move forward!!!

These are some of my concerns, and I would like to know that City Hall will address them.

Thank you, yours sincerely,

Shawn Flannigan
shawNFLANNIGAN@aol.com
7962 norton ave
west hollywood
California
90046



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

Objection to 8150 Sunset Blvd. from Jeff McDonough reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Thu, Jan 29, 2015 at 3:06 PM

Reply-To: music4picture@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, music4picture@gmail.com

From:

Jeff McDonough
music4picture@gmail.com
1936 Whitley Ave
Hollywood
California
90068

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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ADDITIONAL CONCERNS

Please do not facilitate the further destruction of the neighborhoods and history of our city, by allowing these monstrous eyesores to be built. They will drive teraffic and density levels to intolerable gridlock, and deface our skyline.

These are some of my concerns, and I would like to know that City Hall will address them.

Thank you, yours sincerely,

Jeff McDonough
music4picture@gmail.com
1936 Whitley Ave
Hollywood
California
90068



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

Objection to 8150 Sunset Blvd. from Nick Rufca reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Thu, Jan 29, 2015 at 5:53 PM

Reply-To: nick.rufca@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, nick.rufca@gmail.com

From:

Nick Rufca

nick.rufca@gmail.com

2434 Benedict Canyon Drive

Beverly Hills

CA

90210

To:

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2434 Benedict Canyon Drive
Beverly Hills
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90210



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset draft EIR

1 message

grifton tanquary <gpt1287@sbcglobal.net>

Mon, Nov 24, 2014 at 3:31 PM

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Out of the Office Re: 8150 Sunset draft EIR

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Inquiry-8150 Sunset Boulevard ENV 2013-2552-EIR

4 messages

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Reply-To: Joyce Dillard <dillardjoyce@yahoo.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Nov 26, 2014 at 1:13 PM

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- Appendix C-1
- Appendix C-2

Thank you.

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

Wed, Dec 3, 2014 at 11:10 AM

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1/30/2015

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Thanks

Dave Crook

David A. Crook, AICP

Principal Planner

PCR Services Corporation • 40 Years of Service

Santa Monica • Irvine • Pasadena

Effective September 29, 2014 PCR Irvine's new address is:

2121 Alton Parkway, Suite 100 | Irvine, California 92606 | T: 949.753.7001 | www.pcrnet.com


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2 attachments

Appendix_C-1-Archaeological Resources Sacred Lands File Record Search Results.pdf

1/30/2015

City of Los Angeles Mail - Appendices for 8150 Sunset

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8150 Sunset - Notice of Extension

2 messages

PCR_Team <announcement@pcmet.com>

Fri, Jan 2, 2015 at 6:06 PM

Cc: Karen Hoo <karen.hoo@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

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Srimal Hewawitharana

Environmental Analysis Section

Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, California 90012

Thank you.

PCR Services Corporation

macfly@macfly.com <macfly@macfly.com>

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1/30/2015

City of Los Angeles Mail - 8150 Sunset - Notice of Extension

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Date: Jan 2, 2015 6:10 PM

To:

CC: "Karen Hoo" <karen.hoo@lacity.org>,"Luciralia Ibarra" <luciralia.ibarra@lacity.org>,"Srimal Hewawitharana" <srimal.hewawitharana@lacity.org>

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RE: Notice of Availability-8150 Sunset Boulevard Mixed Use Project Draft EIR

2 messages

Ric. Abramson <ric@workplays.com>
 Reply-To: ric@workplays.com
 To: srimal.hewawitharana@lacity.org

Tue, Jan 6, 2015 at 6:00 PM

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Department of City Planning
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PCR Services Corporation

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Principal Planner

PCR Services Corporation • 40 Years of Service

Santa Monica • Irvine • Pasadena

Effective September 29, 2014 PCR Irvine's new address is:

2121 Alton Parkway, Suite 100 | Irvine, California 92606 | T: 949.753.7001 | www.pcrnet.com


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Los Angeles, California 90012

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Date: Jan 2, 2015 6:10 PM

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Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Comments to Sunset Blvd. Mixed Use DEIR**Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 21, 2015 at 11:54 AM

—— Forwarded message ——

From: **Geary & Michelle Coats** <coatsconsulting@gmail.com>
Date: Tue, Jan 20, 2015 at 3:28 PM
Subject: Comments to Sunset Blvd. Mixed Use DEIR
To: srimal.hewawitharana@lacity.org
Cc: cydzeiglerjr@gmail.com, tomlabonge@lacity.org, jonathan.brand@lacity.org, Planning@lacity.org

Ms. Hewawitharana;

Attached please find a letter which presents comments on the DEIR for the Sunset Blvd. Mixed Use Project. Please feel free to contact me if you have any questions or would require addition information or clarification.

Thank you in advance for the review of this submittal.

Respectfully;

Michelle D. Coats

COATS CONSULTING
P 831.250.7192 | F 831.250.7193
PO Box 1356 Carmel, CA 93921

*Please consider the environment before printing any part of this email**.
** *

**Comment Ltr. Jan 20 2015.doc**

58K



P 831.250.7192

F 831.250.7193

PO Box 1356

CARMEL, CA. 93921

COATSCONSULTING@GMAIL.COM

LAND PLANNING • ENVIRONMENTAL PLANNING • ENTITLEMENT/PROJECT MANAGEMENT • BRANDING

January 20, 2015

Mayor Garcetti
Council Member Tom LeBonge
Jonathan Brand
City of Los Angeles Environmental Planning

Subject: Comments regarding the Sunset Blvd. Mixed Use Project DEIR

At the request of "Save Sunset Blvd", Coats Consulting has been requested to review the Draft EIR for the Sunset Blvd Mixed Use Project, to ensure that it is adequate and complete, in order for the City of Los Angeles to be able to certify the environmental document in question. As you are aware the purpose of a CEQA document is first and foremost to "INFORM". CEQA documents are intended to be informational, unbiased and represent a complete and thorough evaluation of all relevant information needed for the Lead Agency to make an informed decision.

Unfortunately the Sunset Blvd Mixed Use Draft EIR, as prepared, is incomplete and has not adequately evaluated the potential environmental impacts associated with the proposed project. In its current format, the document is prepared, as an "Advocacy" document, intended to provide an environmental document that can be used to justify a project, not adequately evaluate the proposed project and its impacts on the Hollywood community, which will be most directly affected by the impacts of this proposed development.

Our evaluation focused on the General Plan / Community plan consistency, the potential visual impacts, the cumulative evaluations and the Community Open Space/common areas adequate to provide public outdoor recreational opportunities for existing and future residents and visitors.

HOLLYWOOD COMMUNITY PLAN:

In every community, compliance with Community plans (General Plan) is viewed as a safety net for the residents to ensure that present and future city administrations and decision makers have a consistent basis under which to conduct compliance assessments on proposed projects. In the case of the, Sunset Blvd Mixed Use Project, instead of testing the potential impacts against Goals and Objectives established in a viable and up to date Community Plan,

and community design programs, the proponent and EIR consultant are using "incentive" Programs to circumvent the need to provide an environmentally superior project. Project approval, at the expense of policy compliance and appropriate community planning practices, appears to be the driving force employed by this approach to the evaluation.

The Hollywood Community Plan was prepared for adoption in 1988, some twenty-seven (27) years ago. Good and adequate planning practices, not to mention State Laws and Guidelines, insist on a General Plan review every five (5) years and an updated document, at least every twenty (20) years. Since the last attempt at updating this Plan was over-turned by the Courts in 2014 due to lack of compliance, the absence of an updated Community Plan leaves the Hollywood community without the proper tools to evaluate the "real" impacts of this Project on the community at large. In the least, this Project is premature and should be postponed for review until after a legally viable Community Plan is adopted. Reinstating the 1988 Plan and placing a 2014 date on it is not adequate; as it does not address the current conditions and needs of the community and provide viable, up to date planning guidelines for development. This has put the community in the position of having no Master Planning tool for the Sunset Blvd area, the heart of Hollywood. Instead, Incentive Programs, and Over Riding consideration findings are being used to over ride an appropriate process of review and analysis. Furthermore, it is shortsighted of the City to review and possibly approve this Project as proposed. This approach to Planning sets a dangerous precedent for the City of Los Angeles, in that there are numerous parcels located along Sunset and within the immediate area of this proposed project, that have similar zoning and general plan land use designations. These same properties could make the same request for 'incentives' and 'considerations'. The development of multiple, 'massive' towering developments along Sunset Blvd.; fronting on medium to low density residential neighborhoods, would forever change the scale and character of Sunset Blvd and the Hollywood community. Denying subsequent requests, based on any of the 'planning' practices that are being ignored in this case, would indicate preferential treatment of the applicant's project and selective enforcement of the City's General Plan and Zoning. I would ask City Staff, the Mayor and the Councilmembers to consider this Project premature until a Hollywood Community Plan has been updated, found to be legally sound, and finally approved. At that point, the City will have the tools to evaluate and approve a project that will truly meet the community needs and address any community concerns, both now and in the future.

VIEWSHED:

Other commenters have prepared an in depth and graphically representative analysis based on the DEIR, so I will not repeat their comments here. As stated in the previous section; the development of 'massive', 'towering' structures which are completely out of character with the surrounding area/community cannot be justified by the assertions of 'project benefit' and the accompanying 'incentive' program variances to the City's planning practices, goals and policies. There are alternatives to the proposed development, which could render the project's benefits still viable without destroying the character of the Hollywood/Sunset Blvd view shed. Proposing a project that respects the zoning restriction of 45 feet or developing structures that

are in keeping with the 6 – 10 story buildings already constructed is more in keeping with a consideration for the history of the area and the community which will have to view this project, indefinitely. Furthermore, the character and scale of Sunset Blvd. has been established for many years and is, in part, a major contributor to the public's understanding and memories of the Hollywood community.

I would request that the EIR consultants thoroughly evaluate the previously stated alternatives and include these alternatives in a revised draft document,

- 45 foot height restriction w/increased density for affordable housing
- Development of a project that respects and utilizes the 6-10 story buildings in the area, as a model for development

OPEN SPACE / RECREATIONAL OPPORTUNITIES:

The intention behind the requirement to provide open space and recreational opportunities is to provide open space and usable 'green space' for use by the residents within an urban community. The provision of 'commercial' gathering places to support retail and food service establishments does not meet the intent. In evaluating the elements of a healthy and nurturing environment, it has been found that open space green areas are optimal in providing areas available to all segments of the community. The ability to get outside, to run, throw a ball or a Frisbee, play with your dog, watch your children play, or even just to sit in an open, natural and therefore nurturing environment is essential and beneficial to the health and well being of all of us. The value of all types of exercise is well documented. With the stress, particular to a dense urban environment, this aspect of one's life is essential to maintain. In our review of the proposed project plans, it appears as if the project proponents are utilizing the "public" plaza, the residential developments' swimming pool, fitness center and recreation room as sufficient to meet the intent of providing recreational opportunities. Given this assertion by the Project proponents, I have the following questions:

- Will the tenants and their families, in the affordable units have full access to the swimming pool, the fitness center and the recreation room, whenever the facilities are open ?
- Will **all** members of the public 'at large' be able to both utilize and spend time on the Plaza without purchasing something from one of the developments' food or retail establishments ?
- Did the project proponents consider providing green open space as a part of the project ?
- If not, why was it rejected ?

The Plaza, as proposed, is a marketing tool for the economic benefit of the retail/food establishments within the development, and does not provide a community open space/ recreational environment. Given that, I would ask the City and the decision makers to consider

an incentive program which requires the Project to provide green open space as a condition of approval. Purchase of land and/or economic contributions to the City's park program would go further towards meeting the intent of the City's policy.

LAND USE, ET AL.

The City's land use goals and policies are designed to provide a comprehensive long-range plan for the development of lands within a specific geographic area and social environment. The physical elements and the social elements of the community must be evaluated against the principles that guide the current and long-term needs and desires of that community. These goals and policies are safeguards against the adverse impacts of poorly planned or special interest development. They provide assurance to the inhabitants of a community, that the character of their living environment will be properly vetted in the public forum. All interested parties are to be assured that they will have accurate and complete information for their own evaluation and for the evaluation of the decision makers who will ultimately direct the character of their community.

It appears after careful review the DEIR that the information presented is incomplete and inadequate for the purposes of allowing an "informed" decision. Not all options have been explored and presented in a clear and understandable fashion. The blame, in part, rests on the fact that the City does not have an adequate and up to date policy document with which to assess current conditions, future trends and the long term needs for the specific, specialized community of Hollywood. Furthermore, the document fails to evaluate the cumulative impacts of allowing numerous deviations from the City's general plan and zoning policies. Utilizing 'incentive' programs and 'over riding considerations' as a planning tool is dangerous. If the cumulative impacts, based on this approach to planning, are not adequately evaluated, the impacts to the community could be adverse and significant. Allowing a development of the mass and scale of the proposed development without at least a visual assessment of the cumulative impact of numerous developments of the same size and character within the Sunset Blvd. area is negligent. The lasting effect to the character of the Hollywood area and its' surrounds would be irreversible and irresponsible.

Furthermore, the lack of appropriate consideration of the impact of that size and scale of development against a backdrop of numerous historic structures is equally irresponsible and paves the way for potential disposal of other historic structures; as their relevance will neither be seen nor felt against a backdrop of concrete, glass walled structures. The document inadequately considers and presents this impact to the community and the decision makers.

In the midst of the "glowing" accounts of the increased housing and transportation benefits as a justification for the planning process being utilized, the document fails to address the cumulative impact of the City's allowance for sales of residentially allocated parking spaces, independent of the housing unit to which they are attached. If the project proponent has the ability to utilize this function, a complete and adequate assessment should have been made,

outlining the long-term impacts to the community. The Sunset Blvd. area is seriously under-parked. Creating 249 new residential units of varying densities without assurance of their ability to maintain the use of the parking spaces allocated for their use will have a serious and adverse effect on the circulation and congestion of the area. In addition, the failure to provide parking will cause potentially significant impacts to adjacent neighborhoods, as there will be an influx of cars competing for the already limited parking. This oversight on the part of the preparers further proves the assertion that DEIR document is incomplete and inadequate and must be revised and re-circulated. I have the following questions:

- Will the project applicant make an irreversible statement, that no parking will be sold, either to the tenants or to individuals not residing in the unit for which the parking was approved ?
- Will the City condition the Project, such that no parking can be sold either to the tenants or to outside parties ?

In closing, this document was prepared for a project for which the City Staff utilized a process of incentive programs and over riding considerations as justification for the development. This process does not meet the intent of those programs or processes, nor does it meet the intent of the law. Please reconsider the adequacy of this document as prepared and require a revision and recirculation to address the inadequacies.

Respectfully Submitted;

Michelle D. Coats

Michelle D. Coats



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: 8150 SUNSET BLVD.

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

Wed, Jan 21, 2015 at 11:55 AM

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

From: **michael grace** <mlpgrace@gmail.com>
Date: Tue, Jan 20, 2015 at 3:50 PM
Subject: 8150 SUNSET BLVD.
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Michael LoGrande <michael.logrande@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>

Attached is my letter objecting to the 8150 Sunset Blvd. development.

 **MLG01 - 8150 Sunset EIR letter.pdf**
3710K

Michael L. Grace
1415 Havenhurst Drive
West Hollywood, CA 90046

January 5, 2015

Srimal Hewawitharana
Environmental Analysis Section
Department of City Planning
Los Angeles, California

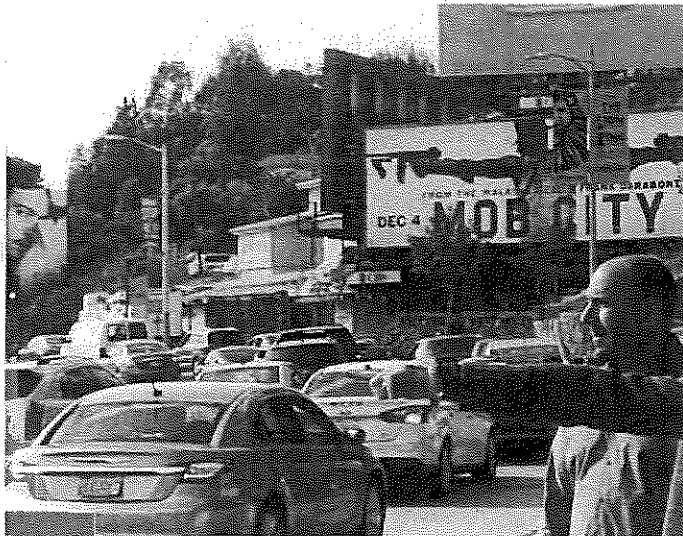
re: 8150 Sunset Blvd.

Dear Ms. Hewawitharana:

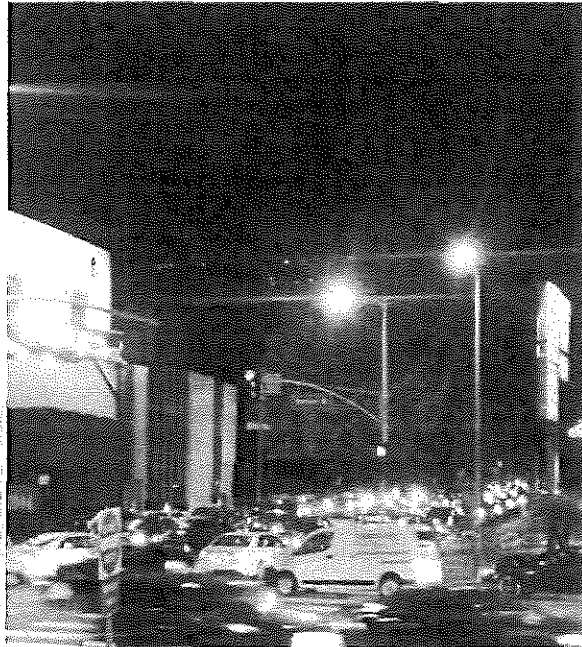
As a resident of Havenhurst Drive, I object, without reservations, to the oversized and poorly planned development being proposed for the south-west junction of Sunset & Crescent Heights (8150 Sunset) by Townscape (Tyler Siegel et al) on these grounds;

The developer's makes reference to general conformance, yet general conformance is not the standard on which a project may be approved. In the EIR there is no serious respect given to the historical context for a development of this scale, mass or design. This project stands in direct conflict to the Hollywood General Plan, CEQA and the racial diversification of Los Angeles.

As for the traffic problems generated by 8150 Sunset - Michael LoGrande, City Planner of Los Angeles, is fully aware of this as seen in the following photo. He is looking across traffic jammed Sunset Blvd at 8150 Sunset.



The second photo is Sunset Blvd and Crescent Heights. This is the traffic condition. Every night. I have over 50 photos of this nightmare – if the city of Los Angeles wishes to face the reality of this rather than the Townscape POV.



DEVELOPERS

Townscape (Tyler Siegel and John Irwin) et al (including their New York partners), have a very mixed record regarding social responsibility, blatant attempts to circumvent city codes and racial discrimination. They demonstrated to be anti-gay and anti-minority after buying 8150 Sunset. They illegally put in paid parking and made all businesses at 8150 Sunset (except Chase Bank and McDonalds) unable to validate. Parking was \$2.00 plus for every fifteen minutes. This forced eight businesses to close (including a gay owned business to go bankrupt). Many of these businesses were minority owned (Hispanic). Siegel and Irwin did not get permission from the city of Los Angeles to put in the paid parking. In fact, Townscape's illegal parking gates injured several people. LaBonge's office (after months of prompting) finally got the city of L.A. to remove the illegal parking at 8150 Sunset. There was also major negligence on the L.A. department of public safety. The minority businesses (including the gay owned bankrupted one) were forced to close because of a 50% loss in customers because of the parking ordeal created by Townscape. Why should the city of Los Angeles, being aware of Townscape's total disregard for city codes regarding the parking scam, trust these developers from building anything with this demonstration of discrimination and negligence? They also proposed separate entrances for lower income (affordable housing) residents at their 8899 Beverly Building development. This was rejected by the West Hollywood City Council. All of the parties and principals involved in 8150 Sunset are white men. No women and no minorities. This includes Townscape, lobbyists, media, architects, contractors, etc. And of course no one involved in the design or construction of the building are located in Los Angeles or Southern California. They have out sourced all of the jobs.

HEIGHT

The land use detailed in the 8150 Sunset Blvd EIR is simply too excessive. At 216 feet this will be the tallest skyscraper on the historically low rise Sunset Strip.

8150 is applying for a permit to build condominiums. I ask that the city of Los Angeles reject this permit because on the way in which the approval process for rentals and condominiums differs. The EIR Represents the project as 16 stories when it is actually over a realistic 20 stories at 10 feet per story. I believe this to be an intentional misrepresentation to confuse the public, and because of this I demand a new EIR that correctly states the height without

HAVENHURST

Havenhurst, a quiet street, will now be turned into a nightmarish thoroughfare. Vehicles will exit out of the massive 8150 garage onto Havenhurst. The loading docks proposed for delivery trucks are located directly opposite a West Hollywood subsidized apartment building (north end of Havenhurst – just south of the Andu. This building is occupied by tenants who are elderly, handicapped or have advanced HIV/AIDS. Many of these tenants have breathing problems. Townscape's EIR totally neglects these issues. Of course considering the developers being anti-gay (in destroying the gay owned business at 8150 Sunset) it is not surprising they have totally ignored the health of minorities in subsidized housing living across from the 6 story garage and truck entrances.

HISTORICAL DISTRICT

The Chateau Marmont and the surrounding French Chateau style apartments, Spanish and mid-century buildings represent some of Los Angeles's premier historical treasures, so to tower over them with a massive skyscraper will be a blight upon the area and a tragedy of urban design that cannot be undone. The EIR does not accurately represent the destruction to the neighborhood that this project will cause. The current design will have a disastrous effect on the historically address the aesthetic and financial effects of blocking the light and views of the historic Chateau Marmont, the Colonial House, Andalusia, Mi Casa, Chateau Marmont, The Granville, Palmdale House, and the Savoy and countless hillside residents. The shading the Chateau Marmont, Colonial House, and The Andalusia will completely destroy one of the most open and spacious areas of Hollywood's original residential district.

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"

and states that...

"Transition building heights should be imposed, especially in the medium density housing designated areas where the designation is immediately adjacent to properties designated Low Medium 1 or more restrictive"

This project shares a property line with a 2 story residential building and I believe it is not consistent with the general plan. Specifically, the project immediately borders R4B zoned buildings on Havenhurst, R4a on Crescent Heights, and R2 – 1xl zoning across Havenhurst.

TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those business will need to cover their rent, the real figure will be closer to 8-10,000 new vehicle movements per day at this already abysmally overcrowded intersection.

I demand that the city of Los Angeles independently reassess the real figures based on actual traffic rather than the ridiculous disingenuous 'trips per day' guesstimate made in the EIR.

Laurel Canyon Blvd (between Sunset & Ventura) is one of the most heavily congested corridors, as identified in the CGPF analysis of 2010 population and employment projections. (City of Los Angeles General Plan, Transportation, Chapter 2)

The proposal to take out a turning lane on the intersection of Laurel and Sunset will worsen traffic and slow emergency response times. This application must be denied.

The lead agency, the City of LA Planning Department, must consider whether this project will cause unsafe conditions for roadway users, residents and tax payers to avoid more expensive and disastrous lawsuits by properly determining the consequences of:

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"

▪ The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

The EIR does not satisfactorily address the fact that there are nothing like enough parking spaces for the 480+ residents, 100+ retail, restaurant and gym employees along the thousands of clients they will need to attract to cover their rent. This will mean thousands of cars a day circling one of the most congested areas in Hollywood searching for parking, adding massive amounts of pollution, destroying our quality of life, and making it impossible for residents and emergency vehicles to have speedy access to the hillside neighborhoods.

THE "CONDO" LOOPHOLE

Townscape, the developers, are now applying to the city for condo parcel numbers. This means the units will be considered "individual homes" and are not subject to city rent increase guidelines. This is clearly a way to get around city rent guidelines, and to turn the unenforced 'low income housing' benefits they are asking for into yet more easy to flip profit. I also ask that these loopholes are closed.

LOSS OF SERVICE

The addition of traffic and the overburden of parking to this already overcrowded intersection is going to result in a huge loss of speedy emergency service to all hillside residents. When seconds matter in the event of fire or heart attack this loss of service will open the door to potentially massive law suits against the city in the event of catastrophic or fatal accidents in the hillside communities.

These are some of my concerns, and I would like to know that City Hall will address them.

Cordially yours,

Michael Grace



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: 8150 Sunset Comments

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

Wed, Jan 21, 2015 at 11:59 AM

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

From: **auntiemer4x@aol.com** <auntiemer4x@aol.com>
 Date: Tue, Jan 20, 2015 at 4:57 PM
 Subject: 8150 Sunset Comments
 To: srimal.hewawitharana@lacity.org
 Cc: info@savesunsetboulevard.com

MERYL S. COHEN

1416 Havenhurst Drive
 Apartment 1B
 West Hollywood, CA. 90046
 auntiemer4x@aol.com

January 20, 2015

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

Re: 8150 Sunset EIR Comments

Dear Ms. Hewawitharana

Recently, I attended a meeting regarding the Draft EIR Report for the proposed building at 8150 Sunset. I have many questions regarding the veracity of this report, too many to mention, so I will try to focus on the issues I have as concisely as possible.

Let me begin by stating that I am astonished that the so many issues of great concern regarding this ridiculous project were categorized as "Less Than Significant." "Less than significant" for whom? I'm sure that the developers, whose only motivation and concern for this project is financial gain, spent many hours looking for loopholes in order to work their way around issues that we in the neighborhood consider to be of major significance.

As a resident in a neighborhood of buildings designated to be of historical significance, including mine which is listed in the California Register of Historical Homes and designated a National Architectural Landmark, I find it preposterous to even imagine this proposed project being any kind of asset to the community. (4. Aesthetics/Visual Resources). Comparing 8150 architecturally to other commercial and/or residential structures in the area is absurd. There is not one other existing building of the proposed height, density or impact in the area. Constant referrals to "setting back the Project's taller mass" or softening "the visual effect of the building mass" by the developers is a clear indication of the developer's awareness of the aesthetic problem, among others, with 8150 as it is proposed. The developers claim they are maintaining a human scale? For Manhattan, Chicago, even downtown Los Angeles perhaps, but not for the iconic Sunset Strip.(4.A3).

The drawings presented at the meeting of the building in situ were all rendered from street and other perspectives which minimized the visual scale of the building as part of the Draft EIR Report. I would like to see additional drawings of 8150 as it would actually appear from other perspectives more indicative of its actual architectural and visual impact. I do not find this project "compatible with the objectives, policies, general land uses and programs specified" in the Hollywood Community Plan. I would like to see a written evaluation of how this project is compatible with the plan on the proposed site.

Perhaps the highlight of the meeting was the traffic study which had the community attendees, and even some of the developers as a result, laughing out loud in unison. To say this report is faulty is not only an understatement, it's lunacy. I'm certain that whatever variance the developers received by having parking spaces for 900 or more bicycles was greatly appreciated by them. Do they really think this is going to change the commuting habits of people in the area? On Sunset? Up Laurel Canyon Boulevard? Shopping? To where? And bicycle lanes? Impossible. I would like to see a revised plan which realistically accommodates the greatly underestimated, proposed future vehicle volume since the city streets do not do so even now.

Once again, calling so many of the incredibly significant issues related to traffic as "Less Than Significant" is pure fiction for both the construction and completion periods. Thinking that traffic will be "mitigated" by installing a traffic light at the corner of Havenhurst and Fountain, for example, will only increase traffic issues. A FedEx truck double parked on Havenhurst causes traffic to back-up even now. Removing the island on the southwest corner of Crescent Heights is not only foolish, it is dangerous. It is the only area where pedestrians can cross the street, just barely in timing with the traffic signal now. It also allows eastbound traffic to turn right to head south on Crescent Heights, alleviating west bound traffic back-ups on Sunset. I would like to see a more realistic, revised plan that would try to actually mitigate the traffic problems. However, I don't think that would be possible given the unacceptable scope of the 8150 project.

I don't quite understand how the infra-structure of either the City of Los Angeles or the City of West Hollywood will be able to handle the additional volume of sewage and water this building will require, especially since the recent flood near UCLA caused by broken and rotting pipes alerted us all to the problems we are facing regarding this subject.

This project calls for rooftop lounges and/or terraces. Bad idea. The noise from existing outdoor areas with music blaring travels unabated. Many area residents have registered complaints about the problem in the past. There is and would no way to "soundproof" the noise, which already causes disturbances of the peace. To plan on adding to this problem is a complete disregard for the neighbors and the sanctity of their homes.

I know that other objection letters have been written, some more in depth than mine. I agree with every dissenting view regarding 8150. We in the affected neighborhood are not opposed to development, per se. But neighborhood is the key word. This project contributes nothing to ours. Our politicians and representatives should be protecting our city, our homes and us. How can any of them allow this to happen the way it has been proposed? Or even at all?

The feeling of helplessness defending our homes against big money and the powers that be is beyond frustrating. It's infuriating. Bigger is not better. This project in general is what needs to be mitigated.

Respectfully Submitted,

Meryl S. Cohen



8150 EIR LTR.docx

124K

MERYL S. COHEN

1416 Havenhurst Drive
Apartment 1B
West Hollywood, CA. 90046
auntiemer4x@aol.com

January 20, 2015

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

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Respectfully Submitted,

Meryl S. Cohen



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fwd: Comments on D-EIR for 8150 Sunset Boulevard Mixed Use Project

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Jan 21, 2015 at 12:00 PM

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

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

From: **Jen Dunbar** <jdunbar01@gmail.com>

Date: Tue, Jan 20, 2015 at 5:15 PM


Subject: Comments on D-EIR for 8150 Sunset Boulevard Mixed Use Project

To: srimal.hewawitharana@lacity.org

Cc: Adrian Fine <afine@laconservancy.org>

Please see attached letter for comments to the D-EIR on the 8150 Sunset Boulevard Mixed Use Project from the West Hollywood Preservation Alliance.

Thank you,
Jen Dunbar
President - West Hollywood Preservation Alliance

 **D-EIR Response_8150 Sunset Blvd - 2015-0107.pdf**
129K

WHPA
WEST HOLLYWOOD PRESERVATION ALLIANCE

January 20, 2015

Submitted electronically

Attn: 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

Re: Comments on the D-EIR for 8150 Sunset Boulevard Mixed Use Project

Dear Srimal Hewawitharana,

On behalf of the West Hollywood Preservation Alliance (WHPA), thank you for the opportunity to comment on the Draft Environmental Impact Report (D-EIR) for the 8150 Sunset Boulevard Mixed-Use Project.

The WHPA along with the Los Angeles Conservancy, the Conservancy's Modern Committee, and Hollywood Heritage believe that the Lytton Savings/ Chase Bank building, located within the proposed project, warrants preservation and adaptive re-use due to its cultural significance. While the project is not within the boundaries of West Hollywood, its immediate adjacency bears an impact on the West Hollywood community and general consideration of nearby cultural resources. Our comments on the D-EIR are as follows:

- 1. The EIR should identify Lytton Savings as eligible for both local and California register designation.**
The Lytton Savings appears to meet both criteria 1 and 3 for its association with postwar bank architecture and its innovative use of materials, integrated art program, and high level of craftsmanship. The DEIR fails to justify why the Lytton Savings bank building is not eligible for the California Register after pointing out that it was the fifth largest savings and loan association after 1963. Furthermore, many of the primary character defining features of the building are still intact.
- 2. The EIR should further evaluate and select a preservation alternative to eliminate a significant impact on a cultural resource.**
Alternatives Five and Six appear to achieve the preservation of the building and its integration into the overall project. The WHPA strongly believes that either of these two alternatives have the capability of meeting the stated project objectives while reducing the significant impact on the cultural resource. We urge the City of Los Angeles as the lead agency and the applicant to select one of these preservation alternatives as the preferred project.
- 3. The Lytton Savings should be designated as a Historic-Cultural Monument (HCM) as an additional safeguard and to ensure that the Secretary of the Interiors Standards is met.**
We highly recommend that the applicant seek Historic Cultural Monument (HCM) status for this building. In doing so, the city's Cultural Heritage Commission can review and comment on the design of elements that directly affect the Lytton Savings Bank building to ensure compatibility and appropriateness.

Charitable contributions to West Hollywood Preservation Alliance are tax deductible to the extent allowed by Federal and State tax laws – Federal Non-Profit 501(c) (3) Tax I.D. # 46-1587457

PO BOX 46073, West Hollywood CA 90046-0073

www.westhollywoodpreservationalliance.org

BOARD OF DIRECTORS

Jen Dunbar, President

Roy Oldenkamp, Vice President

Victor Omelczenko, Treasurer

Lyndia Lowy, Secretary

Laura Boccaletti

WEST HOLLYWOOD PRESERVATION ALLIANCE

Thank you again for the opportunity to comment on the DEIR for the 8150 Sunset Boulevard Mixed Use project. Please feel free to contact me at jdunbar@westhollywoodpreservationalliance.org if you have any questions.

Sincerely,



Jen Dunbar
President, West Hollywood Preservation Alliance

Charitable contributions to West Hollywood Preservation Alliance are tax deductible to the extent allowed by Federal and State tax laws – Federal Non-Profit 501(c) (3) Tax I.D. # 46-1587457

PO BOX 46073, West Hollywood CA 90046-0073

www.westhollywoodpreservationalliance.org

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Laura Boccaletti



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>


8150 return

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>

Fri, Jan 23, 2015 at 10:05 AM

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

 **SLily15012311030.pdf**
44K



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
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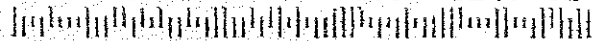
WELIPANG DEYNICA
 7435 WOODROW WILSON DR
 WEST HOLLYWOOD CA 90046-1322

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RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

BC: 90012324375 *0177-09145-02-40

~~90012324375~~





Luciralia Ibarra <luciralia.ibarra@lacity.org>

8150 Sunset

5 messages

Luciralia Ibarra <luciralia.ibarra@lacity.org>
 To: Heber Martinez <heber.martinez@lacity.org>

Thu, Jan 22, 2015 at 1:20 PM

Hi Heber,
 Can you upload the attached to the Correspondence Folder on our website? It should be listed as "Returned Mail 7"
 Thank you!
 Luci

--
 Luciralia Ibarra
 City Planner
 Major Projects
 Department of City Planning
 200 N. Spring Street, Rm 750
 Los Angeles, CA 90012
 Ph: [213.978.1378](tel:213.978.1378)
 Fx: [213.978.1343](tel:213.978.1343)

 **returnedmail7.pdf**
 104K

Heber Martinez <heber.martinez@lacity.org>
 To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Thu, Jan 22, 2015 at 1:28 PM

Done
 [Quoted text hidden]

--
 Heber Martinez
 Systems Analyst II - ZIMAS Technical Unit
 City of Los Angeles
 Department of City Planning
 (213) 978-1398

heber.martinez@lacity.org
 Los Angeles
 Department
 of City Planning



Luciralia Ibarra <luciralia.ibarra@lacity.org>
 To: Heber Martinez <heber.martinez@lacity.org>

Thu, Jan 22, 2015 at 1:30 PM

Thank you again!

[Quoted text hidden]

Luciralia Ibarra <luciralia.ibarra@lacity.org>
 To: Heber Martinez <heber.martinez@lacity.org>

Fri, Jan 23, 2015 at 10:16 AM

Hi Heber,
 I have another return mail to upload to our correspondence folder for 8150. Can you upload this as Returned Mail 8?

11/6/2016

City of Los Angeles Mail - 8150 Sunset

Thank you!

Luci

[Quoted text hidden]

 **returnedmail8.pdf**
44K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fri, Jan 23, 2015 at 10:38 AM

done

[Quoted text hidden]



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 3 L



RECEIVED
 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

Hilary Grosser
 8665 Burton Way

NIXIE 918 SE 1009 0001/11/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

EC: 90012324375 *0377-04554-02-40

90012324375



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 9 L



RECEIVED
 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

HANLEY ANTHONY H
 522 N NORMANDIE AVE
 LOS ANGELES CA 90004-2010

NIXIE 918 7E 1809 0001/13/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

EC: 90012324375 *1577-06277-02-40

90012324375



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 4 L



RECEIVED
 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

OCCUPANT
 1430 N HARPER AVE #207
 WEST HOLLYWOOD CA 90046

NIXIE 918 SE 1309 0001/10/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

EC: 90012480199 *0477-08352-02-40

90012480199



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 3 L



RECEIVED
 CITY OF LOS ANGELES

JAN 20 2015

ENVIRONMENTAL
 UNIT

HANLEY ANTHONY H
 522 N NORMANDIE AVE
 LOS ANGELES CA 90004-0010

NIXIE 918 7E 1809 0001/23/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

EC: 90012324375 *0377-05167-02-40

90012324375



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 PM 1 L



RECEIVED
 CITY OF LOS ANGELES

JAN 22 2015

ENVIRONMENTAL
 UNIT

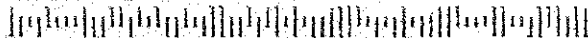
WELIRANG DEYNICA
 7435 WOODROW WILSON DR
 WEST HOLLYWOOD CA 90046-1322

NIXIE 918 SE 1 0001/14/15

RETURN TO SENDER
 ATTEMPTED - NOT KNOWN
 UNABLE TO FORWARD

BC: 90012324375 *0177-09145-02-40

~~90012324375~~





Luciralia Ibarra <luciralia.ibarra@lacity .org>

Message from Lily


1 message

c554e@lacity.org <c554e@lacity.org>

Fri, Jan 23, 2015 at 2:41 PM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 **SLily15012314400.pdf**
654K



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Message from Lily


1 message

c554e@lacity.org <c554e@lacity.org>

Wed, Jan 28, 2015 at 10:16 AM

Reply-To: c554e@lacity.org

To: luciralia.ibarra@lacity.org

 **SLily15012810150.pdf**
630K

Luciralia Ibarra <luciralia.ibarra@lacity.org>

8150


2 messages

Darlene Navarrete <darlene.navarrete@lacity.org>

Wed, Jan 28, 2015 at 11:29 AM

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

A Comment Letter and a Return Envelope

2 attachments **8150.pdf**
124K **return8150.pdf**
57K

Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Jan 28, 2015 at 2:57 PM

To: Darlene Navarrete <darlene.navarrete@lacity.org>

Thank you!

On Wed, Jan 28, 2015 at 11:29 AM, Darlene Navarrete <darlene.navarrete@lacity.org> wrote:

| A Comment Letter and a Return Envelope

--

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

January 15, 2015

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

RECEIVED
CITY OF LOS ANGELES

JAN 28 2015

ENVIRONMENTAL
UNIT

Re: 8150 Sunset, EIR Report Comments

Dear Srimal,

I totally disagree that the 8150 Sunset project will have **no significant impact** on the historical buildings and residences in the proximity of the project.

1. HEIGHT - significant impact

The Colonial House, on the National Register of Historic Places, is located on Havenhurst Dr. - 1 lot south of the project. It is 6 stories high. The project is suggesting a high-rise over 3 times the height of The Colonial House. Havenhurst Dr. slopes up to Sunset, therefore, the project will be even higher than 3 times. The proposed height is completely out of proportion to the surrounding buildings. This building will tower over the surrounding neighborhoods and be ridiculously out of scale.

2. NOISE - significant impact

The project will create significant noise affecting surrounding neighbors with outdoor dining & rooftop entertainment. When an outdoor dining, bar and entertainment area was on the north/west corner of Sunset and Crescent Heights, the surrounding neighbors could not sleep due to the noise.

3. TRAFFIC - significant impact

The project will cause enormous traffic on the quiet streets of the surrounding neighborhoods. Crescent Heights and Sunset Blvd is today a nightmare of traffic congestion already affecting neighborhood side streets.

a. The developers are suggesting that they are supplying space for bicycles to park thereby encouraging local residents to ride bikes. This is Los Angeles, most of the population are dependent on their automobiles.

b. The traffic congestion caused by the project will make it extremely difficult for emergency vehicles such as fire trucks, paramedics and ambulances to reach and leave their destinations.

c. The developers seem to be taking the island on the south/west corner of Sunset & Crescent Heights. This right turn cutout alleviates much of the eastbound traffic backup on Sunset as well as a protection for pedestrians. Whats the point to give it to the developers - to make their landscape prettier? We need it.

4. ARCHITECTURE - significant impact

Architecturally the rendering of the project's proposed building is not in keeping with the integrity of local architecture. It is possible to erect modern, interesting, quality buildings such as the Pacific Design Center and Frank Gehry's Walt Disney Concert Hall. Each of the landmark properties surrounding the project are of different architecture, but are quality construction and beautiful in their contrast. It appears the project is proposing cheap construction in order to build as many square feet as they will be legally allowed. Today The Colonial House views The Granville, The Chateau Marmont, Sunset Towers (previously called The Argyle & The St. James Club), the beautiful roofs of La Rhonda, The Andalusia, La Fountain, The Harper House & several more gorgeous buildings that were built when the City cared about architecture and the appearance of Los Angeles. What will the neighborhood view when this project is completed? It seems that the powers that be have no architectural oversight and the new construction will be another a blight on our city. Please put concern into the architecture of this project as it does "significantly" affect all the neighboring residents as well as local and world wide visitors to Los Angeles.

5. SHADOW - significant impact

The project's towering building will eliminate light in surrounding neighborhoods and most certainly affect the growth and health of its trees and plant-life.

6. GEOLOGICAL - significant impact

The project will require the removal of hundreds of tons of earth beneath the surface of the project to provide underground parking. This will eliminate an irreplaceable, natural, protective barrier to the surrounding structures located below the project. This will leave those structures far more vulnerable to the inevitable coming earthquake. It also may affect existing structures during the construction of the project as it did with The Granville during construction of 8000 Sunset - only a 4 story building.

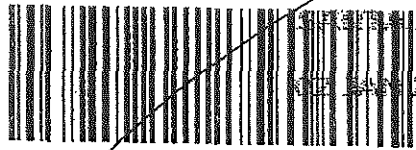
I am more than frustrated that the developers and the City will not consider a high quality, lower height, architecturally beautiful structure that would attract high-end venders paying much higher rents. This would keep traffic at a minimum and be geologically safe. Why not a structure we can be proud of? It is all about money and the absurd notion that bigger is better! I am proud of my neighborhood and sick at heart that this monster building is even being considered. I see these tall, poorly constructed boxes being built all over L.A. ruining our beautiful city, many of which are sitting empty. Does anyone elected to govern our City actually care?


Kathleen Small

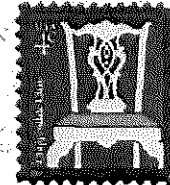


DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

CERTIFIED MAIL



7013 2630 0001 1157 5963



RETURN RECEIPT
 REQUESTED


Elizabeth Carvajal
 CRA/LA Special Projects Officer
 1200 W. 7th St., 2nd Floor
 Los Angeles, CA 90017

RECEIVED
 CITY OF LOS ANGELES

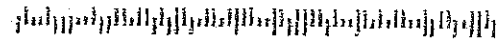
JAN 28 2015

ENVIRONMENTAL
 UNIT

RETURN
 TO SENDER
 UNDELIVERABLE
 AS ADDRESSED



90017276602





Luciralia Ibarra <luciralia.ibarra@lacity .org>

Fwd: 8150 sunset

8 messages

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

Tue, Jan 13, 2015 at 9:23 AM

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

From: **graffon tanquary** <gpt1287@sbcglobal.net>
Date: Tue, Jan 6, 2015 at 1:41 PM
Subject: Re: 8150 sunset
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks for the attachment. However, you should change your site containing the DEIR, so that concerned parties can open the many attachments. You cannot do this at present, which is very frustrating for many of us.

In the interim, would you please send me the attachments relating to the earthquake study and the method used to measure the distance from the site to the traffic stop at Santa Monica and Fairfax.

Thanks.

From: Srimal Hewawitharana
Sent: Wednesday, December 24, 2014 8:52 AM
To: graffon tanquary
Subject: Re: 8150 sunset

Sorry to respond so late, but I've been out of the office due to illness. I'm sorry you weren't able to open the appendices. I have attached the link to the appendix you requested:

http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/DEIR/Technical_Appendices/Appendix_H-Traffic_and_Parking.pdf

Hope this works.

Sincerely,

Srimal Hewawitharana

On Fri, Dec 19, 2014 at 4:29 PM, graffon tanquary <gpt1287@sbcglobal.net> wrote:

In re: the draft EIR, I have been able to open the executive summary on your site, but not any of the appendices. Would it be possible for you to send me Appendix H, traffic, by email? That would be greatly appreciated. Thanks.

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

Tue, Jan 13, 2015 at 9:29 AM

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

From: **Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>
Date: Tue, Jan 13, 2015 at 9:29 AM
Subject: Re: 8150 sunset
To: grafton tanquary <gpt1287@sbcglobal.net>

Attached please find the link to Appendix D: Geology and Soils Report.

http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/DEIR/Technical_Appendices/Appendix_D-Geology_and_Soils_Report.pdf

Sincerely,

Srimal Hewawitharana

On Tue, Jan 6, 2015 at 1:41 PM, grafton tanquary <gpt1287@sbcglobal.net> wrote:

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Thanks.

From: Srimal Hewawitharana
Sent: Wednesday, December 24, 2014 8:52 AM
To: [grafton tanquary](mailto:grafton_tanquary)
Subject: Re: 8150 sunset

Sorry to respond so late, but I've been out of the office due to illness. I'm sorry you weren't able to open the appendices. I have attached the link to the appendix you requested:

http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/DEIR/Technical_Appendices/Appendix_H-Traffic_and_Parking.pdf

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Sincerely,

Srimal Hewawitharana

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

Tue, Jan 13, 2015 at 9:32 AM

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

Hi David,

I am forwarding another inquiry regarding the method used to measure the distance from the site to the traffic stop at Santa Monica and Fairfax.

I have already sent him the link to Appendix D: Geology and Soils Report.

Thank you for your help.

Srimal

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

From: **graffon tanquary** <gpt1287@sbcglobal.net>

Date: Tue, Jan 6, 2015 at 1:41 PM

Subject: Re: 8150 sunset

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

Thanks for the attachment. However, you should change your site containing the DEIR, so that concerned parties can open the many attachments. You cannot do this at present, which is very frustrating for many of us.

In the interim, would you please send me the attachments relating to the earthquake study and the method used to measure the distance from the site to the traffic stop at Santa Monica and Fairfax.

Thanks.

From: Srimal Hewawitharana

Sent: Wednesday, December 24, 2014 8:52 AM

To: graffon tanquary

Subject: Re: 8150 sunset

Sorry to respond so late, but I've been out of the office due to illness. I'm sorry you weren't able to open the appendices. I have attached the link to the appendix you requested:

http://cityplanning.lacity.org/eir/8150%20Sunset/DEIR/DEIR/Technical_Appendices/Appendix_H-Traffic_and_Parking.pdf

Hope this works.

Sincerely,

Srimal Hewawitharana

On Fri, Dec 19, 2014 at 4:29 PM, graffon tanquary <gpt1287@sbcglobal.net> wrote:

In re: the draft EIR, I have been able to open the executive summary on your site, but not any of the appendices. Would it be possible for you to send me Appendix H, traffic, by email ? That would be greatly appreciated.Thanks.

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

Wed, Jan 14, 2015 at 3:55 PM

Srimal,
Was there a response from David Crook on this one?
Thanks,
Luci

[Quoted text hidden]

--

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

Wed, Jan 14, 2015 at 4:06 PM

Luci,

No, not yet.

Srimal
[Quoted text hidden]

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

Thu, Jan 29, 2015 at 3:45 PM

Srimal,
Did this get resolved?
Thank you,
Luci
[Quoted text hidden]

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

Thu, Jan 29, 2015 at 4:29 PM

Luci,

I have not heard back from David Crook. I will email him to see what happened.

Srimal
[Quoted text hidden]

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

Thu, Jan 29, 2015 at 4:37 PM

Thank you
[Quoted text hidden]



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Re: comment

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Jan 30, 2015 at 3:26 PM

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

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

David,

The printed out copy of the comment letter that we have in our file shows 1 page of text (the 1st page). I don't know if it was sent like that or what happened. If the comment was sent directly to the planning.envreview email address, most likely it was uploaded to the website as submitted.

Sincerely,

Srimal

On Fri, Jan 30, 2015 at 10:02 AM, Srimal Hewawitharana <srimal.hewawitharana@lacity.org> wrote:

Hi David,

I'll check into it.

Srimal

On Fri, Jan 30, 2015 at 9:29 AM, David Crook <D.Crook@pcrnet.com> wrote:

Hi Srimal,

One of the comment letter emails (Save Sunset Blvd form letter) sent by an individual named Martin Schneider on 12-22-14 at 12:38 PM is missing a page in the file I have. Do you have that e-mail in your archives that you could send along to me? Thanks

Dave

David A. Crook, AICP*Principal Planner***PCR Services Corporation • 40 Years of Service**

Santa Monica • Irvine • Pasadena

2121 Alton Parkway, Suite 100 | Irvine, California 92606 | T: 949.753.7001 | www.pcrnet.com

11/6/2016

City of Los Angeles Mail - Re: comment

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Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

8150 Sunset - Inquiry Re. Distance Calculations: Follow Up

3 messages

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Jan 29, 2015 at 4:38 PM

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

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

Hi David,

On January 13, 2015, I forwarded to you an inquiry from Grafton Tanquary re. the method used to measure the distance from the site to the traffic stop at Santa Monica and Fairfax.

Have you been able to obtain the information he wants? If so, please forward it to me so I can send him the information.

Thank you.

Srimal

David Crook <D.Crook@pcrnet.com>

Fri, Jan 30, 2015 at 9:16 AM

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

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

Hi Srimal,

I checked in to this and apparently the measurement was done by a surveyor. Just a note, the distance cited is to the intersection of Sunset and Fairfax, not Santa Monica and Fairfax as suggested by the commenter. We will be providing a formal written response to this question in the Final EIR as well. I hope this helps. Thanks

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]**Sent:** Thursday, January 29, 2015 4:39 PM**To:** David Crook**Cc:** Luciralia Ibarra**Subject:** 8150 Sunset - Inquiry Re. Distance Calculations: Follow Up

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Jan 30, 2015 at 10:01 AM

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

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

Hi David,

Thank you.

Srimal

11/6/2016

City of Los Angeles Mail - 8150 Sunset - Inquiry Re. Distance Calculations: Follow Up

[Quoted text hidden]



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150 Sunset

3 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Thu, Jan 29, 2015 at 11:59 AM


To: Heber Martinez <heber.martinez@lacity.org>

Hi Heber,

Can you upload this to the correspondence folder for 8150. It should be labeled "Letter from County Recorder".

Thank you!

--
Luciralia Ibarra
City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

 **Ltr From County-Extension.pdf**
334K

Heber Martinez <heber.martinez@lacity.org>

Fri, Jan 30, 2015 at 1:56 PM

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

Luci,
Sorry for the delay. The letter has been uploaded.

Thanks,

Heber

[Quoted text hidden]

--
Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
[\(213\) 978-1398](tel:213.978.1398)
heber.martinez@lacity.org



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Mon, Feb 2, 2015 at 9:08 AM

To: Heber Martinez <heber.martinez@lacity.org>

Thank you!

[Quoted text hidden]

--
Luciralia Ibarra
Sr. City Planner
Major Projects
Department of City Planning

11/6/2016

City of Los Angeles Mail - 8150 Sunset

200 N. Spring Street, Rm 750

Los Angeles, CA 90012

Ph: [213.978.1378](tel:213.978.1378)

Fx: [213.978.1343](tel:213.978.1343)



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>

Save Sunset

1 message

Karen Hoo <karen.hoo@lacity.org>


Tue, Feb 3, 2015 at 11:00 AM

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

for uploading

--

*Karen Hoo
Los Angeles City Planning Department
EIR Unit, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
(213) 978-1331*

 **SLily15020311580.pdf**
685K



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

Message from Lily

1 message

c554e@lacity.org <c554e@lacity.org>

Wed, Feb 4, 2015 at 5:03 PM

Reply-To: c554e@lacity.org

To: Luciralia.ibarra@lacity.org



SLily15020417030.pdf

331K



Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150 Sunset

2 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Feb 4, 2015 at 4:09 PM


Hi Heber,

Can you upload the following attachment to the Correspondence folder on our website. You can label it as Miscellaneous email.

Thank you,
Luci

--

Luciralia Ibarra
Sr. City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

 **Correspondence(Misc Emails).pdf**
331K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Thu, Feb 5, 2015 at 10:51 AM

Done

[Quoted text hidden]

--

Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
[\(213\) 978-1398](tel:213.978.1398)heber.martinez@lacity.org Los Angeles
Department
of City Planning



Luciralia Ibarra <Luciralia.Ibarra@lacity .org>


8150 return

1 message

Darlene Navarrete <darlene.navarrete@lacity.org>

Wed, Feb 11, 2015 at 3:18 PM

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

 **8150 return.pdf**
57K



DEPARTMENT OF CITY PLANNING
 Environmental Analysis Unit (13-2552)
 200 N. Spring Street, Room 750
 Los Angeles, CA 90012

SANTA ANA
 CA 926
 02 JAN '15
 FN 4 L



RECEIVED
 CITY OF LOS ANGELES

FEB 11 2015

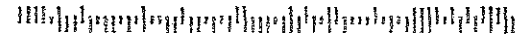
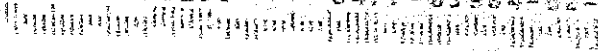
ENVIRONMENTAL
 UNIT

MCMULLEN DARREN
 7119 W SUNSET BLVD #773
 LOS ANGELES CA 90046-4411 C055

NOV 11 2014 11:17 AM 0002/01/15

RETURN TO SENDER
 NOT DELIVERABLE AS ADDRESSEE
 UNABLE TO FORWARD

BT: 00012480100 *0473-03084-02-40





Luciralia Ibarra <Luciralia.ibarra@lacity .org>

8150 Sunset

7 messages

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
 To: Heber Martinez <heber.martinez@lacity.org>

Wed, Feb 11, 2015 at 3:20 PM

Hi Heber,

Can you upload the attached doc to the "Correspondence" folder for 8150 Sunset?

Thank you,
Luci

--

Luciralia Ibarra
 Sr. City Planner
 Major Projects
 Department of City Planning
 200 N. Spring Street, Rm 750
 Los Angeles, CA 90012
 Ph: [213.978.1378](tel:213.978.1378)
 Fx: [213.978.1343](tel:213.978.1343)

 **returnedmail10.pdf**
 57K

Heber Martinez <heber.martinez@lacity.org>
 To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Feb 11, 2015 at 4:17 PM

Luci,

The attached file is titled "returnedmail10", however in the list of returned mail there is no "Returned Mail 9" so I will title it so it follows the numerical order we currently have.

Heber

[Quoted text hidden]

--

Heber Martinez
 Systems Analyst II - ZIMAS Technical Unit
 City of Los Angeles
 Department of City Planning
 (213) 978-1398
heber.martinez@lacity.org



Heber Martinez <heber.martinez@lacity.org>
 To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Wed, Feb 11, 2015 at 4:20 PM

done

On Wed, Feb 11, 2015 at 3:20 PM, Luciralia Ibarra <Luciralia.ibarra@lacity.org> wrote:

[Quoted text hidden]

--

Heber Martinez
Systems Analyst II - ZIMAS Technical Unit
City of Los Angeles
Department of City Planning
(213) 978-1398

heber.martinez@lacity.org



Los Angeles
Department
of City Planning

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Feb 11, 2015 at 4:21 PM

Hi Heber,

You know what, it looks like I must have failed to give you Returned Mail 9, so I have attached that here. Can you upload it to correspond with the document name?

Sorry about that.

-Luci

[Quoted text hidden]



returnedmail9.pdf
57K

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Feb 11, 2015 at 4:22 PM

Got it.

[Quoted text hidden]

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: Heber Martinez <heber.martinez@lacity.org>

Wed, Feb 11, 2015 at 4:25 PM

Thank you!

[Quoted text hidden]

Heber Martinez <heber.martinez@lacity.org>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Wed, Feb 11, 2015 at 4:26 PM

done

[Quoted text hidden]



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 CA 926
 02 JAN '15
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RECEIVED
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FEB 11 2015

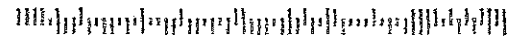
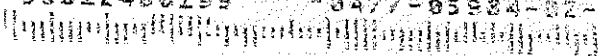
ENVIRONMENTAL
 UNIT

MCMULLEN DARREN
 7119 W SUNSET BLVD #773
 LOS ANGELES CA 90046-4411 C055

61212 017 DE 1989 0002/01/15

RETURN TO SENDER
 NOT DELIVERABLE AS ADDRESSEE
 UNABLE TO FORWARD

BT: 00012480199 *0477-05984-02-40





Luciralia Ibarra <Luciralia.ibarra@lacity.org>

(no subject)

3 messages

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Tue, Feb 17, 2015 at 10:09 AM

Here are 2 letters for 8150

 **2 letters.pdf**
307K

Luciralia Ibarra <Luciralia.ibarra@lacity.org>
To: Darlene Navarrete <darlene.navarrete@lacity.org>

Tue, Feb 17, 2015 at 10:12 AM

Thank you!

On Tue, Feb 17, 2015 at 10:09 AM, Darlene Navarrete <darlene.navarrete@lacity.org> wrote:
| Here are 2 letters for 8150

--
Luciralia Ibarra
Sr. City Planner
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: [213.978.1378](tel:213.978.1378)
Fx: [213.978.1343](tel:213.978.1343)

Darlene Navarrete <darlene.navarrete@lacity.org>
To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Tue, Feb 17, 2015 at 10:34 AM

You're welcome
[Quoted text hidden]