



FINAL ENVIRONMENTAL IMPACT REPORT

HOLLYWOOD COMMUNITY PLAN AREA

Volume 10 of 17

Appendix A

8150 Sunset Boulevard Mixed Use Project

Case Number: ENV-2013-2552-EIR
State Clearinghouse Number: 2013091044

Project Location: 8150 W. Sunset Boulevard, Los Angeles, California, 90046
Council District: 4, David E. Ryu

Project Description: AG-SCH 8150 Sunset Boulevard Owner, L.P., (the “Applicant”) proposes development of the 8150 Sunset Boulevard Mixed Use Project (the “Project”). The Project consists of two buildings over a single podium structure with elements ranging in height from two stories to 16 stories, increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building; the overall building height is approximately 216 feet as measured from the low point of the site to the top of the South Building. The North Building 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 111,339 square feet of commercial retail and restaurant uses and one rooftop level, 249 apartment units, including 28 affordable housing units, representing approximately 222,564 gross square feet of residential space. The project would also provide a central public plaza, public space at the northeast corner of the site, public rooftop deck/garden areas, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet. Parking for all proposed uses would be provided on-site via a seven-level parking structure housed within the podium structure that includes 849 total parking spaces (295 residential and 554 commercial). The total development would include approximately 333,903 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of approximately 3:1.

APPLICANT:
AG-SCH 8150 Sunset Boulevard
Owner, L.P.

PREPARED BY:
ESA PCR
201 Santa Monica Blvd, #500
Santa Monica, CA 90401

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

MAY 2016

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APPENDIX A

ORIGINAL COMMENT LETTERS

LETTER A1

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

GEOLOGY AND SOILS REPORT CORRECTION LETTER

November 21, 2014

LOG # 83343
SOILS/GEOLOGY FILE - 2
AP

To: Jim Tokunaga, Deputy Advisory Agency
Department of City Planning
200 N. Spring Street, 7th Floor, Room 750

From: Pascal Challita, Geotechnical Engineer III
Department of Building and Safety

Tentative Tract: 72370
LOT(S): 1 Master Lot and 10 Airspace Lots
LOCATION: 8150 W. Sunset Boulevard

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology Report	123-92034-02	01/27/2014	Golder Associates
Soils Report	123-92034	10/03/2014	"

The Grading Division of the Department of Building and Safety has reviewed the Tentative Tract 72370 with Los Angeles Department of City Planning receipt stamp dated and the referenced reports that provide recommendations for a proposed multi-level residential and commercial development, including one building with a 9-story and a 16-story portion and a separate 3 story building. Two subterranean levels are proposed. According to the reports, the site gently slopes to the south and is occupied by commercial developments. All of the existing structures are to be removed to accommodate the proposed development. The earth materials at the subsurface exploration locations consist of alluvium.

The property is located within a now official Alquist-Priolo Earthquake Fault Zone (APEFZ) that was established (November 6, 2014) by the California Geological Survey for the Hollywood fault on the USGS 7.5 minute Hollywood Quadrangle. The APEFZ shows the trace of the Hollywood fault northwest of the site. The edge of the APEFZ traverses the southeast corner of the site. A surface fault rupture hazard assessment report (dated 01/27/2014) was prepared to determine if the site is impacted by active faults. The fault investigation included a transect of CPT soundings and continuous core borings. Young (Holocene) alluvium was encountered to a depth of about 47-70 feet, which represent deposits of the Laurel Canyon alluvial fan. Older (Pleistocene) alluvium underlies the Laurel Canyon alluvial fan deposits. Age assessments of the geologic units were made by radio carbon dating and observations of pedological development. The subsequent 10/03/2014 report provided geotechnical recommendation for design of the proposed construction.

The review of the subject reports can not be completed at this time and will be continued upon submittal of an addendum to the report which shall include, but not be limited to, the following:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The exploratory transect, which included 14 CPT soundings and 2 continuous core borings, extended from the southwest corner of the site and along Havenhurst Drive on the west side of the site. This exploration covered the area from the southwest edge of the APEFZ to the northwest corner of the site. The exploration did not extend 50 feet beyond the property boundary. As such, the Department policy is that the presence of an active fault must be considered to exist just beyond the property line.

The consultants argue that the setback or reinforced foundations are not necessary. The argument is primarily based on a fairly recent paper by Petersen and others titled "Fault Displacement Hazard for Strike-Slip Faults", published in the Bulletin of the Seismological Society of America (BSSA), Vol. 101, No. 2, pages 805 to 825. In general, the paper presents a methodology, data and regression equations to calculate the potential for off-fault deformations near steeply-dipping strike-slip faults that are well developed and regularly active. This type of faulting, however, does not apply to the Hollywood fault, which is not well developed and overlain by thick un-faulted young alluvium. Paleoseismic data is also very sparse for the Hollywood fault.

Based on the above, the nature of what is known about Hollywood fault seems to apply to the caveats discussed at the end of the Peterson and others BSSA paper. In sum, there are too many epistemic and aleatory uncertainties regarding the Hollywood fault to warrant disregarding the required setback.

2. Provide a revised map and transect cross sections (01/27/2014 fault study report) to reflect a standard engineer's scale. This would be helpful in comparing the interpretive figures/cross sections with the field data.
3. Review and provide the pertinent data from the investigation that was performed just to the southwest of the site at 1433-1437 Havenhurst Drive (West Hollywood reference fault study 17).
4. Clarify either that no artificial fill was encountered in borings, or indicate fill on the boring log and include in the discussion (10/03/2014 soils report).
5. Provide a geotechnical map for the 10/03/2014 soils report, at an appropriate scale showing the location of the proposed buildings. Provide cross sections where basements, retaining walls, or temporary/permanent excavations are existing or proposed. The geotechnical map and cross sections shall clearly show the site boundaries, location and size of all existing and proposed buildings and structures, the location of all exploratory excavations, earth material contacts, and the extent of the proposed grading work. The map shall be legible and reproducible. (P/BC 2014-113)

6. Provide justification for recommended bearing capacities in Tables 2 and 3 on page 11 in the 10/03/2014 soils report, and justification that static settlements will not exceed 1" for the most critical footings. It is noted that no direct shear test data was provided in said report.
7. The 10/03/2014 soils report recommends that footings may alternatively be founded in compacted fill. It shall be noted that the Department requires that compacted fill for the support of foundations extend laterally beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of 3 feet whichever is greater (1809.2, 7011.3). Where recommendations are provided for a lesser lateral overexcavation, the Department requires that analyses be provided demonstrating that the proposed compacted fill and adjacent undocumented fill and native soils will have the lateral and vertical bearing capacities recommended.
8. Under section 4.3.2.2 titled "Lateral Resistance" in the 10/03/2014 soils report, continuing on page 12, an ultimate base friction factor of 0.50 is recommended. The Department requires a minimum factor of safety of 1.50 on lateral sliding and does not allow it to be based directly on the ultimate base friction. Provide clarification/correction.
9. Under section 4.3.3.1 titled "Axial Capacity", clarify what is meant by "unfactored" (ultimate?) compressive capacity, and demonstrate that the recommended friction capacity will not result in a factor of safety on the supporting soils less than 2.0 as allowed per Code section 1810.3.3.1.7
10. Discuss the low blow count data for the predominately granular soils encountered in the borings, which appears to imply loose to medium dense deposits the full depth explored. It is unclear how the consultant has calculated bearing capacities. The Department generally requires that bearing capacities and skin friction resistance be based on direct shear test data.
11. The Department requires that saturated shear strengths and unit weights of earth materials be utilized in long-term slope stability and retaining wall analyses where these result in more critical computed factors of safety. Provide direct shear test data on the earth material to be retained.
12. Where basement/retaining walls exceed 6 feet in retained height, the Code requires a determination of static lateral earth pressures on foundation and retaining walls with a factor of safety against failure, no less than 1.50, on the retained earth.
13. Where basement/retaining walls exceed 6 feet in retained height, the Code requires a determination of dynamic seismic lateral earth pressures on foundation and retaining walls due to design earthquake ground motions (1803.5.12). The Department requires that the acceleration to be applied to the retained mass not be less than $\frac{1}{2}$ of $\frac{2}{3}$ of the PGA_M (*Maximum Considered Earthquake-Geometric Mean, MCE_G adjusted for site effects, ASCE 7-10 Eq. 11.8-1*).
14. Provide recommendations for temporary excavations. Where an excavation would remove lateral support (as defined in Code Section 3307.3.1) from an adjacent public way, property or structure, it shall be noted that unbraced/unshored excavations are not allowed and excavations need to be shored or made by the ABC slot-cut method. Analysis shall

demonstrate that slot-cut excavations or shoring have an acceptable factor of safety ($FS \geq 1.25$) against failure based on the shear strength parameters of the earth materials in which the excavation is made or the shoring is to support, at the most critical degree of saturation that is expected to occur. All surcharge loads shall be considered. (P/BC 2014-113)

It is noted that the soils encountered appear to be cohesionless or to have little cohesion, and do not appear suitable for slot-cut excavations which require the soil to be able to stand vertically.

15. Where laboratory data utilized in engineering analysis is provided by another firm, the consultant shall provide a statement that he has reviewed the laboratory data, concurs with the results and accepts responsibility for use of said data. (P/BC 2014-113). The Department requires that the statement include the phrase "concur with". Provide said statement.

The laboratory data shall be appended to the consultant's report on the data sheets/letterhead of the approved laboratory with a cover letter from the same signed by the responsible licensed engineer.

The geologist and soils engineer shall prepare a report containing the corrections indicated in this letter. The report shall be in the form of an itemized response. It is recommended that once all correction items have been addressed in a response report, to contact the report review engineer and/or geologist to schedule a verification appointment to demonstrate compliance with all the corrections. Do not schedule an appointment until all corrections have been addressed. Bring three copies of the response report, including one unbound wet-signed original for microfilming in the event that the report is found to be acceptable.


DCS/CD:dcs/cd
Log No. 83343
213-482-0480

cc: AG SCH 8150 Sunset Boulevard Owner, L.P., Owner
Michael Nytzen, Applicant
Golder Associates, Project Consultant
LA District Office

LETTER A2



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

RECEIVED
CITY OF LOS ANGELES

DEC 02 2014

ENVIRONMENTAL
UNIT

Memorandum

Date: November 21, 2014
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2013091044
8150 Sunset Boulevard Mixed-Use Project

The State Clearinghouse forwarded the above-mentioned project to your agency for review on **November 20, 2014** with incorrect review dates. Please make note of the following information for your files:

Review period ends: **January 5, 2015**

We apologize for any inconvenience this may have caused. All other project information remains the same.

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

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:** _____ **Base:** _____
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 NOI Other: Joint Document
 Early Cons (Prior SCH No.) EA Final Document
 Neg Dec Other Draft EIS Other
 Draft EIR FONSI

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 _____ 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
 Archeological/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 16-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 249 residential units, including 28 affordable housing units, within twelve upper levels representing 222,564 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 333,903 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 12-19-2014

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: _____ |

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)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

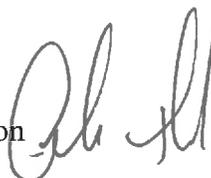
LETTER A3

DATE: December 11, 2014

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

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

RECEIVED
CITY OF LOS ANGELES
DEC 18 2014
ENVIRONMENTAL
UNIT



SUBJECT: 8150 SUNSET BOULEVARD MIXED-USE PROJECT – DRAFT EIR

This is in response to your November 20, 2014 letter requesting a review of your proposed multi-use building project located at 8150 W. Sunset Blvd, Los Angeles, CA 90046. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

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

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: Studio	75 GPD/DU	73 DU	5,475
1-BDRM	110 GPD/DU	130 DU	14,300
2-BDRMS	150 GPD/DU	38 DU	5,700
3-BDRMS	190 GPD/DU	8 DU	1,520
Lobby & Recreation Room	50 GPD/1000 SQ.FT	2,652 SQ.FT	133
Fitness & Changing Room	200 GPD/1000 SQ.FT	2,553 SQ.FT	511
Business Center	120 GPD/1000 SQ.FT	536 SQ.FT	64
Library	30 GPD/1000 SQ.FT	1,140 SQ.FT	34
Swimming Pool backwash Rate	190/GPM	5 MIN	950
Commercial-Retail	25 GPD/1000 SQ.FT	51,150 SQ.FT	1,279
Restaurant	300 GPD/1000 SQ.FT	22,189 SQ.FT	6,657

Supermarket	50 GPD/1000 SQ.FT	24,811 SQ.FT	1,241
Health Club/Fitness	200 GPD/1000 SQ.FT	8,095 SQ. Ft	1,619
Bank	50 GPD/1000 SQ.FT	5,094 SQ.FT	255
Total			39,738

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 10-inch line on Sunset Blvd. The sewage from the 10-inch line feeds into a Los Angeles County sewer line on Havenhurst Dr. The sewage from the Los Angeles County sewer line feeds into a 12-inch City sewer pipe at the downstream and passes through 15-inch line before discharge into an 18-inch line on LA Cienega Blvd. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 10-inch line cannot be determined at this time without additional gauging.

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

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
10	Sunset Blvd.	*	415,790 GPD
15	LA Cienega Blvd	47	2.01 MGD
15	LA Cienega Blvd	54	1.73 MGD
18	LA Cienega Blvd	56	3.02 MGD

* No gauging available

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

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

STORMWATER REQUIREMENTS

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

POST-CONSTRUCTION MITIGATION REQUIREMENTS

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

GREEN STREETS

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

CONSTRUCTION REQUIREMENTS

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

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

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments

must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

KB\AP:tn

Attachment: Figure 1 – Sewer Map

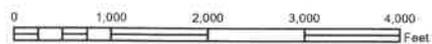
c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN



Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



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



Thomas Bruner Data reproduced with permission granted by THOMAS BRUNER P&E

**LETTER A4**

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

DEIR Review for 8150 Sunset Boulevard Mixed-Use Project

1 message

Kwan, Delon <Delon.Kwan@ladwp.com>

Tue, Dec 30, 2014 at 9:05 AM

To: "SRIMAL.HEWAWITHARANA@LACITY.ORG" <SRIMAL.HEWAWITHARANA@lacity.org>

Cc: "Planning.envreview@lacity.org" <Planning.envreview@lacity.org>, "Holloway, Chuck"

<Charles.Holloway@ladwp.com>, "Parker, Nadia" <Nadia.Parker@ladwp.com>, "Moosbrugger, Earl"

<Earl.Moosbrugger@ladwp.com>, "Nikolajevs, Val" <Val.Nikolajevs@ladwp.com>

Srimal,

We are submitting to you the following comments to the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. These comments reflect our review of the Water Supply chapter only for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately to other respective areas in the DEIR such as water infrastructure capacity, etc.

The first two sentences of the last paragraph of p. 4.K.1-17 of the DEIR, see below, appears to imply that the net increase in project water demand expressed as 0.008% percent is within the total 30% increase in total City water demand through 2035 and is a basis for determining that the additional demand is accounted for in LADWP's 2010 UWMP.

Excerpt from DEIR, p. 4.K.1-17:

-

"The 54.0 AF per year net increase in water demand generated by the Project would constitute approximately 0.008 percent of the City's total increase in water demand through 2035. The proposed Project would fall within the available and projected water supplies of LADWP's 2010 UWMP."

However, the methodology for determining whether the project's demand is included in supply projections is not related to that percentage. Instead, it is based on demographic projections included in the Regional Transportation Plan by the Southern California Association of Governments, and by extension, consistency with the City's General Plan. Therefore, additional clarification should be provided as follows:

Replace above Excerpt from DEIR, p. 4.K.1-17 with the following:

-

The 54.0 AF per year net increase in water demand generated by the Project would constitute approximately 0.008 percent of the City's total increase in water demand through 2035. Proposed Project conforms with the use and intensity of development permitted by the City's General Plan. Consistency with the demographic projection for the City from the 2012 RTP is required for Proposed Project. City's water demand projection in the 2010 UWMP was developed based on the 2008 Regional

Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG) using the 2000 U.S. Census for the City. The 2012 RTP demographic projection for the City was based on the 2010 U.S. Census, and is lower than the 2008 RTP demographic projection. The region's economic growth is usually a major factor behind net migration and the consequent population growth. The economic recession of 2007-2009 had a negative impact on the region's population growth, resulting in decrease in population growth from 2000 Census to 2010 Census. Our preliminary analysis shows that the City water demand projection to year 2035 based on demographic projection from 2012 RTP using population, housing and employment, as well as water conservation, and weather will be lower than the City's water demand projection in the 2010 UWMP. As a result, City's water supply projections in the 2010 UWMP are sufficient to meet the City's water demand projections based on the 2012 RTP.

Thanks,

Delon Kwan, P.E.

LADWP - Water Resources Development

111 N. Hope Street, Room 1460

Los Angeles, CA 90012

(213) 367-2166

(213) 367-1131 Fax

Delon.Kwan@ladwp.com

-----Confidentiality Notice-----

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**LETTER A5**

Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

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

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)



8150SunsetDEIR_CommentPeriodExtensionLtrSigned.pdf

214K



Edmund G. Brown Jr.
Governor

LETTER A6

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



Ken Alex
Director

January 6, 2015

RECEIVED
CITY OF LOS ANGELES

JAN 08 2015

**ENVIRONMENTAL
UNIT**

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

Subject: 8150 Sunset Blvd Mixed-Use Project
SCH#: 2013091044

Dear Srimal Hewawitharana:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 5, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013091044
Project Title 8150 Sunset Blvd Mixed-Use Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description The Project Applicant proposes the demolition of existing uses and development of a two to 16-story mixed-use commercial/residential building on the 2.56-acre site, including approximately 111,310 sf of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, with 249 apartment units, including 28 affordable housing units, within twelve upper levels representing 222,560 gsf of residential space. Parking for proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean) parking structure. The total development would include up to 333,870 sf of commercial and residential space with maximum floor-area ratio (FAR) of approximately 3:1. Construction would commence in 2015 with completion and occupancy estimated in 2017.

Lead Agency Contact

Name Srimal Hewawitharana
Agency City of Los Angeles
Phone 213 978 1359 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Sunset Boulevard and Crescent Heights Boulevard
Parcel No. 5554-007-014, 015
Township **Range** **Section** **Base**

Proximity to:

Highways SR 101, 2
Airports
Railways Metro Red Line
Waterways
Schools Several
Land Use C4-1D (Commercial)/Neighborhood Office Commercial

Project Issues Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 11/20/2014 **Start of Review** 11/20/2014 **End of Review** 01/05/2015

LETTER A7



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

Memorandum

RECEIVED
CITY OF LOS ANGELES

JAN 20 2015

**ENVIRONMENTAL
UNIT**

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

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

CITY PLANNING COMMISSION

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

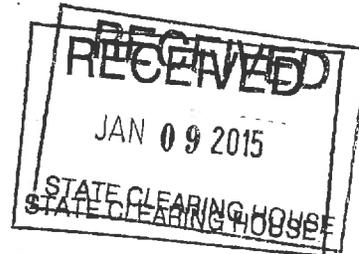
ROBERT L. AHN
MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
DANA M. PERLMAN
MARTA SEGURA

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

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR



EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
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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

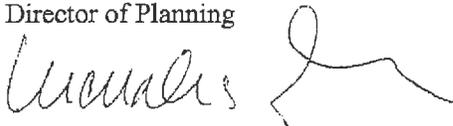
The Draft EIR can also be purchased on CD-ROM for \$7.50 per copy. Contact Srimal Hewawitharana at (213) 978-1359 to purchase copies.

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: _____ Base: _____
 Within 2 Miles: State Hwy #: SR-101, SR-2 Waterways: N/A
 Airports: N/A Railways: Memphis Schools: Several

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

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 _____ Transportation: Type _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. 111,339 Acres _____ Employees _____ Power: Type _____
 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
 Archeological/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 16-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 249 residential units, including 28 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 333,903 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 12-19-2014

Extended

Please note State Clearinghouse Number (SCH#) on all Comments
2013091044
 SCH#: _____
 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 | ARB: Transportation Projects |
| <input checked="" type="checkbox"/> CDFW # <u>5</u> | ARB: Major Industrial/Energy |
| <input type="checkbox"/> Delta Protection Comm | SWRCB: Div. of Drinking Water |
| <input type="checkbox"/> Cal Fire | SWRCB: Div. Financial Assist. |
| <input checked="" type="checkbox"/> Historic Preservation | SWRCB: Wtr Quality |
| <input checked="" type="checkbox"/> Parks & Rec | SWRCB: Wtr Rights |
| <input type="checkbox"/> Central Valley Flood Prot. | <input checked="" type="checkbox"/> Reg. WQCB # <u>4</u> |
| <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 # <u>7</u> | <input checked="" type="checkbox"/> Public Utilities Comm |
| <input type="checkbox"/> Trans Planning | State Lands Comm |
| Other | Tahoe Rgl Plan Agency |
| <input checked="" type="checkbox"/> HCD | |
| <input type="checkbox"/> Food & Agriculture | Conservancy |
| | Other: _____ |



Edmund G. Brown Jr.
Governor

LETTER A8

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

January 21, 2015

RECEIVED
CITY OF LOS ANGELES

FEB 23 2015

**ENVIRONMENTAL
UNIT**

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

Subject: 8150 Sunset Blvd Mixed-Use Project
SCH#: 2013091044

Dear Srimal Hewawitharana:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 20, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013091044
Project Title 8150 Sunset Blvd Mixed-Use Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description Note: Extended Review

The Project Applicant proposes the demolition of existing uses and development of a two to 16-story mixed-use commercial/residential building on the 2.56-acre site, including approximately 111,310 sf of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, with 249 apartment units, including 28 affordable housing units, within twelve upper levels representing 222,560 gsf of residential space. Parking for proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean) parking structure. The total development would include up to 333,870 sf of commercial and residential space with maximum floor-area ratio (FAR) of approximately 3:1. Construction would commence in 2015 with completion and occupancy estimated in 2017.

Lead Agency Contact

Name Srimal Hewawitharana
Agency City of Los Angeles
Phone 213 978 1359 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Sunset Boulevard and Crescent Heights Boulevard
Parcel No. 5554-007-014, 015
Township **Range** **Section** **Base**

Proximity to:

Highways SR 101, 2
Airports
Railways Metro Red Line
Waterways
Schools Several
Land Use C4-1D (Commercial)/Neighborhood Office Commercial

Project Issues Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 11/20/2014 **Start of Review** 11/20/2014 **End of Review** 01/20/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

**LETTER A9**

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



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 4.1.3-1 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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

LETTER A10

RECEIVED
CITY OF LOS ANGELES

OCT 14 2015

ENVIRONMENTAL
UNIT

DATE: October 8, 2015

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

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation



SUBJECT: **8150 SUNSET BOULEVARD MIXED-USE PROJECT – REQUEST FOR COMMENTS ON RECIRCULATED PORTIONS OF THE DRAFT ENVIRONMENTAL IMPACT REPORT**

This is in response to your September 10, 2015 letter requesting a review of your proposed multi -use building project located at 8150 W. Sunset Blvd, Los Angeles, CA 90046. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

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

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Residential: Studio	75 GPD/DU	73 DU	5,475
1-BDRM	110 GPD/DU	130 DU	14,300
2-BDRMS	150 GPD/DU	38 DU	5,700
3-BDRMS	190 GPD/DU	8 DU	1,520
Lobby & Recreation Room	50 GPD/1000 SQ.FT	2,652 SQ.FT	133
Fitness & Changing Room	200 GPD/1000 SQ.FT	2,553 SQ.FT	511
Business Center	120 GPD/1000 SQ.FT	536 SQ.FT	64
Library	30 GPD/1000 SQ.FT	1,140 SQ.FT	34
Swimming Pool backwash Rate	190/GPM	5 MIN	950
Commercial-Retail	25 GPD/1000 SQ.FT	51,150 SQ.FT	1,279
Restaurant	300 GPD/1000 SQ.FT	22,189 SQ.FT	6,657
Supermarket	50 GPD/1000 SQ.FT	24,811 SQ.FT	1,241

Health Club/Fitness	200 GPD/1000 SQ.FT	8,095 SQ. Ft	1,619
Bank	50 GPD/1000 SQ.FT	5,094 SQ.FT	255
Total			39,738

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 10-inch line on Sunset Blvd. The sewage from the 10-inch line feeds into a Los Angeles County sewer line on Havenhurst Dr. The sewage from the Los Angeles County sewer line feeds into a 12-inch City sewer pipe at the downstream and passes through 15-inch line before discharge into an 18-inch line on LA Cienega Blvd. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 10-inch line cannot be determined at this time without additional gauging.

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

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
10	Sunset Blvd.	*	415,790 GPD
15	LA Cienega Blvd	47	2.01 MGD
15	LA Cienega Blvd	54	1.73 MGD
18	LA Cienega Blvd	56	3.02 MGD

* No gauging available

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

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

STORMWATER REQUIREMENTS

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

POST-CONSTRUCTION MITIGATION REQUIREMENTS

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

GREEN STREETS

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

CONSTRUCTION REQUIREMENTS

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

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

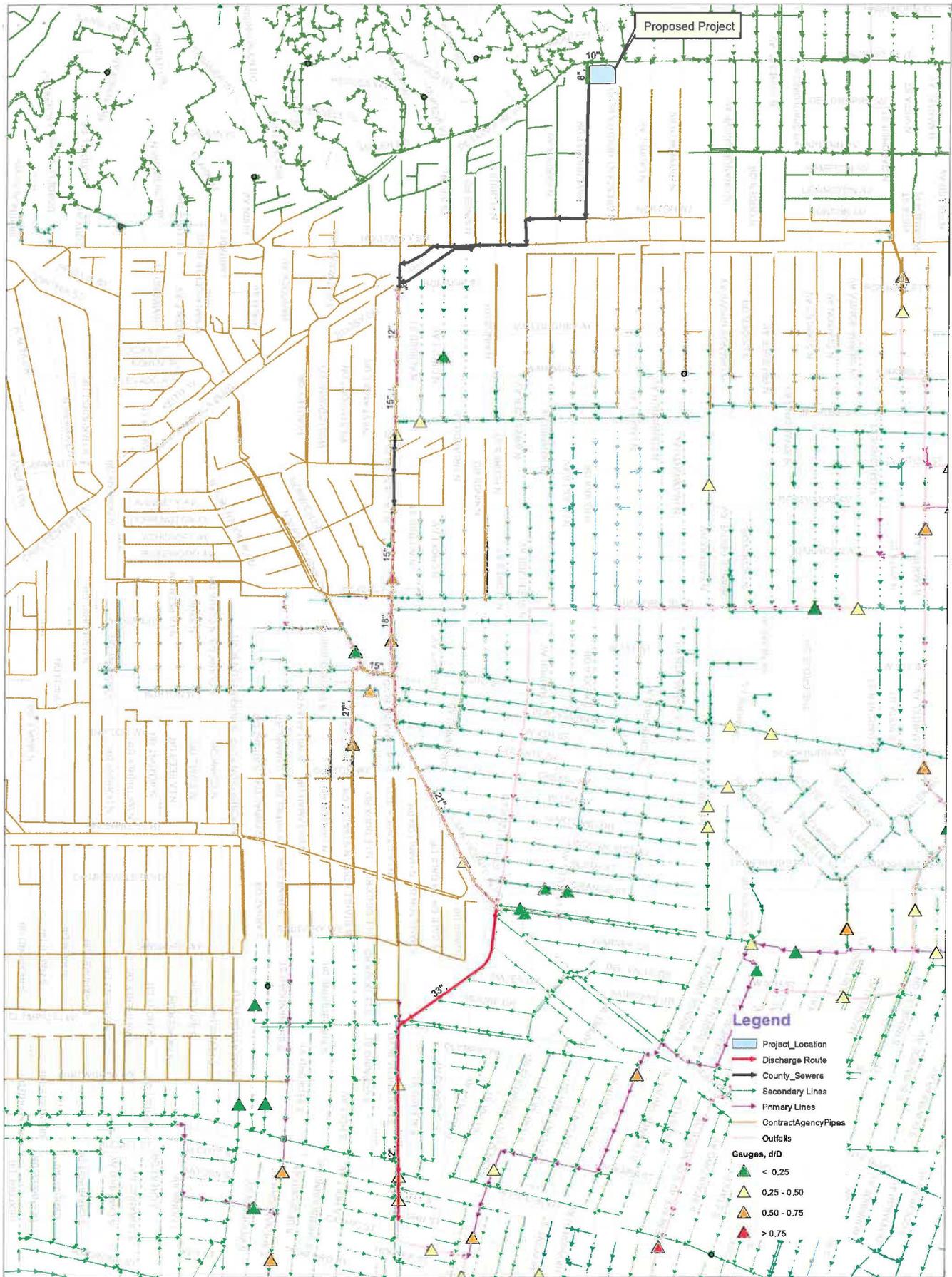
SOLID RESOURCE REQUIREMENTS

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

KB/AP:as

Attachment: Figure 1 – Sewer Map

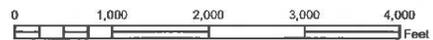
c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN



Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



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



Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

**LETTER A11**

Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Fwd: RP-DEIR Review for 8150 Sunset Boulevard Mixed-Use Project**Srimal Hewawitharana** <srimal.hewawitharana@lacity.org>

Thu, Oct 15, 2015 at 11:50 AM

To: Karen Hoo <karen.hoo@lacity.org>, Luciralia Ibarra <Luciralia.Ibarra@lacity.org>, William Lamborn <william.lamborn@lacity.org>, David Crook <D.Crook@pcmet.com>

—— Forwarded message ——

From: **Moosbrugger, Earl** <Earl.Moosbrugger@ladwp.com>

Date: Tue, Oct 13, 2015 at 3:27 PM

Subject: RP-DEIR Review for 8150 Sunset Boulevard Mixed-Use Project

To: "Holloway, Chuck" <Charles.Holloway@ladwp.com>

Cc: "Parker, Nadia" <Nadia.Parker@ladwp.com>, "Eatinger, Stephanie" <Stephanie.Eatinger@ladwp.com>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Hello Mr. Holloway,

Water Resources Development Group submitted a comment on the original DEIR for the 8150 Sunset Boulevard Mixed-Use Project (ENV-2013-2552-EIR) to City Planning on December 30, 2014 (See e-mail below). However, City Planning has requested for us to review and comment on Recirculated Portions of the Draft EIR (RP-DEIR) with generally reduced commercial scope (Alternative 9). Water Resources is submitting to you the following comment to RP-DEIR. This comment reflects our review for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP, separately, referring to other respective areas in RP-DEIR, such as water infrastructure capacity, etc.

Our understanding is that Environmental will compile all comments and submit to the City Planning Department by October 26, 2015.

Links to NOC and RP-DEIR:NOP: http://planning.lacity.org/eir/8150Sunset/DEIR/RDEIR/Notice_of_Completion&Availability.pdfRP-DEIR: <http://planning.lacity.org/eir/8150Sunset/deir/rdeir/index.html>.

-

Water Resources Development Comment:**1. PAGE 3-25, 3.0 Corrections and Additions to the Draft EIR, 4.K.1 Utilities and Service Systems – Water Supply**

Comment:

Article 4.K.1.1 on page 3-25 of RP-DEIR (see last paragraph on that page) indicates replacement of the last **paragraph** of DEIR page 4.K.1-17 with the text shown in quotes and reproduced immediately below. However, our comment sent to Planning on December 30, 2014, was to replace only the **first two sentences** of the last paragraph of p. 4.K.1-17 of the DEIR with the same text. Therefore, please revise correction shown in 4.K.1.1 of RP-DEIR, accordingly.

"The 54.0 AF per year net increase in water demand generated by the Project would constitute approximately 0.008 percent of the City's total increase in water demand through 2035. Proposed Project conforms with the use and intensity of development permitted by the City's General Plan. Consistency with the demographic projection for the City from the 2012 RTP is required for Proposed Project. City's water demand projection in the 2010 UWMP was developed based on the 2008 Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG) using the 2000 U.S. Census for the City. The 2012 RTP demographic projection for the City was based on the 2010 U.S. Census, and is lower than the 2008 RTP demographic projection. The region's economic growth is usually a major factor behind net migration and the consequent population growth. The economic recession of 2007-2009 had a negative impact on the region's population growth, resulting in decrease in population growth from 2000 Census to 2010 Census. Our preliminary analysis shows that the City water demand projection to year 2035 based on demographic projection from 2012 RTP using population, housing and employment, as well as water conservation, and weather will be lower than the City's water demand projection in the 2010 UWMP. As a result, City's water supply projections in the 2010 UWMP are sufficient to meet the City's water demand projections based on the 2012 RTP."

If you have any questions, please let me know.

Thank you,

Earl Moosbrugger, PE

Resources Development and Supply Assessment Group

Water System Executive Office / Water Resources Section

Los Angeles Department of Water and Power

111 N. Hope Street, Room 1450

Los Angeles, CA 90012

(213) 367-2527

From: Kwan, Delon

Sent: Tuesday, December 30, 2014 9:05 AM

To: SRIMAL.HEWAWITHARANA@LACITY.ORG

Cc: Planning.enreview@lacity.org; Holloway, Chuck; Parker, Nadia; Moosbrugger, Earl; Nikolajevs, Val

Subject: DEIR Review for 8150 Sunset Boulevard Mixed-Use Project

Srimal,

We are submitting to you the following comments to the Draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project. These comments reflect our review of the Water Supply chapter only for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately to other respective areas in the DEIR such as water infrastructure capacity, etc.

The first two sentences of the last paragraph of p. 4.K.1-17 of the DEIR, see below, appears to imply that the net increase in project water demand expressed as 0.008% percent is within the total 30% increase in total City water demand through 2035 and is a basis for determining that the additional demand is accounted for in LADWP's 2010 UWMP.

Excerpt from DEIR, p. 4.K.1-17:

-

“The 54.0 AF per year net increase in water demand generated by the Project would constitute approximately 0.008 percent of the City's total increase in water demand through 2035. The proposed Project would fall within the available and projected water supplies of LADWP's 2010 UWMP.”

However, the methodology for determining whether the project's demand is included in supply projections is not related to that percentage. Instead, it is based on demographic projections included in the Regional Transportation Plan by the Southern California Association of Governments, and by extension, consistency with the City's General Plan. Therefore, additional clarification should be provided as follows:

Replace above Excerpt from DEIR, p. 4.K.1-17 with the following:

-

The 54.0 AF per year net increase in water demand generated by the Project would constitute approximately 0.008 percent of the City's total increase in water demand through 2035. Proposed Project conforms with the use and intensity of development permitted by the City's General Plan. Consistency with the demographic projection for the City from the 2012 RTP is required for Proposed Project. City's water demand projection in the 2010 UWMP was developed based on the 2008 Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG) using the 2000 U.S. Census for the City. The 2012 RTP demographic projection for the City was based on the 2010 U.S. Census, and is lower than the 2008 RTP demographic projection. The region's economic growth is usually a major factor behind net migration and the consequent population growth. The economic recession of 2007-2009 had a negative impact on the region's population growth, resulting in decrease in population growth from 2000 Census to 2010 Census. Our preliminary analysis shows that the City water demand projection to year 2035 based on demographic projection from 2012 RTP using population, housing and employment, as well as water conservation, and weather will be lower than the City's water demand projection in the 2010 UWMP. As a result, City's water supply projections in the 2010 UWMP are sufficient to meet the City's water demand

projections based on the 2012 RTP.

Thanks,

Delon Kwan, P.E.

LADWP - Water Resources Development

111 N. Hope Street, Room 1460

Los Angeles, CA 90012

(213) 367-2166

(213) 367-1131 Fax

Delon.Kwan@ladwp.com

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—
Srimal P. Hewawitharana
Environmental Specialist II
Los Angeles City Planning Department
EIR Analysis Section, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
(213) 978-1359

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE-PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ



ERIC GARCETTI
MAYOR

LETTER A12

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

GEOLOGY AND SOILS REPORT APPROVAL LETTER

October 19, 2015

LOG # 83343-02
SOILS/GEOLOGY FILE - 2
AP

To: Jim Tokunaga, Deputy Advisory Agency
Department of City Planning
200 N. Spring Street, 7th Floor, Room 750

From: John Weight, Grading Division Chief
Department of Building and Safety

Tentative Tract: 72370
LOT(S): 1 Master Lot and 10 Airspace Lots
LOCATION: 8150 W. Sunset Boulevard

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Response Report	123-92034	08/10/2015	Golder Associates
Addendum No. 1 Report	123-92034	"	"
Laboratory Test Report	---	07/30/2015	HAI

<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Correction Letter	83343-01	06/29/2015	LADBS
Soils Report	123-92034	05/18/2015	Golder Associates
Response Report	123-92034	"	"
Geology Report	123-92034-02	"	"
Dept. Correction Letter	83343	11/21/2014	LADBS
Geology Report	123-92034-02	01/27/2014	Golder Associates
Soils Report	123-92034	10/03/2014	"

The Grading Division of the Department of Building and Safety has reviewed the referenced reports that concern a proposed multi-level residential and commercial development, including one building with a 9-story and a 16-story portion and a separate 3 story building. Two subterranean levels are proposed. Cross-sections in the reports indicate that basement emanations are proposed up to the property lines on all sides, to depths of some 27 feet along Sunset and Crescent Heights Boulevards, and some 12 feet deep along the rear property line. According to the reports, the site gently slopes to

the south and is occupied by commercial developments. All of the existing structures are to be removed to accommodate the proposed development. The earth materials at the subsurface exploration locations consist of alluvium. Although not encountered in the exploration, some artificial fill is expected to be present on site related to existing retaining walls. All existing structures on the site are to be demolished. The consultants recommend to support the proposed structures on conventional, mat-type and/or drilled-pile foundations bearing on native undisturbed soils and/or properly placed fill.

The property is located within an Official Alquist-Priolo Earthquake Fault Zone (APEFZ) that was established (November 6, 2014) by the California Geological Survey for the Hollywood fault on the USGS 7.5 minute Hollywood Quadrangle. The fault investigation consisted of a transect of continuous core borings and CPT's within the street along the western edge of the site (Havenhurst Drive) and within the southwest portion of the site. Based on the continuity of stratigraphy, the consultants conclude that no active faults underlie the site. Because the exploration did not extend 50 feet beyond the northern part of the site, a reinforce foundation area is recommended at the northwest corner of the site to reduce the impact of minor off-fault deformation in the event that an active fault is located just beyond the site exploration.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The Department has concerns regarding the recommendations for drilled cast-in-place friction piles. In a discussion with the soil engineer, it was noted that current plans are to support the proposed building(s) on a mat foundation, and that piles are not currently proposed. Hence, this approval does not extend to piles at this time. If pile are to be considered later, a supplemental report shall be submitted for review to the Grading Division providing details of the analyses which support pile recommendations, in particular, justification of the OCRs that were utilized for determinations of K_0 for the Holocene age sands with SPT blow counts, N , averaging 15.
2. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports. (7006.1)
3. All recommendations of the report by Golder Associates dated 08/10/2015 response report signed by Ryan Hillman, RCE 71988 and Alan Hull, CEG 2315, and the 05/18/2015 soils report and the 05/18/2015 response report signed by Anthony Augetto, RCE 55314 and Alan Hull, CEG 2315, which in addition to or more restrictive than the conditions contained herein shall also be incorporated into the plans for the project. (7006.1)
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
5. A grading permit shall be obtained. (106.1.2)

6. During construction, the project engineering geologist shall observe and log in detail the proposed basement excavations where the natural alluvial soils are exposed. The project engineering geologist shall post a notice on the job site for the City Grading Inspector/Geologist and the Contractor stating that the excavation (or portion thereof) has been observed and documented and meets the conditions of the report. No fill or lagging shall be placed until the LADBS geologist has verified the documentation. If evidence of active faulting is observed, the Grading Division shall be notified immediately. (Code Section 91.7009)
7. A supplemental report that summarizes the geologist's observations (including photographs and logs of excavations) shall be submitted to the Grading Division of the Department upon completion of the excavations.
8. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
9. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)
10. Compacted fill pads for the support of footings shall consist of removing all existing fill and unsuitable soils and replacing with properly compacted fill, as recommended. Compacted fill shall be placed on competent native soils approved for support by the soils engineer by bottom inspection.
11. Compacted fill for the support of foundations shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of 3 feet, whichever is greater. (7011.3)

Where lateral overexcavation cannot be carried out, a supplemental report providing alternative recommendations supported by appropriate analysis justifying bearing capacities and that total and differential settlements are within acceptable limits shall be submitted to the Grading Division for review.

12. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department, and obtained approval. (7008.2)
13. Drainage in conformance with the provisions of this Code shall be maintained during and subsequent to construction. (7013.12)
14. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)

15. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
16. Construction of trenches or excavations which are 5 feet or deeper and into which a person is required to descend requires a permit from the State Division of Industrial Safety prior to obtaining a grading permit. (3301.1)
17. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)
18. Where any excavation would remove lateral support (as defined in 3307.3.1) from a public way or adjacent property or structure, unshored excavations are not allowed and the excavation shall be shored as recommended.
19. Shoring shall be designed for lateral earth pressures no less than specified in the 08/10/2015 Addendum No. 1 for the corresponding conditions of wall restraint indicated therein; all surcharge loads shall be included into the design.
20. The soils engineer shall review and approve the shoring plans prior to issuance of the permit. (7006.1)
21. Installation of shoring, shall be performed under the inspection and approval of the soils engineer. (7008.2, 7009)
22. Where an excavation removes lateral support (as defined in 3307.3.1) from an adjacent structure, the shoring shall be designed for a maximum lateral deflection limit, specified by the soils engineer to prevent damage to the adjacent structures. A maximum lateral deflection limit greater than ½ inch shall be justified by analysis in a supplemental report submitted to the Grading Division for review. Where an excavation removes lateral support (as defined in 3307.3.1) from an adjacent public way or property, a maximum lateral deflection limit shall be specified by the soils engineer to prevent damage to the adjacent public way. A recommendation for more than 1 inch shall be justified by analysis in a supplemental report submitted to the Grading Division for review.
23. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
24. End bearing foundations shall be supported in competent natural soils or approved compacted fill, as recommended and approved by the soils engineer by inspection.
25. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

26. Response 12 in the 05/18/2015 response report indicates that all retaining and basement walls exceeding 6 feet in height shall be designed for an EFP of no less than 57 pcf (for an FS=1.50 on retained earth). In the section titled "Lateral Earth Pressures for Retaining Walls" starting on page 15 of the 05/18/2015 geotechnical report it is noted that the at-rest pressure for the design of restrained walls is 57 pcf. All surcharge loads shall be incorporated into the design.
27. Retaining/basement walls shall be designed for additional loadings due to earthquake ground motions (in plf of wall) of $30H^2$ (H in feet) applied at 0.6H above the base of wall, as recommended on page 16 of the 05/18/2015 geotechnical report. (1803.5.12)
28. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
29. All retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall, as recommended. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record.
30. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth. The minimum accepted subdrain method allowed by the Department is 12" x 12" x 12" rock pockets with weep hole to daylight spaced no more than 8 feet on center.
31. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (7008.2 & 108.9)
32. Basement walls and floors shall be waterproofed/dampproofed with an L.A. City approved "Below-grade" waterproofing/dampproofing material with a research report number. (1703)
33. Where no hydrostatic pressure will occur, basement walls and floor slabs-on-grade shall be dampproofed (1805.2).
34. The structures shall be connected to the public sewer system. (P/BC 2014-027)
35. All roof and pad drainage shall be conducted to the improved street or other location in a manner that is acceptable to the Department and acceptable to the Department of Public Works. (7013.10)
36. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of shoring, protection fences and dust and traffic control will be scheduled.
37. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to utilization in the field. (7008.3)
38. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)

39. A registered grading deputy inspector approved by and responsible to the soils engineer shall be required to provide inspection for shoring, tie-back, and pile installation. (1705.6)
40. All friction pile or caisson drilling and installation shall be performed under the inspection and approval of the geologist and soils engineer. The geologist/soils engineer shall indicate the distance that friction piles or caissons penetrate into competent alluvium in a written field memorandum. (1803.5.5, 1704.9)
41. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
42. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He/She shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)
43. No foundations or slabs-on-grade supported in new compacted fill shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.
44. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirements For Temporary Tieback Earth Anchors", whatever is more restrictive. (Research Report #23835)

DCS 

DCS/CD:dcs/cd
Log No. 83343-02
213-482-0480

cc: AG SCH 8150 Sunset Boulevard, Owner
Michael Nytzen, Applicant
Golder Associates, Project Consultant
LA District Office

**LETTER A13**

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

Case No. ENV-2013-2552-EIR

2 messages

Dominic Gray <dgray@weho.org>

Thu, Nov 5, 2015 at 1:45 PM

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

Srimal Hewawitharana City of Los Angeles**Environmental Analysis Section Department of City Planning****200 N. Spring Street, Room 750 Los Angeles, CA 90012****RE:** Recirculated Draft Environmental Impact Report for 8150 Sunset Boulevard Mixed-Use Project (Case Number: ENV-2013-2552-EIR)

Dear Ms. Hewawitharana:

Attached please find a PDF copy of a City of West Hollywood comment letter regarding the Recirculated Portions of the DEIR to the above referenced project. This letter addresses additional concerns that were not listed in our November 4, 2015 letter in regards to the items that the City of West Hollywood believes were not properly analyzed in either the DEIR or the Recirculated Portions of the DEIR.

If you have any questions regarding this letter, please contact Scott Lunceford, AICP, Associate Planner for the City of West Hollywood's Current and Historic Preservation Planning at [\(323\)848-6427](tel:3238486427) or slunceford@weho.org.

*Regards,**Dominic Gray*

City of West Hollywood

Community Development Department

8300 Santa Monica Blvd. | West Hollywood, CA 90069

Phone: 323-848-6818 | Email: DGray@weho.org



8150 Sunset - Recirculated DEIR Comments Letter 11052015.pdf

1533K

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

Thu, Nov 5, 2015 at 1:45 PM

To: dgray@weho.org

Thank you for submitting your comments. They have been received and will be included in the administrative record for the Environmental Impact Report (EIR).

This reply is automatically generated and this mailbox is only actively monitored during an EIR's public comment period. If you have specific questions or would like an immediate response, please contact the project planner identified on the notice directly.



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**

November 5, 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: Recirculated Draft Environmental Impact
Report 8150 Sunset Boulevard Mixed-Use
Project Case Number: ENV-2013-2552-EI R

Dear Ms. Hewawitharana:

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

The following is an additional concern to the outstanding items listed in our November 4, 2015 letter that the City of West Hollywood deems were not properly analyzed in either the DEIR or the Recirculated Portions of the DEIR completed for the Project:

SECTION 4.K.2 – UTILITIES AND SERVICE SYSTEMS-WASTWATER

Thank you for providing the sewer capacity study. As noted in our January 20, 2015 letter – “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.”

While the sewer capacity study shows that there is adequate capacity, this development shall mitigate its impact by paying a fair-share cost of the on-going maintenance of the City of West Hollywood owned sewer utility system.

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).



CITY OF
WEST HOLLYWOOD

For any infrastructure related questions, please contact Sharon Perlstein, P.E., City Engineer, at 323-848-6383 or sperlstein@weho.org.

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



LETTER A14



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

October 27, 2015

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ENVIRONMENTAL
UNIT

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

Subject: 8150 Sunset Blvd Mixed-Use Project
SCH#: 2013091044

Dear Srimal Hewawitharana:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 26, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013091044
Project Title 8150 Sunset Blvd Mixed-Use Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description The Project Applicant has developed a new Project Alternative (Alternative 9) based on comments received on the 8150 Sunset Boulevard Mixed-Use Project DEIR dated November 20, 2014, the analysis of which as well as other corrections and additions to the DEIR are provided in the Recirculated Portions of the DEIR. As with the Project, Alternative 9 would involve removal of all existing buildings and associated improvements on the Project Site. The development would consist of 249 residential units, including 28 affordable housing units (equivalent to the Project), and 65,000 sf of commercial uses (compared to 111,339 sf under the Project).

Lead Agency Contact

Name Srimal Hewawitharana
Agency City of Los Angeles
Phone 213 978 1359 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Sunset Boulevard and Crescent Heights Boulevard
Parcel No. 5554-007-014, 015
Township **Range** **Section** **Base**

Proximity to:

Highways SR 101, 2
Airports
Railways Metro Red Line
Waterways
Schools Several
Land Use C4-1D (Commercial)/Neighborhood Office Commercial

Project Issues Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Air Quality

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 09/10/2015 **Start of Review** 09/10/2015 **End of Review** 10/26/2015

**LETTER A15**

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

ENV 2013-2552-EIR - 8150 Sunset Blvd. DEIR Comments

2 messages

Andi Lovano <ALovano@weho.org>

Mon, Nov 9, 2015 at 4:25 PM

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

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

Hello –

Please find the attached comments in response to the DEIR for 8150 Sunset Blvd. The comments are being submitted on behalf of City of West Hollywood Mayor Lindsey Horvath.

Please feel free to contact me if you have any questions.

Best,

Andi Lovano

City Council Offices

City of West Hollywood

8300 Santa Monica Blvd., West Hollywood, CA 90069

alovano@weho.org | (323) 848-6333



 West Hollywood - 8150 Sunset Blvd DEIR Comments.pdf
691K

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

Mon, Nov 9, 2015 at 4:25 PM

To: ALovano@weho.org

Thank you for submitting your comments. They have been received and will be included in the administrative record for the Environmental Impact Report (EIR).

This reply is automatically generated and this mailbox is only actively monitored during an EIR's public comment period. If you have specific questions or would like an immediate response, please contact the project planner identified on the notice directly.



CITY OF WEST HOLLYWOOD

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CITY COUNCIL

LINDSEY P. HORVATH
Mayor

LAUREN MEISTER
Mayor Pro Tempore

JOHN D'AMICO
Councilmember

JOHN J. DURAN
Councilmember

JOHN HEILMAN
Councilmember

November 9, 2015

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

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

Dear Srimal Hewawitharana:

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

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

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





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

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

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

Thank you,

Lindsey Horvath
Mayor

LETTER A16



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: October 28, 2015
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2013091044
8150 Sunset Blvd Mixed-Use Project

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ENVIRONMENTAL
UNIT

Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **November 9, 2015** to accommodate the review process. All other project information remains the same.

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

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
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FAX: (213) 978-1275

INFORMATION
<http://planning.lacity.org>



October 21, 2015

NOTICE OF EXTENSION

THIS IS TO SERVE NOTICE THAT THE FINAL DAY OF THE COMMENT PERIOD FOR
RECIRCULATED PORTIONS OF THE DRAFT EIR
CITY CASE NO. ENV-2013-2552-EIR (STATE CLEARINGHOUSE NO. 2013091044)
HAS BEEN EXTENDED FROM OCTOBER 26, 2015 TO **NOVEMBER 9, 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

COMMUNITY PLANNING AREA: Hollywood

COUNCIL DISTRICT: 4 – David E. Ryu

NEW COMMENT REVIEW PERIOD: September 10, 2015 – **November 9, 2015**

PROJECT DESCRIPTION: AG-SCH 8150 Sunset Boulevard Owner, L.P., (the "Applicant") has developed a new Project Alternative (Alternative 9) based on comments received on the 8150 Sunset Boulevard Mixed-Use Project Draft EIR dated November 20, 2014, the analysis of which is provided in the Recirculated Portions of the Draft EIR ("RP-DEIR"), along with other corrections and additions to the Draft EIR. As with the Project, Alternative 9 would involve removal of all existing buildings and associated improvements on the Project Site. The development would consist of 249 residential units, including 28 affordable/very low income housing units (equivalent to the Project), and 30 for-sale condominium units, and 65,000 square feet of commercial uses (compared to 111,339 square feet of commercial uses under the Project). The total area of the commercial uses under this Alternative is similar to that proposed under Alternatives 5 and 6. Commercial uses under this Alternative would include a grocery store use of approximately 24,811 square feet (equivalent to the Project), reduced retail uses of approximately 3,842 square feet (compared to 51,150 square feet under the Project), similar restaurant uses of approximately 23,158 square feet (compared to 22,189 square feet under the Project), health club/fitness use of approximately 8,095 square feet (equivalent to the Project), and walk-in bank use of approximately 5,094 square feet (equivalent to the Project).

Building heights under this Alternative would range from three stories at the Sunset Boulevard retail frontage to 15 stories at the South Building, similar to the Project, though the massing of the buildings would vary from that of the Project. Specifically, the South Building would include three tower elements: one along Havenhurst Drive at 15 stories in height (or approximately 234 feet above grade as measured from the lowest point on the Project Site at the southwest corner of the property), one along Crescent Heights Boulevard at 11 stories (or approximately 174 feet above grade as measured from the southwest corner of the property), and one at the central portion of the South Building between the East and West tower elements at five stories (or approximately 110 feet above grade as measured from the southwest corner of the property). The spacing of the towers creates a large (approximately 150-foot-wide), open north-south-oriented view corridor between the taller East and West tower elements that

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 the RP-DEIR, implementation of Alternative 9 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 RP-DEIR 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 RP-DEIR or the documents referenced in the RP-DEIR, you may do so during office hours 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 RP-DEIR is available online at the Department of City Planning's website at <http://cityplanning.lacity.org> by clicking on the "Environmental" tab, then "RP-DEIR." 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 RP-DEIR 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 RP-DEIR begins on September 10, 2015 and ends on November 9, 2015. If you wish to submit comments regarding the RP-DEIR, please reference the file number above and submit in writing, preferably by e-mail, by Monday, November 9, 2015 no later than 4:00 P.M.

Notice of Completion & Environmental Document Transmittal

SCH #2013091044

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

Project Title: 8150 Sunset Boulevard Mixed-Use Project
 Lead Agency: City of Los Angeles Contact Person: Srimal Hewawicharana
 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: _____ Base: _____
 Within 2 Miles: State Hwy #: SR-101, SR-2 Waterways: N/A
 Airports: N/A Railways: Metro Red Line Schools: Several

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

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 SEP 10 2015
 STATE CLEARING HOUSE

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

Development Type:
 Residential: Units 249 Acres _____ Employees _____
 Office: Sq. ft. _____ Acres _____ Employees _____
 Commercial: Sq. ft. 65,000 Acres _____ Employees _____
 Industrial: Sq. ft. _____ Acres _____ Employees _____
 Educational
 Recreational
 Water Facilities: Type MGD N/A
 Funding (approx.): Federal \$ _____ State \$ _____ Total \$ _____
 Transportation: Type _____
 Mining: Mineral _____
 Power: Type _____ Watts _____
 Waste Treatment: Type _____
 Hazardous Waste: Type _____
 Other: _____

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
 Archeological/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 has developed a new Project Alternative (Alternative 9) based on comments received on the 8150 Sunset Boulevard Mixed-Use Project Draft EIR dated November 20, 2014, the analysis of which as well as other corrections and additions to the Draft EIR are provided in the Recirculated Portions of the Draft EIR ("RP-DEIR"). As with the Project, Alternative 9 would involve removal of all existing buildings and associated improvements on the Project Site. The development would consist of 249 residential units, including 26 affordable housing units (equivalent to the Project), and 65,000 square feet of commercial uses (compared to 111,339 square feet under the Project).

State Clearinghouse Contact: _____ (916) 445-0613
 State Review Began: 9.10.2015
 SCH COMPLIANCE 11.0
10.26.2015

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 # <u>5</u> | <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 # <u>4</u> |
| <input type="checkbox"/> Bay Cons & Dev Comm. | <input type="checkbox"/> Toxic Sub Ctrl-CTC |
| <input checked="" type="checkbox"/> DWR | Yth/Addit 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 # <u>7</u> | <input checked="" type="checkbox"/> Public Utilities Comm |
| <input type="checkbox"/> Trans Planning | State Lands Comm |
| | Tahoe Rgl Plan Agency |
| <input checked="" type="checkbox"/> Other | |
| <input checked="" type="checkbox"/> HCD | Conservancy |
| | Other: _____ |
| <input type="checkbox"/> Food & Agriculture | |

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

SCH#: 2013091044
 Please forward late comments directly to the Lead Agency

AQMD/APCD 33
 (Resources: 9/13)



CITY OF WEST HOLLYWOOD

LETTER A17

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**

November 4, 2015

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

RECEIVED
CITY OF LOS ANGELES

NOV 09 2015

ENVIRONMENTAL
UNIT

RE: RecirculDraft 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 Recirculated Portions of the Draft Environmental Impact Report (DEIR) regarding use of Alternative 9 of the 8150 Sunset Boulevard Mixed-Use Project (Project).

The following is a list of outstanding items the City of West Hollywood deems were not properly analyzed in either the DEIR or the Recirculated Portions of 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.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 without the use of substandard lane widths. In addition, the existing sidewalks are not wide enough for any proposed signal poles and equipment without negatively affecting handicapped pass-through access on the sidewalks to and from the intersection. Left turning vehicles at 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. The proposed left-turn prohibition improvements shown in Figure 4.J-5 will not be adequate to address all of the anticipated impacts, nor will the proposed improvements eliminate the possibility of making left-hand turns out of the proposed driveways without proper enforcement. Also, deliveries and services (i.e. trash collection, moving vans, etc.) should only access 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).

REVIEW

The above items have not been adequately addressed by Recirculated Portions of the DEIR, and continue to be outstanding items that 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 still requests be applied to the Project:

- Eliminate site access along Havenhurst Drive.
- Require deliveries and services (i.e. trash collection, moving vans, etc.) to only ingress and egress the Project via the driveways on Sunset Boulevard and Crescent Heights Boulevard.
- Upgrade the existing pedestrian crosswalk located south of the project site on Crescent Heights Boulevard to a mid-block pedestrian signal, and incorporate other pedestrian visibility enhancements into the





signalization of this crosswalk (i.e. sidewalk bulb-outs, refuge island, reflective markings, etc.).

- Fund upgrading the traffic signal controller equipment, replacing existing 170 controllers with 2070 controllers, and installation of battery back-up systems for the following City of West Hollywood signalized intersections: Fountain/La Cienega, Fountain/Crescent Heights, Fountain/Sweetzer, Fountain/Olive, and Fountain/Laurel.

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 revised Project (Alternative 9).

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

Scott Lunceford

From: Rory Barish <N2swimng@aol.com>
Sent: Wednesday, October 14, 2015 12:34 PM
To: Scott Lunceford
Subject: Fwd: 8150 Sunset Blvd - Letter Regarding Proposed Development - DEIR Alternative 9
Attachments: Letter to Srimal Hewawitharana Re 8150 Sunset Blvd Alternative 9.pdf; Writeup on Colonial House.pdf; In Style Article on Colonial House.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hi Scott,

So here is my lengthy letter to Srimal at the City of LA. I have added a few comments to the one that I gave you (and cleaned it up a bit) with some help from my friend who is project manager of the widening of the 405.

The areas that I added comments were..

Storm Water
Paleontological
Infrastructure and Safety
Low- Income
Exhaust
Alcohol

Thanks for all of your help and support,

Rory Barish
310 502-8797

Sent from my iPad

Begin forwarded message:

From: Alex Nicholas <alex@lane4realestate.com>
Date: October 13, 2015 at 4:02:47 PM PDT
To: Srimal Hewawitharana <planning.envreview@lacity.org>
Cc: Rory Barish <N2swimng@aol.com>
Subject: 8150 Sunset Blvd - Letter Regarding Proposed Development - DEIR Alternative 9

Dear Srimal,

Attached is a letter from Rory Barish regarding the proposed development at 8150 Sunset Blvd, DEIR Alternative 9, along with several photographs illustrating the project. We have also sent you a hard copy of all of these documents for your reference.

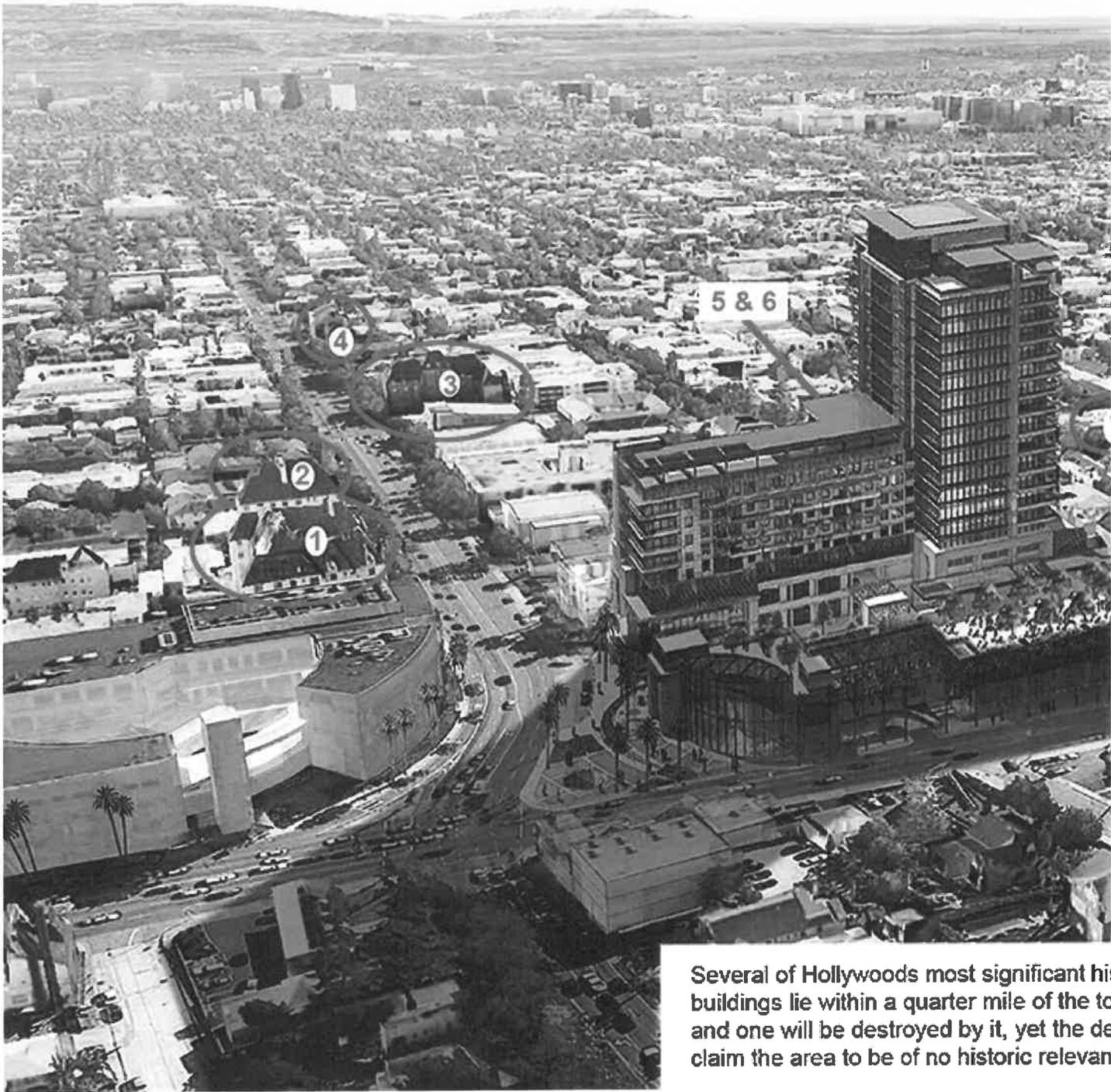


Michael LoGrande - LA City Planner - Pointing to already existing traffic in front of the proposed site.

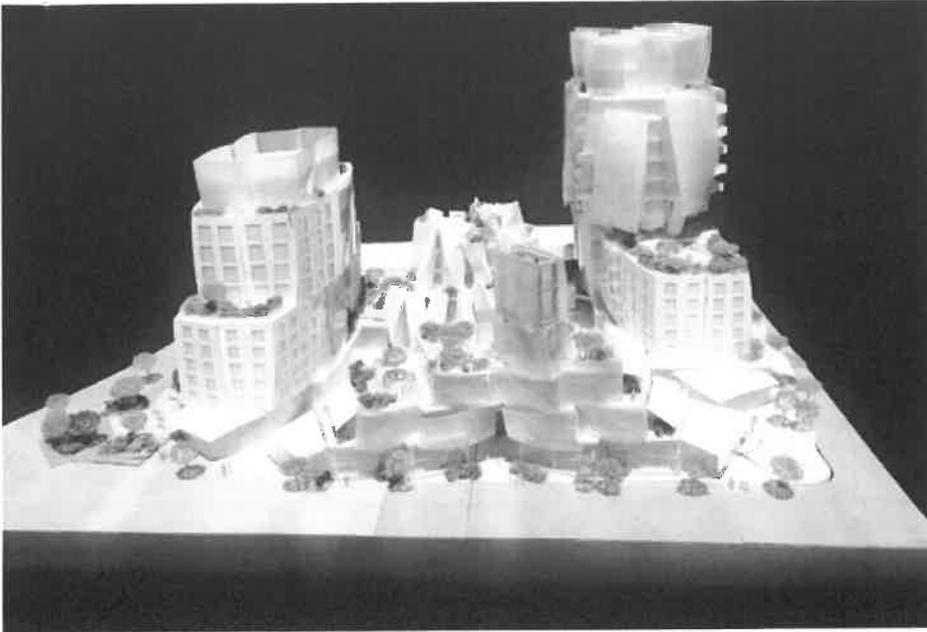








Several of Hollywood's most significant historic buildings lie within a quarter mile of the tower, and one will be destroyed by it, yet the developer claims the area to be of no historic relevance.



Thank you for your attention to this matter.

Alex Nicholas
Assistant to Rory Barish

Phone: (310) 623-7437
E-Mail: alex@lane4realestate.com

Rory Barish

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

October 13, 2015

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

RE: RORY BARISH DEIR COMMENTS ON ALTERNATIVE 9

Dear Srimal,

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

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

ZONING AND VARIANCES

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

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

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

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

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

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

INFRASTRUCTURE

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

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

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

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

INFRASTRUCTURE AND SAFETY

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

What about LA Dept of Public Works? Any input?

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

Have you approached these agencies about plans?

HEIGHT

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

TRAFFIC IMPACTS

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

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

HAVENHURST TRAFFIC

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

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

PARKING

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

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

BICYCLES

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

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

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

ALTERNATIVES

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

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

AFFORDABLE-LOW INCOME HOUSING

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

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

COMPACT CARS

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

HISTORIC VALUE

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

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

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

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

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

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

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

EXHAUST

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

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

MASSING AND SCALE AND MATERIALS

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

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

ARCHEOLOGICAL AND PALEONTOLOGICAL RESOURCES

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

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

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

AESTHETICS

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

GEOLOGY

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

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

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

ALCOHOL

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

IN CLOSING...FRANK GEHRY AND TOWNSCAPE DEVELOPERS

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

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

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

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

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

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

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

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

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

Thank You,

A handwritten signature in black ink, appearing to read 'Rory Barish', with a large, stylized flourish above the name.

Rory Barish
Enclosures

THE COLONIAL HOUSE

BUILT IN 1927 BY RENOWNED ARCHITECT, LELAND BRYANT.

LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES.

THE COLONIAL HOUSE IS THE MOST BEAUTIFUL AND UNIQUE CONDOMINIUM IN LOS ANGELES. ORIGINALLY IT WAS A HOTEL/APARTMENT BUILDING AND WAS CONVERTED TO CONDOMINIUMS IN THE 1970'S. IT IS THE ONLY CONDOMINIUM BUILDING OF THIS VINTAGE WITH ON-SITE MANAGER, TOTAL SECURITY FOR RENOWNED RESIDENTS, BEAUTIFUL COURTYARDS, LARGE MANICURED GROUNDS AND POOL IN WEST HOLLYWOOD. IT CONTAINS TWENTY-ONE UNITS MAINTAINING INTIMACY AND EXCLUSIVITY.

ALL THE UNITS HAVE THE ORIGINAL POURED MOLDINGS, WOODBURNING FIREPLACES, HARDWOOD FLOORS AND ORIGINAL TILES. MOST OF THE RESIDENTS HAVE OWNED FOR MANY YEARS AND RARELY DOES ONE GO ON THE MARKET FOR SALE. IT IS LOCATED ON A QUIET STREET IN THE MOST DESIRABLE AREA OF WEST HOLLYWOOD BETWEEN SUNSET AND FOUNTAIN, WEST OF CRESCENT HEIGHTS.

PAST COLONIAL HOUSE RESIDENTS INCLUDE:

F. SCOTT FITZGERALD
CLARK GABLE
EDDIE CANTOR
KIM SEDGEWICK
KEVIN BACON
JODI FOSTER
ELIZABETH HURLY
ELLEN DIGENERAS
CAROL KANE
MARISA TOMEI
TIM BURTON
PETER BERG
JOELY RICHARDSON
JENNIFER LOPEZ
KAILY BAX

BETTE DAVIS
MYRNA LOY
JOAN BLONDELLE
ANNA BETH GISH
JULIA ROBERTS
HUGH GRANT
JAMIE LEE CURTIS
ANNE HECHE
KIRA SEGWICK
ELIZABETH SHUE
JENNIFER BEALS
JOHN MAUCHERI
VANESSA REDGRAVE
MARLENE STEWART

(hollywood history)

star complex

So many A-listers have called the Colonial House home, you'd think there was a red carpet leading to the front door



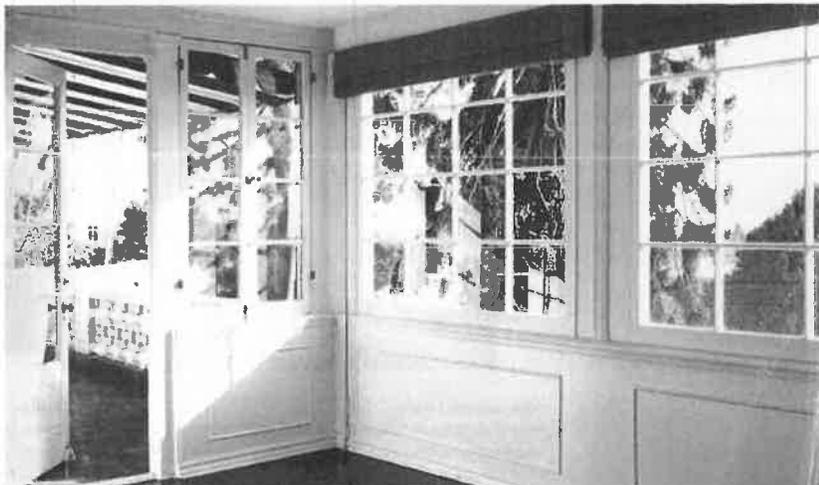
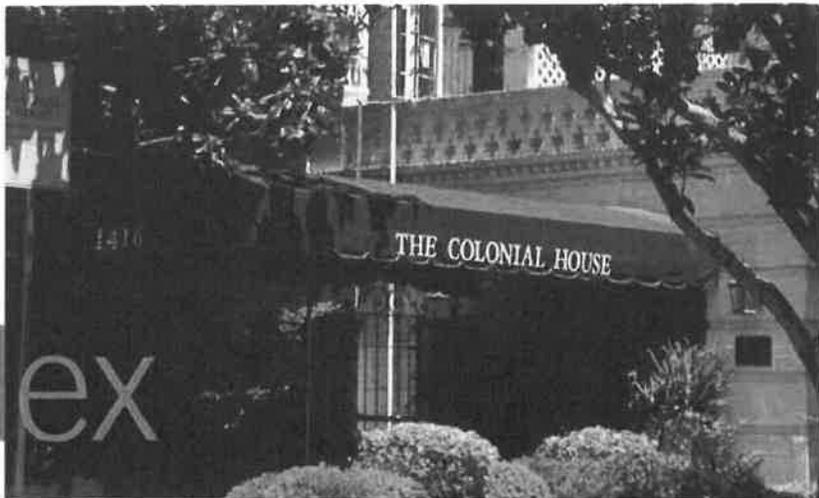
Sure, looks and talent count for something in Hollywood, but never underestimate the power of the right address. Just ask Hugh Grant, Julia Roberts, Jennifer Lopez and Jodie Foster, all of whom have resided at the Colonial House apartments in West Hollywood.

Designed by architect Leland A. Bryant and built in 1930, the seven-story, 21-unit complex was once home to an earlier generation of celebrities, including Myrna Loy, F. Scott Fitzgerald and Bette Davis, whose name remains etched on the brass mailbox plate for apartment 4b.

Foster also lived in 4b, as did director Tim Burton. The illustrious former inhabitants of apartment 2c include Oscar-winner Roberts and Oscar-nominee Elisabeth Shue.

"Colonial House is such a historic place," says actress and past tenant Annabeth Gish. "I just hope some of its theatrical spirit seeped into my bones."

—Leslee Komaiko



From top: The shaded entrance to the Colonial House, which features wood-paneled elevators, a library, a brick courtyard and a pool with gazebo. A recent peek inside apartment 4b, which sold in January for about \$1.3 million, reveals a sunroom that leads to a covered terrace, bay windows and a crystal chandelier, and a photo of former resident Bette Davis on the mantel.



Scott Lunceford

From: Alex Nicholas <alex@lane4realestate.com>
Sent: Thursday, October 29, 2015 4:03 PM
To: Scott Lunceford
Cc: Rory Barish
Subject: Addendum to Rory Barish's Letter Regarding the Proposed Development at 8150 Sunset Blvd.
Attachments: Addendum to Letter to Srimal Hewawitharana - 10-28-2015.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Lunceford,

Subsequent to your meeting with Rory Barish regarding the proposed development at 8150 Sunset Blvd, DEIR Alternative 9, she wrote an addendum to her letter to address additional concerns. For your information, that addendum is attached.

Thank you for your attention to this matter.

Alex Nicholas
Assistant to Rory Barish

Phone: (310) 623-7437
E-Mail: alex@lane4realestate.com

Rory Barish

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

October 28, 2015

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

RE: ADDENDUM TO RORY BARISH DEIR COMMENTS ON ALTERNATIVE 9

Dear Srimal,

In addition to the things that I wrote in my letter dated October 13, 2015, I would like to add these additional things.

1. Do the developers have a shoring plan? There was slippage while excavating at the 8,000 Sunset site (directly across the street) and the property slid and undermined the Granville. There were several lawsuits against the developers and the Granville was compensated. This can happen to the Historic Colonial House ..which happens to be brick and is behind the project.
2. Do they know where the ground water/table is? When will they hit water? Liquefaction? They are across the street from the Hollywood fault.
3. The developer' reps seem to think that this resembles the Garden of Allah which was previously at the 8150 site. They said that Frank Gehry took inspiration from the Garden of Allah and came up with this proposed plan so that it might satisfy neighborhood needs and wishes. The neighborhood is shocked and offended that this absurd comparison was made. Can the City of LA do a Google search for images of The Garden of Allah and tell me if they agree that the developers can make comparison? How can Spanish/mission bungalows relate to a skyscraper?
4. Please see these links:

<http://www.nytimes.com/2007/11/07/us/07mit.html? r=1&>

http://www.cracked.com/article_19682_5-most-embarrassing-architectural-failures.html

<http://architecture.about.com/od/ideasapproaches/ss/Controversy-DisneyHall.htm>

Can this design withstand a major earthquake? Have these materials been tested for heat and glare?

5. Can the City think of another project this large in mass and scale, that sits upon one of the busiest and most dangerous intersections and is a main artery connecting to the Valley? The Beverly Center, The Beverly Grove, Century City, Disney Hall.....ALL DO NOT. Would the City actually even consider approving something like this which would in essence be giving the developers permission to create one of the biggest traffic nightmares and safety hazards in Los Angeles?
6. The developers reps stated in a recent meeting that stories 1-3 relate to residential scale while 3-6 relate to multi-use and commercial scale while the rest of the tower of over 200+ ft creates a marker and gateway to Los Angeles.

Can the City and the developers justify building a legacy and marker for the developers and Frank Gehry's ego (we did not ask for a Gateway and it certainly cannot fit in any way shape or form, here), and disregard the infrastructure, the safety and needs of the residents in the neighborhood, and disregarding for the neighborhood character and scale?

7. The new Alternative calls for 3 entrances/exits on Havenhurst (none now on Sunset) including truck loading zones. Does the City agree that this will destroy a lovely and most beautiful residential street with architectural treasures? Will the city approve this?
8. The developers' representatives stated that there will only be 18 more cars a day. That led to huge laughs from the audience who attended the meeting at the Durant Library. Again, they must think that we are very stupid. Currently there is a strip mall at the 8150 site which has half of the stores closed and out of business. Only few remain. They now propose a massive project with a fitness center, grocery store, retail, residencesand expect us to believe that there will only be 18 more cars a day???? Who did this traffic study??? This is a complete joke. The City needs to do an independent study of their own.

Thank You,



Rory Barish

Scott Lunceford

From: Michael Black <blackmb@aol.com>
Sent: Monday, October 19, 2015 3:06 PM
To: Michael.loGrande@lacity.org; Info@lamayor.org; Lindsey Horvath; John Heilman; Lauren Meister; John D'Amico; John Duran; Scott Lunceford; CD4.scheduling@lacity.org; CD4.issues@lacity.org
Cc: n2swimng@aol.com
Subject: Havenhurst/Sunset Blvd. Development

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

The traffic and noise (especially on weekend nights) is unbearable. Condos are on thing but rentals will only bring people who don't stake in the neighborhood and who will rent their place out on Airbnb.

I have lived at the colonial house for 30+ years and the development will block my view totally. I'm not saying that I like the shopping center on the corner now but the new proposal is INSANE.

Thanks,
Michael Black

Michael Black Management, Inc.
9701 Wilshire Blvd., 10th Floor
Beverly Hills, CA 90212
Office: 310-651-3081
Fax: 310-651-3083
blackmb@aol.com

Scott Lunceford

From: Phil Hammond <philhammond@gmail.com>
Sent: Wednesday, October 21, 2015 5:41 PM
To: planning.envreniew@lacity.org; Srimil.hewawitharana@lacity.org
Cc: Michael.loGrande@lacity.org; Info@lamayor.org; Lindsey Horvath; John Heilman; Lauren Meister; John D'Amico; John Duran; Scott Lunceford; CD4.scheduling@lacity.org; CD4.issues@lacity.org; david.zahniser@latimes.com; steve.lopez@latimes.com
Subject: 8150 Sunset DEIR comment: LA City Case no. ENV-2013-2552-EIR

Follow Up Flag: Follow up
Flag Status: Flagged

Phil Hammond, President

1327 Havenhurst HOA

1327 Havenhurst Drive, Unit 1

West Hollywood, CA 90046

philhammond@gmail.com

(323) 656-6144

October 21st, 2015

Srimil Hewawitharana

Environmental Analysis Section

Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, CA 90012

Re: Phil Hammond DEIR comments on Alternative 9 (8150 Sunset Blvd.) LA City Case no. ENV-2013-2552-EIR

Dear Srimil,

My name is Phil Hammond and I am President of the 1327 Havenhurst HOA at 1327 Havenhurst Drive in West Hollywood (on the same block as the 8150 Sunset Blvd. project).

The 8150 Sunset developer's traffic study states that there will be no increase in traffic in/out of the project compared to the current flow. I don't believe this is accurate and I would like to see an independent traffic study done to show the real impact of the huge increase in commercial space and the 240+ new living units where there are none presently. The development is planning for THREE new driveways and semi truck loading docks on Havenhurst Drive.

As a resident of Havenhurst Drive I am concerned about an increase of traffic on our historic neighborhood street which is already used heavily (and often unsafely) as a cut-through for commuters between Sunset and Fountain. The City of West Hollywood has tried to address this previously with the addition of three speed humps and a traffic choker.

In conjunction with the 8150 Sunset development please consider recommending the placement of a cul-de-sac at the top of Havenhurst Drive (with or without an entry driveway to the project for residents) to prevent through traffic between Sunset and Fountain. This, combined with a light at Havenhurst/Fountain will improve the flow of traffic along Fountain with less people stopping traffic to turn North onto Havenhurst and will provide easier and safer left turn onto Fountain from Havenhurst. This arrangement works well on Alta Loma Road at Sunset Blvd.

Thank you,

Phil Hammond

http://planning.lacity.org/eir/8150Sunset/deir/deir_recir/DEIR/StartMenu-8150%20Sunset%20Blvd%20Mixed%20Use-DEIR.html

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 EIR. Attached for your information is the Notice of Availability of the Recirculated Portions of the Draft EIR (RP-DEIR) for the Project. You are invited to submit your written comments on the RP-DEIR to the Department of City Planning via email at planning.envreview@lacity.org, or via regular mail using the contact information provided below, until October 26, 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

Scott Lunceford

From: Joe Eastwood <j.eastwood310@gmail.com>
Sent: Thursday, October 29, 2015 5:18 PM
To: Lindsey Horvath; John Heilman; Lauren Meister; John D'Amico; John Duran; Scott Lunceford
Subject: 8150 Sunset DEIR comment: LA City Case no. ENV-2013-2552-EIR

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to add my voice to those who are concerned about an increase in traffic on Havenhurst Dr. between Fountain and Sunset. As you know, the city has tried to slow traffic down with speed humps and a choker. Unfortunately, the addition of this mega development at the end of our street will undoubtedly increase traffic.

I would be in favor of doing something similar to what they have on Alta Loma and Sunset...creating a cul-de-sac and adding signal at Fountain and Havenhurst. This will also help with the increase in pedestrians who will be crossing Fountain.

Thank you for your time,

Joe Eastwood
Condo Owner
1327 N. Havenhurst Dr.

Scott Lunceford

From: James Teel <jamesateel@gmail.com>
Sent: Sunday, November 01, 2015 5:14 PM
To: Lindsey Horvath; Lauren Meister; John D'Amico; John Duran; John Heilman
Cc: Scott Lunceford
Subject: 8150 Sunset planned development- we need your protection

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Horvath, Mayor Pro Tem Meister and Councilmembers D'Amico, Duran and Heilman,

Thank you for your service to our city. I am West Hollywood resident, first-time homeowner and voter, and live at 1328 Havenhurst Drive, a few doors down from Townscape's massive planned development at 8150 Sunset.

I've researched this project a bit and it's clear that the residents of Havenhurst Drive need your protection against the misguided scale, scope and design of this project. The disruption caused by the massive construction and aftermath of plopping a campus with 2 skyscrapers, at least one made of glass, atop our quiet, residential street of historic residences would forever ruin the tone and calm of historic neighborhood and compromise the peace and value of our residences.

The 3 principal issues are this:

Outsized scale and scope of design:

Have a look at the architect's plans and ask questions.

This proposed development is enormous. They are planning to build a 15-story tower entirely of undulating-style glass (!) on our residential street. This south-facing glass will likely cause: increase in temperature on our West Hollywood block, blinding glare to residences, motorists on Havenhurst, and pedestrians. In addition, the size will destroy views, including the view from my home.

Aside all other size considerations, the city has an obligation to protect Havenhurst residents from a large-scale, city-core style construction zone from abutting their residences. The developers have no plans for mitigation of 'unavoidable vibrations, noise and traffic'), which will last more than 26 months, and that's IF the project stays on-time, which is a whimsically optimistic notion. It is not acceptable to subject us to this noise, vibration, pollution etc, and shrug with a claim that it's unavoidable.

We rely on you to protect us so we do not live in a urban-core-level construction zone.

Additionally, Tall glass structures are deadly to birds (See: http://www.nytimes.com/2012/10/28/world/americas/casualties-of-torontos-urban-skies.html?_r=0), and West Hollywood's animal-friendly council should discourage structures lethal to animal populations. this may sound funny, but do a little research and you'll see there's truth to this.

Besides, we live in earthquake country, and this development rests on the edge of the Hollywood fault line, and it endangers West Hollywood residents to have an undulating glass tower looming above us. Crazy and dangerous. Would you live under it?

Permanent traffic, noise and negative environmental impact on Havenhurst:

The developers commissioned a laughable traffic impact report, which claimed the new 8150 would result in net fewer car trips per day, and that any excess traffic that Havenhurst may experience would be mitigated by a traffic light at Fountain x Havenhurst. This is totally laughable, and the fact that a massive, downtown-urban scale parking structure WITH commercial loading and unloading zone is planned for Havenhurst Drive is terrifying. The exhaust expelled into the air on our street and the inevitable honking, beeping and screeching truck brakes from the loading/unloading zone and multi-story parking structure will negatively affect our neighborhood and city, along with being bombed out by additional traffic.

There is zero - absolutely zero- public transit element to a massive project planned for an already notoriously traffic-stressed intersection, which is a vital link from LA to the Valley.

Also, the developers plan to have LA City move the bus stop from the island on Crescent Heights x Sunset over in front of the 8000 Sunset complex, which will cause motorists heading north on Crescent to slam on their brakes on the curve upon suddenly coming up on a stopped bus, or traffic suddenly stopping for the bus.

The wrong architect for this location:

A quick Google search makes clear that Frank Gehry buildings are inventive and creatively uncharted territory to build and maintain, and usually have very significant unforeseen structural problems that plague the neighbors with quality-of-life problems. The exterior of Disney Hall, as you may know, proved so reflective of heat that neighbors blocks away complained of being scorched, and tarp remains tossed over the whole thing to mitigate. And Disney Hall, like we must presume this project would be, was plagued by years of delays to complete.

The Conde-Naste building, Disney Hall... all as notable for design flaws as for architectural whimsy. Hell, MIT sued Gehry over the faulty design of their Strata Center. Perform a search for yourself. It must be presumed that the same scope of problems (even if the type of problems is unique to the project) will compromise the quality of life of West Hollywood residents adjacent to this thing.

A key difference to his other key structures is that these buildings were not built near residences. This campus of structures are being build directly next to - literally feet from - residences, including 3 historic buildings.

Did I mention that the loading/unloading zone will be less than 50 feet from a home for seniors and those with physical and mental disabilities? How miserable to endure construction and then live next to that.

Architecturally, this campus, appearing to be shimmering, shaking and undulating structures, will aesthetically shout and ruin the elegant, historic nature of Havenhurst - a quiet, residential tree-lined street. As is the hallmark of Gehry's designs, this plan is so loud, overwhelming and out-of-character to all that surrounds it that it becomes the new normal of the neighborhood. It might be cool to some, but no-one in their right mind would want to live next to it.

And we don't want it.

Dear Mayor, Mayor Pro-Tem and Councilpersons: Don't just say the right thing. Do the right thing.

Protect us from this monolith that just does not belong.

With sincere thanks,

James Teel

1328 Havenhurst Drive,
#105
West Hollywood, CA 90046
310-871-7281

Scott Lunceford

From: Matthew Schneider <matthewevanschneider@gmail.com>
Sent: Monday, November 02, 2015 10:11 AM
To: planning.envreview@lacity.org
Cc: david.ryu@lacity.org; mayor.garcetti@lacity.com; renee.weitzer@lacity.org; cd4.issues@lacity.org; sarah.dusseault@lacity.org; julia.duncan@lacity.org; Michael.loGrande@lacity.org; Info@lamayor.org; Lindsey Horvath; John Heilman; Lauren Meister; John D'Amico; John Duran; Scott Lunceford
Subject: City Case No. ENV-2013-2552-EIR

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it may Concern,

Unfortunately the 8150 Sunset Blvd Mixed Use Recirculated Draft EIR and the original 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 surrounding community, which will be most directly affected by the impacts of this proposed development.

The tallest structure on the new redesign will be 234 feet. For comparison the Hollywood Roosevelt hotel is just 161 feet; the Capitol Records building is just 150 feet without the antenna. This building should be limited to 100 ft. No more.

The development of these massive, towering structures which are completely out of character with the surrounding area/community cannot be justified by the assertions of "project benefits" and the accompanying incentives program variances to the City 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 Sunset Blvd community.

Residential Anti-Mansionization laws are increasingly popular and are enforced in 15 areas in Los Angeles. The spirit of these laws is to respect the community standard of height, size, and scale. We ask the city-planning department, why are mixed-use residential building projects not held to the same community standards of height, size and scale? Zoning incentives as used in the recirculated DEIR devalue historical community standards and erode the public trust by providing developer loopholes for height and size restriction.

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 8150 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 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 and Los Angeles. 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. There are numerous parcels located along Sunset Blvd. 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 East 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 applicants project and selective enforcement of the City's General Plan and Zoning.

I would ask City Staff, the Mayor and the Council members 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.

It appears after careful review of 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 decision makers.

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.

QUESTIONS AND REQUESTS:

The supposition by the Traffic study that it will add less than 18 cars a day and 123 cars a night to the net area trips is highly suspect when the project is adding 249 brand new residential units to the site. **I request that a new traffic study be done by a different company to properly assess the traffic impact.**

Furthermore this new traffic study should make transparent its methodology, when the study was conducted, and how its future projections compare to actual traffic counts of existing similar buildings and businesses to the proposed project. I request the traffic count numbers be provided for the existing Bristol Farms at 9039 Beverly Blvd. since this is the same grocery store chain that will occupy the new proposed building.

The proposed project wishes to completely remove the traffic island on the Southwest corner of Sunset and Crescent Heights. The project, as its representatives admitted during the PLUM meeting, is also going to lead to hugely increased pedestrian foot traffic on this corner. How will the loss of this island affect pedestrian safety to and from the project? New York City is putting in islands all over the 5 Burroughs on large intersections and roads in order to prevent pedestrian deaths. Has the LA planning department and DOT considered pedestrian safety on an F rated intersection and one of the busiest in all of LA? How will cars making the right hand turn from Sunset, south onto Crescent Heights make a right turn on green when a huge increase in pedestrians is in their path? Will this bottleneck situation create a dangerous domino effect and slow down the right hand lane of sunset... even during green lights?

The proposed project as stands only provides three spaces for taxi and Uber traffic. The most superficial glance any night at the Chateau Marmont across the street will show many times that number of taxis and town cars backed up trying to pick up or deposit visitors. How will this development not result in an entire lane of Crescent Heights being blocked by taxis and Ubers trying to get to the three spaces?

How will all the residents of the 249 apartments make a safe left hand turn onto sunset Blvd. from Havenhurst when there is no light and almost constant F grade traffic by the developers own rating of the closest lighted intersection? How will all these new residents be making a left hand turn when there is increased pedestrian traffic at the Havenhurst/Sunset intersection? How will westbound traffic on Sunset be effected when the two car-length turning lane going into the project is filled and spills over onto through-traffic lanes? What will be done to create a safe crossing for cars and pedestrians at the Havenhurst/Sunset Blvd intersection?

This draft version DEIR is says that there will be only residential traffic funneled onto Havenhurst, however they also indicate this "residential" traffic includes freight delivery trucks. Freight Delivery trucks are considered commercial traffic and this should be made clear to the residents and the city in order to accurately assess this project. I request all new impact studies be done for the residents of Historic Havenhurst Street that assess traffic, noise, pollution, historical impact on the 3 Havenhurst properties on the national historic registrar, viewshed, and shadowing in order to clarify the full impact.

The city's own rules are that projects abutting other jurisdictions must do their best to conform with that jurisdiction's zoning laws. This proposed project is bordered on two sides by the City of West Hollywood, which has a 10-story height limit and low rise, historically designated neighborhoods bordering the development. How does this conform to the Hollywood city plan and the city's own regulations?

If through special zoning incentives, this project is approved and allowed to rise to 234ft, it sets a precedent of city planning approval for all the other parcels going east on Sunset with the same zoning. Tomorrow, 20 other developers can also cite these same exceptions and incentives to build their project. If you approve this height and size, the next developer will ask for the same. How can this be prevented?

Does an approval for 8150 Sunset's height and size virtually insure the rubber stamp approval of more clone projects all down Sunset Blvd?

Has the city planning department considered the cumulative effects on the community if through this singular approval, clone projects will now have a precedent of approval?

The Traffic study needs to be redrawn, it is fully inaccurate now that the design has completely changed. We need a new study because the ingress and egress on Sunset Blvd has been removed and there is added traffic on Havenhurst and Crescent Heights that is not addressed fully.

The 4-12 foot setback on crescent heights will contribute to a "looming" feel. This setback on Crescent heights should be rethought and redrawn in order to improve the pedestrian experience.

Setbacks on the new design are almost non existent and part of the reason for eliminating the traffic island is to give the developers their legally required setback. The traffic island should stay owned by the city and not be donated to this project as a gift.

There seems to be no private pedestrian entrance for renters and owners. If a resident is required to pass through the interior mall, by multiple restaurants, a gym, and a grocery store, this will degrade the residential experience.

The developer traffic representatives have cited that left hand turns against traffic (on Havenhurst and Crescent Heights) can probably only be made less congested times. However, during less congested times, car speed is greatly increase by cars coming from Laurel Canyon, and from cars traveling on Sunset Blvd. The present Traffic study is wholly inadequate as it does not address the high rate of speed fluctuation on these streets and how this will effect ingress and egress to the site.

Is the city planning department giving preferential treatment to 8150 Sunset over the needs and desires of the community because the architect is now Frank Geary?

Thanks,
Matt

Scott Lunceford

From: Carol Gray <caroldhgray@gmail.com>
Sent: Monday, November 02, 2015 11:01 AM
To: planning.envreview@lacity.org
Cc: david.ryu@lacity.org; mayor.garcetti@lacity.org; renee.weitzer@lacity.org; cd4.issues@lacity.org; sarah.dusseault@lacity.org; julia.duncan@lacity.org; Michael.loGrande@lacity.org; Info@lamayor.org; Lindsey Horvath; John Heilman; Lauren Meister; John D'Amico; John Duran; Scott Lunceford
Subject: City Case No. ENV-2013-2552-EIR

Follow Up Flag: Follow up
Flag Status: Flagged

TRAFFIC IS A HUGE CONCERN. DRIVERS SPEED THROUGH LIGHTS AND STOP SIGNS; FRUSTRATION IS AT AN ALL TIME HIGH. THIS DEVELOPMENT WILL INCREASE TRAFFIC BEYOND SUSTAINABILITY. THIS IS A PUBLIC HAZARD. PLEASE DON'T LET THIS HAPPEN.

I am writing in opposition to EIR submitted by the developer for the proposed project at 8150 Sunset Blvd (City Case No. ENV-2013-2552-EIR). This is a massive, out of scale development that will adversely impact the region and its residents. I ask that you deny the developers approval of the Environmental Impact Report, which I feel both does not adequately address the enormous negative stresses the project will produce and the legal liability (lawsuits) the city would expose itself to for approving such a poorly written and blatantly pro-developer EIR report. While the new design is better, many basic issues of need and function have been ignored in favor of splashy architecture. This project does not conform.

Some of my specific problems with this proposal include:

HEIGHT: at 234 feet (22 stories), the highest proposed tower is three times the height of nearby structures like the DGA building (79 feet) and would be the largest building on Sunset Blvd, dwarfing the surrounding neighborhood and becoming an enormous eyesore. **THE PROJECT IS TOO TALL.** 100 Ft should be the limit.

Say no to FULL valet parking for both commercial and residential. If I want to run to the store to pick something up at this project I will HAVE to Valet my car. This is poor planning and a cheap workaround.

Say No to eliminating the Traffic Island! Setbacks on the new design are almost non existent and part of the reason for eliminating the traffic island is to give the developers their legally required setback. The traffic island should stay owned by the city and not be donated to this project as a gift.

Scott Lunceford

Subject: FW: 8150 Sunset

From: Donna Arost [darost@darost.com]
Sent: Monday, November 02, 2015 10:33 AM
To: Lauren Meister
Subject: 8150 Sunset

Dear Ms. Meister,

When you took office you promised to make our city a better place to live. I hold you accountable for those words. If you allow 8150 to proceed with the existing plans, you are in violation of your promise.

Our community cannot sustain the size and scope of this project. While I understand change will occur at this site, **YOU MUST SCALE DOWN.**

I own property at the Colonial House. You must act on behalf of the people who put you in office, which live here and how their lives will be negatively impacted by this monstrous project.

Issues:

ZONING INFRACTIONS

INFRASTRUCTURE LIMITATIONS

TRAFFIC

PARKING

HAVENHURST MUST BE MADE A CUL-DE-SAC

EXHAUST

SEISMIC HAZARDS ASSOCIATED WITH THE HOLLYWOOD FAULT

HISTORIC VALUE -- you banned building McMansions over concerns of changing the

character of the neighborhood—where is your perspective now??

You must consider the menace of this project and work to reduce. You cannot let special interests and greed get in your way of action.

Donna Arost

Scott Lunceford

From: Philippe Mora <morafilms@gmail.com>
Sent: Monday, November 02, 2015 7:48 PM
To: Info@lamayor.org; Lindsey Horvath; Lauren Meister; John D'Amico; Scott Lunceford; CD4.issues@lacity.org; David.Zahniser@latimes.com; Patt Morrison; Rory Barish; Info@marathon-com.com; Gkramer@marathon-com.com; Rob@co-conspiracy.tv; Marne Carmean; christine@co-conspiracy.tv; Lynn Russell; adarasalim@gmail.com; Swami Rogers; mikeyb@earthlink.net; Ryan Gierach, editor, WeHo News; Abbe Land
Subject: Fwd: Draft EIR for 8150 Sunset Boulevard AKA The Poisoned Apple Project

Follow Up Flag: Follow up
Flag Status: Completed

**TO 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 / AN OPEN LETTER IN DISMAY

**Dear Srimal Hewawitharana
and also to the many citizens this concerns in West Hollywood and Los Angeles,**

This is unashamedly written in justified anger. One is supposed to be cool, but sorry this is a very hot issue.

This is in response to what you (Srimal Hewawitharana) hilariously have the audacity to call a "DEIR Report," with respect, one of the more obvious examples of bureaucracy perhaps losing touch with community feelings, science and general knowledge, and the very real issues at hand. Franz Kafka would have enjoyed your report, ditto George Orwell. This "development," more a proposed fiasco, should not be approved. It is a clear and present danger to the community and has an ugly history of bad faith. I will leave it to the experts to forensically obliterate your report; for myself I speak broadly but with some background.

I am writing as a 35 year resident of Havenhurst Drive, West Hollywood, a community member, a father, grandfather, and an artist, writer and film maker with considerable cultural credentials. I have made over forty films, exhibited art works numerous times internationally. My resume includes decades long membership of the Academy of Motion Picture Arts and Sciences, Directors Guild of America, international honors as a film maker, numerous collections of my films in national collections and archives including the Philippe Mora Collection in the National Archives of the United States of America. I have a personal interest in the history of architecture reflected, for example, in a well documented day long meeting with Albert Speer and many other ways. For deeper architectural issues, I was involved as a journalist in the Bartning-Utzon historical controversy about the Sydney Opera House.

I write to you as an outraged member of the community living in the shadow of this completely inappropriate, almost sinister, bloated proposed development. It is considered politically incorrect to show anger in civil matters of this kind. However, sometimes anger is justified when transgressions simply demand appropriate response. My community is simply shocked and not fooled by the PR cosmetics (more on that later). The disregard for community and collateral plain lack of humanity in this proposal is shocking. If you stand at the location as I have done, and look at the plan, you simply shake your head. It defies

logic. Even right now this main artery intersection between the Valley and LA is unwieldy and dangerous according to accident statistics.

Civic Insult to Community injury: This project has a long documented history or provenance of bad faith on the part of the "developers," for example, when a previous bizarre incarnation was proposed with similar architectural elephantiasis, LA City Council kiboshed that one. One can only characterize some of the "developer" activities as cheap tricks on their part, for example, illegally unilaterally charging parking to get rid of small businesses on the property, and audaciously proposing the building on the border of West Hollywood and Los Angeles to apparently try to avoid the ire of the West Hollywood community. It was cynically and sarcastically pitched as the "gateway" to Sunset and Weho at that time. This pitch, now cosmetically adjusted, persists with additional spiel about the historical importance of the long gone Garden Of Allah on that site. This bogus cultural spin in the proposal and press releases is insulting to anyone with a modicum of cultural education. Its as absurd as saying: Please let us build a gigantic building here because there was a great little building here once where movie stars cavorted. Apparently as facetious comic relief the developer's PR people recently told community members architect Gehry was "inspired" by the original Garden of Allah to build this huge structure. A ten year old could compare pictures and tell you this is a bogus claim.

These are cheap tricks with dire consequences for human beings who live around here and the broader community. Any layperson could easily list the terrible impact of this gargantuan building on a key artery and intersection in Los Angeles on traffic, human health and long term chaos.

Architecture and community are intricately linked, and fame and the architect's brand name do not negate fundamental human issues and/or physical reality.

Certainly aesthetically, Mr. Gehry has inadvertently or consciously decided to puncture a part of his legacy by putting his name on this. On the face of it, it seems to be Gehry Lite or mediocre by his own standards, so one can only snidely speculate the considerable mouths to feed in his office may have pushed this through. If Gehry himself has micro designed this I am afraid his talent is fading. The history of architecture is littered with hubris, crass compromise and mistakes and Mr. Gehry might join that hall of shame with this project with a Golden Ticket. For God's sake, Mr. Gehry, where are you? Your name is on this!

Perhaps Mr. Gehry has become an architectural anarchist and simply wants to create chaos, in that sense this project is a big success.

Personally, for the record, I am an enthusiastic fan of some of his post-modern kitsch, generated by his facile sketches which are then goosed up digitally. If you make an asinine, small doodle then hugely magnify it, then cast it in metal. Voila, it seems important. He is not the only practitioner of this in contemporary art. Like many he is in the shadow of Utzon whose Opera House dwarfs the rest who ripped him off. Sorry, honored him.

But this design does not even hit those heights of "creativity." The proposal does take the community of Weho, Los Angeles and their corresponding councils to be idiots. The proposal assumes that the Mr. Gehry's name will somehow magically solve all the myriad parking, traffic, environmental and cultural problems which will explode with this development. However, these real issues will need more than dazzling public relations. One cannot help wondering if the architect has actually visited the location.

I urge all involved to visit the busy location and draw the obvious conclusion. It was and is, a literally crazy and ghastly idea.

I would, heartfelt, urge all Weho and Los Angeles council members and employees of both cities involved to stand up for your communities, and with great respect, not be snowed under by cheesy, fancy names, expensive lobbyists and PR people and well dressed tactics.

My family history makes it apparent that bullying of any kind must be addressed without fear of reprisal. This looks like bullying of the community to me. I hope I am wrong and the developers and architect can coherently and sympathetically address the community concerns.

There is much to say on this matter. This is even a frightening project in many ways. However, Mr. Gehry is not Albert Speer. But in my opinion this proposal and the tactics used to date, can be perceived as a kind of bullying of the communities involved. To those who do not live here but are interfering with our life, please leave us alone so we can buy our groceries, go to the movies and live our lives in peace.

I would repeat this cynical development should not be approved since it profoundly attacks the well being of the community in many ways including: environment, traffic, parking, cultural values and health.

Its origins are a poisoned apple of bad faith.

Sincerely,

Philippe Mora

**1400 North Havenhurst Drive
Los Angeles California 90046
323 650 1940**

Scott Lunceford

From: wayne marmorstein <waymarr@earthlink.net>
Sent: Tuesday, November 03, 2015 12:25 PM
To: david.ryu@lacity.org; mayor.garcetti@lacity.com; renee.weitzer@lacity.org;
cd4.issues@lacity.org; sarah.dusseault@lacity.org; julia.duncan@lacity.org;
Michael.loGrande@lacity.org; Info@lamayor.org; Lindsey Horvath; John Heilman; Lauren
Meister; John D'Amico; John Duran; Scott Lunceford; artfuldodgerinc@earthlink.net
Subject: 8150 SUNSET BLVD PROJECT

Follow Up Flag: Follow up
Flag Status: Flagged

RE: ENV-2013-2552-EIR

Dear Srimal,

I live in close proximity to the 8150 Sunset project, and will be greatly impacted by this project. The revised plans for this project call for an increase in height. The height was one the biggest objections to the project in the first place. Why would they make it taller? I would like to see a significant reduction in height.

Thank You,

Wayne Marmorstein
1861 North Crescent Heights Blvd
LA CA 90046

**LETTER A18**

William Lamborn <william.lamborn@lacity.org>

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

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Nov 10, 2015 at 10:12 AM

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

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

From: **Andi Lovano** <ALovano@weho.org>

Date: Mon, Nov 9, 2015 at 4:25 PM

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

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

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

Hello –

Please find the attached comments in response to the DEIR for 8150 Sunset Blvd. The comments are being submitted on behalf of City of West Hollywood Mayor Lindsey Horvath.

Please feel free to contact me if you have any questions.

Best,

Andi Lovano

City Council Offices

City of West Hollywood

8300 Santa Monica Blvd., West Hollywood, CA 90069

alovano@weho.org | (323) 848-6333



—
Srimal P. Hewawitharana
Environmental Specialist II
Los Angeles City Planning Department
EIR Analysis Section, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
[\(213\) 978-1359](tel:(213)978-1359)



West Hollywood - 8150 Sunset Blvd DEIR Comments.pdf

691K



CITY OF WEST HOLLYWOOD

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JOHN J. DURAN
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JOHN HEILMAN
Councilmember

November 9, 2015

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

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

Dear Srimal Hewawitharana:

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

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

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





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

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

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

Thank you,

Lindsey Horvath
Mayor

**LETTER A19**

William Lamborn <william.lamborn@lacity.org>

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

1 message

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Nov 10, 2015 at 10:08 AM

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

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

From: <RosenFree@aol.com>

Date: Mon, Nov 9, 2015 at 1:32 AM

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

To: Srimal.hewawitharana@lacity.org, planning.envreview@lacity.orgCc: david.ryu@lacity.org, mayor.garcetti@lacity.org, renee.weitzer@lacity.org, cd4.issues@lacity.org, sarah.dusseault@lacity.org, julia.duncan@lacity.org

Dear Ms. Hewawitharana:

Attached is the letter from the Hillside Federation commenting on the recirculated Draft EIR for the project at 8150 W. Sunset Blvd. Please add it to you file and include the Hillside Federation on any and all notification lists for the project.

Thank you very much.

Best regards,

Wendy-Sue Rosen, Vice President
Federation of Hillside and Canyon Associations
www.hillsidefederation.org

—

Srimal P. Hewawitharana
Environmental Specialist II
Los Angeles City Planning Department
EIR Analysis Section, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
(213) 978-1359

**HF 8150 Comment Letter 11-9-15.pdf**

310K

P.O. Box 27404
Los Angeles, CA 90027
www.hillsidefederation.org



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Marian Dodge
CHAIRMAN
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Wendy-Sue Rosen
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TREASURER
Don Andres

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

November 9, 2015

Beachwood Canyon Neighborhood
Bel-Air Association
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
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
Rancho Verdugo Estates
Residents of Beverly Glen
Roscomare Valley Assn.
Save Coldwater Canyon!
Save Sunset Blvd.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Silver Lake Heritage Trust
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Whitley Heights Civic Assn.

Re: **8150 Sunset Blvd. Recirculated DEIR – ENV-2013-2552-EIR**

Dear Ms. Hewawitharana:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 45 homeowner and resident associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation had previously submitted three letters on this project, dated October 14, 2013, May 8, 2014 and January 19, 2015. We incorporate those letters by reference and expect that the issues raised in those letters will be addressed in the responses to the recirculated Draft EIR.

The Federation voted at its October meeting to continue to oppose the proposed project at 8150 Sunset Blvd. as described in the DEIR, the recirculated DEIR, and the ELDP streamlining process certified for this project. Although we appreciate that the project has been changed in some ways that were responsive to the letters that were submitted through the comment period, there remain major aspects of the project that would create significant negative impacts on commuters, the surrounding community and hillside aesthetics.

Some of our concerns include: the height of the project continues to be out of scale with the surrounding area impacting the hillside aesthetic; the traffic mitigation measures do not appear adequate for a project of this size and scale; this project does not appear to be consistent with the City's General or Community Plans and the findings for consistency have not been made; deviations from code on height, setbacks, etc, cannot be justified; and the marquee structure proposed to display signage is very large with little detail about how it will be utilized. How does the proposed marquee structure and future signage comply with current sign code and how can it be permitted with the sign ban in place. What luminosity limits would be imposed for the outdoor signs for daytime and nighttime hours and what would the impact of the illumination be on the surrounding community, including hillside residents and motorists.

CHAIRS EMERITI
Shirley Cohen
Jerome C. Daniel
Patricia Bell Hearst
Alan Kishbaugh
Gordon Murley
Steve Twining
CHAIRS IN MEMORIUM
Brian Moore
Polly Ward

CEQA requires full disclosure of all potential significant environmental impacts to give the community an opportunity for meaningful public input, the decision-makers an in-depth review of projects analyzing a range of alternatives that reduce those impacts, and based on objective analyses found in the EIR, agencies shall mitigate or avoid the significant effects on the environment whenever it is feasible to do so. We do not believe the recirculated DEIR accomplishes these objectives.

We join the Sunset Strip community in their comments and ask that the project be revised to a size and scale consistent with the surrounding community while reducing negative impacts to the neighborhood.

Sincerely,

Wendy-Sue Rosen

Wendy-Sue Rosen, Vice President

cc:

Councilmember Ryu
Mayor Eric Garcetti

LETTER A20

William Lamborn <william.lamborn@lacity.org>

Fwd: city case #env-2013-2552-eir

William Lamborn <william.lamborn@lacity.org>

Thu, Nov 12,

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, jack.mccourt@yahoo.com

Cc: Luciralia Ibarra <luciralia.ibarra@lacity.org>, Karen Hoo <karen.hoo@lacity.org>, David Crook <D.Crook@pcmet.com>

Mr. McCourt,

Thanks for your email. Please see responses below.

The original project includes heights ranging from 2 to 16 stories (overall building height approximately 216 feet as measured from the low point of the Project Site at Havenhurst Drive).

Alternative 9, which is addressed in the recirculated DEIR, includes heights ranging from 3 to 15 stories (overall building height approximately 234 feet as measured from the low point of the Havenhurst Drive).

For a complete description of Alternative 9, please see Page 2-1, Project Description of the recirculated DEIR:

<http://planning.lacity.org/eir/8150Sunset/DEIR/rdeir/index.html>

The project cannot get started until after certifying the Final EIR and going through the City's review process, through which the project could be approved or denied.

Regards,

William Lamborn

Major Projects

Department of City Planning

200 N. Spring Street, Rm 750

Ph: [213.978.1470](tel:213.978.1470)

On Thu, Nov 12, 2015 at 9:23 AM, Srimal Hewawitharana <srimal.hewawitharana@lacity.org> wrote:

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

From: **Jack McCourt** <jack.mccourt@yahoo.com>

Date: Thu, Nov 12, 2015 at 6:30 AM

Subject: Re: city case #env-2013-2552-eir

To: Jack McCourt <jack.mccourt@yahoo.com>, "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>

Good morning, please respond to below email I sent earlier this week.

Sent from my iPhone

On Nov 10, 2015, at 9:55 AM, Jack McCourt <jack.mccourt@yahoo.com> wrote:

i am very confused about the project at 8150 sunset. i continue to hear conflicting information.

when does this project get started?
is there a new plan for a taller building?

this building should NOT be a high-rise. it ruins the integrity of this famous corner.

i live at 8272 marmont lane and i am very concerned about this project.

i would like a phone number to call and get some detailed answers. we as residents of this area need to be informed with correct information.

thank you in advance,
john w mccourt
[323-528-3222](tel:323-528-3222)

—
Srimal P. Hewawitharana
Environmental Specialist II
Los Angeles City Planning Department
EIR Analysis Section, Mail Stop 395
200 North Spring Street, Suite 750
Los Angeles, CA 90012
[\(213\) 978-1359](tel:213.978.1359)

—
William Lamborn
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LETTER A21



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



Edmund G. Brown Jr.
Governor

Ken Alex
Director

November 10, 2015

RECEIVED
CITY OF LOS ANGELES

NOV 16 2015

ENVIRONMENTAL
UNIT

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

Subject: 8150 Sunset Blvd Mixed-Use Project
SCH#: 2013091044

Dear Srimal Hewawitharana:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 9, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013091044
Project Title 8150 Sunset Blvd Mixed-Use Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description The Project Applicant has developed a new Project Alternative (Alternative 9) based on comments received on the 8150 Sunset Boulevard Mixed-Use Project DEIR dated November 20, 2014, the analysis of which as well as other corrections and additions to the DEIR are provided in the Recirculated Portions of the DEIR. As with the Project, Alternative 9 would involve removal of all existing buildings and associated improvements on the Project Site. The development would consist of 249 residential units, including 28 affordable housing units (equivalent to the Project), and 65,000 sf of commercial uses (compared to 111,339 sf under the Project).

Lead Agency Contact

Name Srimal Hewawitharana
Agency City of Los Angeles
Phone 213 978 1359 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Sunset Boulevard and Crescent Heights Boulevard
Parcel No. 5554-007-014, 015
Township **Range** **Section** **Base**

Proximity to:

Highways SR 101, 2
Airports
Railways Metro Red Line
Waterways
Schools Several
Land Use C4-1D (Commercial)/Neighborhood Office Commercial

Project Issues Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Air Quality

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 09/10/2015 **Start of Review** 09/10/2015 **End of Review** 11/09/2015

**LETTER A22**

William Lamborn <william.lamborn@lacity.org>

Fwd: city case #env-2013-2552-eir

William Lamborn <william.lamborn@lacity.org>
To: Jack McCourt <jack.mccourt@yahoo.com>

Fri, Nov 20, 2015 at 11:13 AM

Mr. McCourt,

We conducted a records search of the 4 parcels immediately abutting the Sunset/Laurel intersection and found no records of Planning cases that have been filed. However, please note that there still could be by-right permits filed with Building and Safety that therefore do not come to the Department of City Planning, or projects in early stages of development that have not been filed with the City as of yet.

Best,
Will Lamborn

On Thu, Nov 12, 2015 at 4:02 PM, Jack McCourt <jack.mccourt@yahoo.com> wrote:
Thank you for the response.

Are there any plans in discussion for corner of crescent (Laurel) and sunset?

Sent from my iPhone

On Nov 12, 2015, at 2:23 PM, William Lamborn <william.lamborn@lacity.org> wrote:

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Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: 213.978.1470

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