



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

Objection to 8150 Sunset Blvd. from Brigitte reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 8:38 AM

Reply-To: brigitte.goulet@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, brigitte.goulet@gmail.com

From:

Brigitte

brigitte.goulet@gmail.com

4900 Overland Ave #244

Culver City

California

90230

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Brigitte
brigitte.goulet@gmail.com
4900 Overland Ave #244
Culver City
California
90230



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

Objection to 8150 Sunset Blvd. from Sidra Franklin reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 8:49 AM

Reply-To: sidrafranklin@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, sidrafranklin@yahoo.com

From:

Sidra Franklin

sidrafranklin@yahoo.com

346 N. Harper Ave.

Los Angeles

CA

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Sidra Franklin
sidrafranklin@yahoo.com
346 N. Harper Ave.
Los Angeles
CA
90048



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

Objection to 8150 Sunset Blvd. from Larry McQueen reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 9:08 AM

Reply-To: thecollection@earthlink.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, thecollection@earthlink.net

From:

Larry McQueen

thecollection@earthlink.net

2225 Nichols Canyon Rd.

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Larry McQueen
thecollection@earthlink.net
2225 Nichols Canyon Rd.
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from susan ray reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 9:12 AM

Reply-To: hermahoot@earthlink.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, hermahoot@earthlink.net

From:

susan ray

hermahoot@earthlink.net

7906 santa monica

west hollywood

ca

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

susan ray
hermahoot@earthlink.net
7906 santa monica
west hollywood
ca
90046



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

Objection to 8150 Sunset Blvd. from Cathy Waldman reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 10:09 AM

Reply-To: catwaldla@aol.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, catwaldla@aol.com

From:

Cathy Waldman

catwaldla@aol.com

1219 Larrabee St. #2

West Hollywood

CA

90069-6105

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Cathy Waldman
catwaldla@aol.com
1219 Larrabee St. #2
West Hollywood
CA
90069-6105



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

Objection to 8150 Sunset Blvd. from Leticia Alvarez reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 10:11 AM

Reply-To: Lett_alvarez@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, Lett_alvarez@yahoo.com

From:

Leticia Alvarez

Lett_alvarez@yahoo.com

633 1/2 North Orange Drivr

Los Angeles

CA

90036

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Leticia Alvarez
Lett_alvarez@yahoo.com
633 1/2 North Orange Drive
Los Angeles
CA
90036



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

Objection to 8150 Sunset Blvd. from Norman Timares reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 10:28 AM

Reply-To: ntimares@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, ntimares@gmail.com

From:

Norman Timares

ntimares@gmail.com

2223 N1chols Canyon Road

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Norman Timares
ntimares@gmail.com
2223 N1chols Canyon Road
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Harley Lond reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 11:12 AM

Reply-To: harleyl@earthlink.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, harleyl@earthlink.net

From:

Harley Lond

harleyl@earthlink.net

2274 Alcyona Dr.

Los Angeles

CA

90068

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

This high-rise madness has got to stop. Traffic in L.A. is atrocious and will get only worse -- and the quality of life in L.A. will decline -- as more of these hideous buildings based solely on greed are developed.

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

Thank you, yours sincerely,

Harley Lond
harleyl@earthlink.net
2274 Alcyona Dr.
Los Angeles
CA
90068



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

Objection to 8150 Sunset Blvd. from R King reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 11:46 AM

Reply-To: rayafromca@webtv.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, rayafromca@webtv.net

From:

R King

rayafromca@webtv.net

520 S Burnside

LA

CA

90036

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

This will heavily impact traffic over Laurel Canyon. Please do not go forward with this over sized monstrosity !

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

Thank you, yours sincerely,

R King
rayafromca@webtv.net
520 S Burnside
LA
CA
90036



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

Objection to 8150 Sunset Blvd. from marya shahriary reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 12:13 PM

Reply-To: marya.shahriary@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, marya.shahriary@gmail.com

From:

marya shahriary
marya.shahriary@gmail.com
837 euclid st
santa monica
ca
90403

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

marya shahriary
marya.shahriary@gmail.com
837 euclid st
santa monica
ca
90403



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

Objection to 8150 Sunset Blvd. from Susan Hanks reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 12:30 PM

Reply-To: shanks@littler.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, shanks@littler.com

From:

Susan Hanks

shanks@littler.com

430 S Fuller Ave

Los Angeles

C

90036

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Tom,

I lived 4 blocks from this proposed project for close to 40 years and currently use Crescent Heights on my way to North Hollywood 1-2 times per month. This project is WAY out of scale for the neighborhood. DON'T DO IT!!

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

Thank you, yours sincerely,

Susan Hanks
shanks@littler.com
430 S Fuller Ave
Los Angeles
C
90036



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

Objection to 8150 Sunset Blvd. from Lesley O'Toole-Roque reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 1:05 PM

Reply-To: lesleyotoole@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, lesleyotoole@gmail.com

From:

Lesley O'Toole-Roque

lesleyotoole@gmail.com

1300 N. Orange Grove Ave,

West Hollywood

California

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"
and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

I have lived seconds from Sunset Blvd./WeHo for 20+ years. I love this city - its architecture, its diversity, its history. Why are you planning to destroy all of this, and how do I explain this to my child? Please do not ruin our home forever.

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

Thank you, yours sincerely,

Lesley O'Toole-Roque
lesleyotoole@gmail.com
1300 N. Orange Grove Ave,
West Hollywood
California
90046



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

Objection to 8150 Sunset Blvd. from chris brown reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 1:08 PM

Reply-To: ctbrown.02@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, ctbrown.02@gmail.com

From:

chris brown

ctbrown.02@gmail.com

2235 Nichols Canyon Road

Los Angeles

Ca

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"
and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

I am not against development but I cannot abide by the density that is suggested by the renderings of this project in relationship to the existing neighborhood. The traffic at this intersection is already near gridlock proportions.

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

Thank you, yours sincerely,

chris brown
ctbrown.02@gmail.com
2235 Nichols Canyon Road
Los Angeles
Ca
90046



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

Objection to 8150 Sunset Blvd. from sumie mishima reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 1:42 PM

Reply-To: sumie@sbcglobal.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, sumie@sbcglobal.net

From:

sumie mishima

sumie@sbcglobal.net

1556 north Fairfax ave

los angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

This oversize project poses a real danger to the quality of life in the surrounding neighborhoods. The concessions made to the developers by the City of L.A. and specifically our new mayor is outrageous.

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

Thank you, yours sincerely,

sumie mishima
sumie@sbcglobal.net
1556 north Fairfax ave
los angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from leslie militzok reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 1:51 PM

Reply-To: 4dreamdogs@sbcglobal.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, 4dreamdogs@sbcglobal.net

From:

leslie militzok

4dreamdogs@sbcglobal.net

1556 North fairfax ave

los angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Overbuilding for this neighborhood damages all the residents and businesses. This projects size, height and density is completely out of character for this area. Mayor Garcetti is clearly in the pocket of the developers.

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

Thank you, yours sincerely,

leslie militzok
4dreamdogs@sbcglobal.net
1556 North fairfax ave
los angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Robert Krumpholz reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:05 PM

Reply-To: rkivsf@prodigy.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, rkivsf@prodigy.net

From:

Robert Krumpholz

rkivsf@prodigy.net

1416 North Hayworth Avenue

West Hollywood

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Please scale back this project to protect all residents from massive over development that will forever destroy the quality of life for everyone in our city. Money should and cannot be our first and only priority. Thank you.

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

Thank you, yours sincerely,

Robert Krumpholz
rkivsf@prodigy.net
1416 North Hayworth Avenue
West Hollywood
CA
90046



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

Objection to 8150 Sunset Blvd. from susan townes reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:28 PM

Reply-To: susantownes@earthlink.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, susantownes@earthlink.net

From:

susan townes

susantownes@earthlink.net

8581 Walnut Drive

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Please reconsider approving this project and giving some deep thought to how traffic will be mitigated. Try traveling northbound on Laurel Canyon from 3-8 PM to know the extent of the congestion. Then consider the esthetics of a 21 story building

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

Thank you, yours sincerely,

susan townes
susantownes@earthlink.net
8581 Walnut Drive
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Jessica Lam reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:34 PM

Reply-To: jlam4579@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, jlam4579@yahoo.com

From:

Jessica Lam

jlam4579@yahoo.com

1641 N Curson Ave

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Jessica Lam
jlam4579@yahoo.com
1641 N Curson Ave
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Dave O'Brien reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:46 PM

Reply-To: badgerdaveo@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, badgerdaveo@gmail.com

From:

Dave O'Brien

badgerdaveo@gmail.com

1035 N. Gardner #8

West Hollywood

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Dave O'Brien
badgerdaveo@gmail.com
1035 N. Gardner #8
West Hollywood
CA
90046



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

Objection to 8150 Sunset Blvd. from Thom Fennessey reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:48 PM

Reply-To: thom@collaborationfactory.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, thom@collaborationfactory.com

From:

Thom Fennessey

thom@collaborationfactory.com

919 North Alfred Street

Los Angeles

Ca

90069

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Please don't allow this to happen. This is grossly overscaled to the rest of the areas proportions.

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

Thank you, yours sincerely,

Thom Fennessey
thom@collaborationfactory.com
919 North Alfred Street
Los Angeles
Ca
90069



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

Objection to 8150 Sunset Blvd. from Michael Eselun reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 2:54 PM

Reply-To: Michael@michaeleselun.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, Michael@michaeleselun.com

From:

Michael Eselun

Michael@michaeleselun.com

1124 Greenacre Avenue

West Hollywood

Ca

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Michael Eselun
Michael@michaeleselun.com
1124 Greenacre Avenue
West Hollywood
Ca
90046



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

Objection to 8150 Sunset Blvd. from Jill Lummus reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 3:00 PM

Reply-To: DrJLummus@sbcglobal.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, DrJLummus@sbcglobal.net

From:

Jill Lummus

DrJLummus@sbcglobal.net

950 N Kings Rd, #256

West Hollywood

CA

90069

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Jill Lummus
DrJLummus@sbcglobal.net
950 N Kings Rd, #256
West Hollywood
CA
90069



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

Objection to 8150 Sunset Blvd. from D E FINKELSTEIN reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 4:02 PM

Reply-To: deflaca@pacbell.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, deflaca@pacbell.net

From:

D E FINKELSTEIN

deflaca@PACBELL.NET

POB 480948

Los Angeles

CA

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Even without such a large structure, crossing sunset while traveling southbound from Laurel Canyon Blvd to Crescent Heights is already fraught with dangers. Can you imagine what it will be like if the proposed building is completed.

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

Thank you, yours sincerely,

D E FINKELSTEIN
deflaca@PACBELL.NET
POB 480948
Los Angeles
CA
90048



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

Objection to 8150 Sunset Blvd. from Julie Shannon reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 4:36 PM

Reply-To: julieshannon@mail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, julieshannon@mail.com

From:

Julie Shannon

julieshannon@mail.com

736 N. Fuller Ave

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Julie Shannon
julieshannon@mail.com
736 N. Fuller Ave
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Ricco Ross reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 4:38 PM

Reply-To: riccoross95@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, riccoross95@gmail.com

From:

Ricco Ross

riccoross95@gmail.com

736 N. Fuller Ave

Los Angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Keep the integrity of the area. This is too much!

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

Thank you, yours sincerely,

Ricco Ross
riccoross95@gmail.com
736 N. Fuller Ave
Los Angeles
CA
90046



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

Objection to 8150 Sunset Blvd. from Amy Galaudet reference City Case No. ENV-2013-2552-EIR

2 messages

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 5:56 PM

Reply-To: amyg93@aol.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, amyg93@aol.com

From:

Amy Galaudet

amyg93@aol.com

6120 w 5th st

Los Angeles

calif

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

We cannot even breathe with all the congestion, no parking too many people, we are overbuilt. We need a moratorium on any more building. We suffer so they can get rich.

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

Thank you, yours sincerely,

Amy Galaudet
amyg93@aol.com
6120 w 5th st
Los Angeles
calif
90048

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 6:08 PM

Reply-To: amyg93@aol.com

To: jonathan.brand@lacity.org, planning.enreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, amyg93@aol.com

From:

Amy Galaudet
amyg93@aol.com
6120 w 5th st
Los Angeles
calif
90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

Townscape, the developers, are now applying to the city for condo parcel numbers. This means the units will be considered "individual homes" and are not subject to city rent increase guidelines. This is clearly a away to get

around city rent guidelines, and to turn the unenforced "low income housing" benefits they are asking for into yet more easy to flip profit. I also ask that these loopholes are closed.

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

We cannot even breathe with all the congestion, no parking too many people, we are overbuilt. We need a moratorium on any more building We suffer so they can get rich

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

Thank you, yours sincerely,

Amy Galaudet
amyg93@aol.com
6120 w 5th st
Los Angeles
calif
90048



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

Objection to 8150 Sunset Blvd. from Michael Bronstein reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 6:28 PM

Reply-To: mialbro@roadrunner.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, mialbro@roadrunner.com

From:

Michael Bronstein

mialbro@roadrunner.com

2225 Nichols Canyon Road

Los angeles

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Michael Bronstein
mialbro@roadrunner.com
2225 Nichols Canyon Road
Los angeles
CA
90046



Objection to 8150 Sunset Blvd. from Christina Pitcher reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Fri, Jan 9, 2015 at 11:47 PM

Reply-To: cpitcher37@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, cpitcher37@gmail.com

From:

Christina Pitcher

cpitcher37@gmail.com

342 N Flores St

Los Angeles

CA

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Christina Pitcher
cpitcher37@gmail.com
342 N Flores St
Los Angeles
CA
90048



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

Objection to 8150 Sunset Blvd. from Helen Berman reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 9:43 AM

Reply-To: helenberman@mac.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, helenberman@mac.com

From:

Helen Berman

helenberman@mac.com

7135 Hollywood Boulevard

Los Angeles

California

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"
and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

The EIR does not take into account the cumulative impact of the over-development of the Hollywood area from Highland to Crescent Heights. Traffic has become intolerable and no increase has been made for emergency surfaces or to improve infrastructure

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

Thank you, yours sincerely,

Helen Berman
helenberman@mac.com
7135 Hollywood Boulevard
Los Angeles
California
90046



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

Objection to 8150 Sunset Blvd. from Fred Selden reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 10:14 AM

Reply-To: seldenmusic@mac.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, seldenmusic@mac.com

From:

Fred Selden

seldenmusic@mac.com

1855 Sunset Plaza Drive

Los Angeles

California

90069

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments"
and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Fred Selden
seldenmusic@mac.com
1855 Sunset Plaza Drive
Los Angeles
California
90069



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

Objection to 8150 Sunset Blvd. from Brian Hamilton reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 10:54 AM

Reply-To: laguy323@pacbell.net

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, laguy323@pacbell.net

From:

Brian Hamilton

laguy323@pacbell.net

1305 N Laurel Ave Apt 100

West Hollywood

CA

90046-4648

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

Our neighborhood cannot support this huge structure! The traffic in the nearby residential areas and the noise will be intolerable. The magnitude of this development is unprecedented in this neighborhood. Many more revisions and changes are necessary

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

Thank you, yours sincerely,

Brian Hamilton
laguy323@pacbell.net
1305 N Laurel Ave Apt 100
West Hollywood
CA
90046-4648



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

Objection to 8150 Sunset Blvd. from Bruce Remick reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 1:40 PM

Reply-To: Bruce@bruceremick.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, Bruce@bruceremick.com

From:

Bruce Remick

Bruce@bruceremick.com

1408 N. Genesee Ave

LA

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

This is just a terrible project that will cause traffic and safety nightmares as well as destroying a beautiful neighborhood

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

Thank you, yours sincerely,

Bruce Remick
Bruce@bruceremick.com
1408 N. Genesee Ave
LA
CA
90046



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

Objection to 8150 Sunset Blvd. from Elyse Eisenberg reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 5:42 PM

Reply-To: elyse.eisenberg@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, elyse.eisenberg@gmail.com

From:

Elyse Eisenberg

elyse.eisenberg@gmail.com

1230 Horn Avenue #526

West Hollywood

CA

90069

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

This would be the tallest, most dense project along Sunset bet the ocean & downtown, increasing problems in an area already strangled for years by traffic. What elected officials are responsible for allowing this to go forward? For shame!

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

Thank you, yours sincerely,

Elyse Eisenberg
elyse.eisenberg@gmail.com
1230 Horn Avenue #526
West Hollywood
CA
90069



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

Objection to 8150 Sunset Blvd. from Stuart Fine reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 6:02 PM

Reply-To: StuAFine@aol.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, StuAFine@aol.com

From:

Stuart Fine

StuAFine@aol.com

1550 No. Genesee

LA

CA

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Stuart Fine
StuAFine@aol.com
1550 No. Genesee
LA
CA
90046



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

Objection to 8150 Sunset Blvd. from j bernstein reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sat, Jan 10, 2015 at 6:29 PM

Reply-To: natrhikr@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, natrhikr@yahoo.com

From:

j bernstein
natrhikr@yahoo.com
327 n kilkea dr
Los Angeles
California
90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

j bernstein
natrhikr@yahoo.com
327 n kilkea dr
Los Angeles
California
90048



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

Objection to 8150 Sunset Blvd. from Mark R. Edwards reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 6:47 AM

Reply-To: emailyavin@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, emailyavin@gmail.com

From:

Mark R. Edwards

emailyavin@gmail.com

814 N. Ogden Drive

Los Angeles

California

9046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

There are two profound facts that impact this project. The City of Los Angeles does not have the capacity or the record to enforce any conditions and Townscape - the developers - can not be trusted to do what they say - see 8899 Beverly project.

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

Thank you, yours sincerely,

Mark R. Edwards
emailyavin@gmail.com
814 N. Ogden Drive
Los Angeles
California
9046



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

Objection to 8150 Sunset Blvd. from Ken hudson reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 7:46 AM

Reply-To: Kenphudson@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, Kenphudson@gmail.com

From:

Ken hudson

Kenphudson@gmail.com

522 n Edinburgh ave

Los Angeles

CA

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Ken hudson
Kenphudson@gmail.com
522 n Edinburgh ave
Los Angeles
CA
90048



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

Objection to 8150 Sunset Blvd. from gary manning reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 10:04 AM

Reply-To: garydarby8@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, garydarby8@yahoo.com

From:

gary manning

garydarby8@yahoo.com

1648 mountcrest ave

los angeles

CA

90069

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

gary manning
garydarby8@yahoo.com
1648 mountcrest ave
los angeles
CA
90069



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

Objection to 8150 Sunset Blvd. from BeverlyKaram reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 12:45 PM

Reply-To: beverly_karam@yahoo.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, beverly_karam@yahoo.com

From:

BeverlyKaram

beverly_karam@yahoo.com

1201 N.Crescent Heights Bl.

West Hollywood

ca

90046

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

We have way to many cars that use Laurel
cyn. going N&S we don't need more monster buildings.

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

Thank you, yours sincerely,

BeverlyKaram
beverly_karam@yahoo.com
1201 N.Crescent Heights Bl.
West Hollywood
ca
90046



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

Objection to 8150 Sunset Blvd. from Thomas Pfeffer reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 1:53 PM

Reply-To: Thomas.a.pfeffer@kp.org

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, Thomas.a.pfeffer@kp.org

From:

Thomas Pfeffer

Thomas.a.pfeffer@kp.org

7095 Hollywood Blvd 663

Los Angeles

CA

90028

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

"Protect lower density housing from the scattered intrusion of apartments" and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Thomas Pfeffer
Thomas.a.pfeffer@kp.org
7095 Hollywood Blvd 663
Los Angeles
CA
90028



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

Objection to 8150 Sunset Blvd. from thomas challenger reference City Case No. ENV-2013-2552-EIR

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Sun, Jan 11, 2015 at 5:43 PM

Reply-To: t.challener@gmail.com

To: jonathan.brand@lacity.org, planning.envreview@lacity.org, tom.labonge@lacity.org

Cc: info@savesunsetboulevard.com, t.challener@gmail.com

From:

thomas challenger

t.challener@gmail.com

6120 w 5th st

Los Angeles

calif

90048

To:

The City Planning Department, Councilman Tom LaBonge, and Jonathan Brand,

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

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

HEIGHT

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

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

HISTORICAL RESOURCE DISTRICT

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

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

DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

TRAFFIC

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

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

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

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

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

- The developers goal of pushing 900 new bicyclists into totally unsafe streets.
- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
- Increased danger to bicyclists and pedestrians in "vehicle conflict areas"
- The resulting inadequate emergency access to all hillside residents and neighbors as a result of this new and unmanageable congestion.

PARKING

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

THE "CONDO" LOOPHOLE

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

LOSS OF SERVICE

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

ADDITIONAL CONCERNS

You are going to destroy the Garden of Allah, If I recall it was there to put up some ugly modernistic garrish, and cheap looking gargantuan building, Why?

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

Thank you, yours sincerely,

thomas challenger
t.challener@gmail.com
6120 w 5th st
Los Angeles
calif
90048