



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Mon, Jan 19, 2015 at 11:46 PM

Reply-To: notavailable@domain.com

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

Cc: info@savesunsetboulevard.com, notavailable@domain.com

From:

martin collette

notavailable@domain.com

not available

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

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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

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- 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.

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- 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"
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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

In addition to the increased number of vehicle trips in the hills, there will be a large increase in trips much further south on Crescent Heights. We're in a residential area 1/2 block away, and do not want the health hazards of more fuel exhaust.

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

Thank you, yours sincerely,

martin collette
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not available
los angeles
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90048



DEIR 8150 COMMENTS

1 message

N2SWIMNG@aol.com <N2SWIMNG@aol.com>

Tue, Jan 20, 2015 at 12:00 AM

To: planning.envreview@lacity.org

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

Dear Srimal,

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

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

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

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

Thank you,

Please acknowledge receipt of this email.

Rory Barish

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



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 12:10 AM

Reply-To: vjrad@mac.com

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

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

From:

Vicki Radovsky

vjrad@mac.com

8001 Rothdell Trail

Los Angeles

CA

90046

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vjr@mac.com
8001 Rothdell Trail
Los Angeles
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Objection to 8150 Sunset Blvd. from Dean Goodhill reference City Case No. ENV-2013-2552-EIR

1 message

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

From:

Dean Goodhill

dgedits@gmail.com

8942 Wonderland Park Ave.

Los Angeles

CA

90046

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Cc: info@savesunsetboulevard.com, sabcrazy13@yahoo.com

From:

Stephen Benson

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10411 corfu ln

Los Angeles

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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 strongly oppose this project and think it works create a very problematic precedent for possible future developments.

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

Thank you, yours sincerely,

Stephen Benson
sabcrazy13@yahoo.com
10411 corfu ln
Los Angeles
California
90077



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 7:33 AM

Reply-To: jcbollard@gmail.com

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

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

From:

John Bollard

jcbollard@gmail.com

8292 Marmont Lane

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 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.

ADDITIONAL CONCERNS

My biggest concern is the height of this building. I am not opposed to development at that sight, but the height ruins views and, therefore, property values.

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

Thank you, yours sincerely,

**John Bollard
jcbollard@gmail.com
8292 Marmont Lane
Los Angeles
CA
90069**



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 8:04 AM

Reply-To: kellyelizmiller@gmail.com

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

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

From:

kelly miller

kellyelizmiller@gmail.com

9270 warbler way

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

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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

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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.

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PARKING

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LOSS OF SERVICE

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ADDITIONAL CONCERNS

the traffic has become unbearable on sunset boulevard already. this building is going to make a major mess of an already existing problem with traffic. i am VERY opposed to this building. a smaller building is more appropriate.

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

Thank you, yours sincerely,

kelly miller
kellyelizmiller@gmail.com
9270 warbler way
los angeles
ca
90069



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 8:16 AM

Reply-To: KARENZAMBOS@mac.com

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

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

From:

KARE ZAMBOS

KARENZAMBOS@MAC.COM

1400 N SWEETZER AVE #401

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.

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DENSITY

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

and states that...

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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.

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PARKING

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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.

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Thank you, yours sincerely,

KARE ZAMBOS
KARENZAMBOS@MAC.COM
1400 N SWEETZER AVE #401
WEST HOLLYWOOD
CA
90069



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 8:18 AM

Reply-To: apobr@yahoo.com

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

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

From:

Aidan O'Brien

apobr@yahoo.com

8382 GrandView 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:

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DENSITY

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"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.

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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.

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ADDITIONAL CONCERNS

I live directly above this for 32 years. The noise off Sunset is intolerable at the weekends. To add this and all it traffic will just make life impossible.

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

Thank you, yours sincerely,

Aidan O'Brien
apobr@yahoo.com
8382 GrandView Drive
Los Angeles
CA
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 9:43 AM

Reply-To: mor-poe@pacbell.net

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

Cc: info@savesunsetboulevard.com, mor-poe@pacbell.net

From:

James Poesl

mor-poe@pacbell.net

1656 Sunset Plaza Drive

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;

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- 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.

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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 IS NO NEED FOR THE TOWER.

IT SHOULD BE LIMITED TO 2 OR 3 STORIES. HOMEOWNERS WILL LOSE
THEIR VIEWS AND TRAFFIC WILL BE
MUCH WORSE.

REDEVELOPING THE UGLY STRIP MALL IS FINE.

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

Thank you, yours sincerely,

James Poesl

mor-poe@pacbell.net

1656 Sunset Plaza Drive

Los Angeles

CA

90069



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

1 message

Donnicus L. Cook <DLCook@westangelescdc.org>

Tue, Jan 20, 2015 at 10:08 AM

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

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

Good morning,

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

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

Donnicus L. Cook

DIRECTOR OF ECONOMIC DEVELOPMENT

WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION

6028 Crenshaw Blvd. | Los Angeles, CA 90043

P: 323.751.3440 ext. 24 | F: 323.751.7631

WWW.WESTANGELESCDC.ORG



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

482K



January 20, 2015

Srimal Hewawitharana
City of Los Angeles

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

Dear Srimal Hewawitharana:

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Tunua Thrash-Ntuk'.

Tunua Thrash-Ntuk
Executive Director



Sunset Crescent Heights - DEIR Comment Letter

1 message

Evan Shuman <evanshuman@gmail.com>

Tue, Jan 20, 2015 at 10:11 AM

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

Cc: jonathan.brand@lacity.org

Dear Councilman LaBonge,

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

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

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

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

Sincerely,

Evan Shuman

—

Evan Shuman

507 North Citrus Avenue

Los Angeles, CA

90036



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 10:55 AM

Reply-To: susannekonigsberg@gmail.com

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

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

From:

Susanne Konigsberg

susannekonigsberg@gmail.com

2355 Sunset Plaza Drive

Los Angeles

CA

90069-1208

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

Thank you, yours sincerely,

Susanne Konigsberg
susannekonigsberg@gmail.com
2355 Sunset Plaza Drive
Los Angeles
CA
90069-1208



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

1 message

Dietrich Nelson <dnelson@dhaepr.com>

Tue, Jan 20, 2015 at 11:03 AM

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

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

Sincerely,

H. Dietrich Nelson

2359 Nichols Canyon Road

Los Angeles, CA 90046

323-309-3314



Comments on 8150 W.doc

28K

The Project

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

Safety

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

add to the burden on Fire and Police.

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



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 11:16 AM

Reply-To: Judith@djprods.com

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

Cc: info@savesunsetboulevard.com, Judith@djprods.com

From:

Judith james

Judith@djprods.com

2418 laurel pass

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;

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Thank you, yours sincerely,

Judith james
Judith@djprods.com
2418 laurel pass
Los Angeles,
CA
90046



8150 Sunset DEIR

1 message

Christina Santos <cmsantos7722@gmail.com>

Tue, Jan 20, 2015 at 11:46 AM

To: planning.envreview@lacity.org

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

To whom it may concern,

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

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

Christina Santos

Los Angeles, CA



8150 Sunset - EIR Report Comments

1 message

Kathy Small <kathysmall@mac.com>

Tue, Jan 20, 2015 at 12:40 PM

To: planning.envreview@lacity.org

January 20, 2015

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

Dear Srimal,

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

1. HEIGHT - significant impact

The Colonial House, on the National Register of Historic Places, is located on Havenhurst Dr. - 1 lot south of the project. It is 6 stories high. The project is suggesting a high-rise over 3 times the height of The Colonial House. Havenhurst Dr. slopes up to Sunset, therefore, the project will be even higher than 3 times. The proposed height is completely out of proportion to the surrounding buildings. This building will tower over the surrounding neighborhoods and be ridiculously out of scale.

2. NOISE - significant impact

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

3. TRAFFIC - significant impact

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

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

4. ARCHITECTURE - significant impact

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

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

5. SHADOW - significant impact

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

6. GEOLOGICAL - significant impact

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

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

Please acknowledge receipt of this email.

Kathleen Small



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 1:32 PM

Reply-To: needgold@gmail.com

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

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

From:

David Gold

needgold@gmail.com

8707 St. Ives Drive

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;

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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:

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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:

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- 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

(1) I do not agree that the project would be subject to any rent controls. (2) I strongly endorse my neighbors' concerns about height and parking/traffic.

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

Thank you, yours sincerely,

David Gold
needgold@gmail.com
8707 St. Ives Drive
Los Angeles
CA
90069



8150 Sunset Draft EIR Comments

1 message

Carolyn Ramsay <carolynramsay2015@gmail.com>

Tue, Jan 20, 2015 at 1:41 PM

To: planning.envreview@lacity.org

To Whom it May Concern:

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

Carolyn Ramsay

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

Carolyn Ramsay 8150 Sunset DEIR Comments.pdf
53K

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

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

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

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

Comments written and submitted by:

Carolyn Ramsay

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



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:01 PM

Reply-To: sox415@gmail.com

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

Cc: info@savesunsetboulevard.com, sox415@gmail.com

From:

Gary Grossman

sox415@gmail.com

1400-1414 Havenhurst Dr.

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.
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DENSITY

The Hollywood general plan states that it will:

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

and states that...

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TRAFFIC

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ADDITIONAL CONCERNS

Havenhurst Dr is a quiet street with (3) buildings on the Natl. Register of Historic Places in the same block as 8150 Sunset, a development too big for the corner of Sunset & Havenhurst that will destroy this historic street/neighborhood.

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

Thank you, yours sincerely,

Gary Grossman
sox415@gmail.com
1400-1414 Havenhurst Dr.
West Hollywood
CA
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:15 PM

Reply-To: sox415@gmail.com

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

Cc: info@savesunsetboulevard.com, sox415@gmail.com

From:

John P. Rodgers

sox415@gmail.com

1412 1/2 Havenhurst Dr.

West Hollywood

CA

90046

To:

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

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DENSITY

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ADDITIONAL CONCERNS

While the corner of Sunset & Hollywood is ripe for development, "8150 Sunset" is entirely too large for the street and the area. This is why residents fight new development. City officials must be accountable for 8120 Sunset.

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

Thank you, yours sincerely,

John P. Rodgers
sox415@gmail.com
1412 1/2 Havenhurst Dr.
West Hollywood
CA
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:21 PM

Reply-To: steuerj@aol.com

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

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

From:

Joanne Steuer

steuerj@aol.com

1555 N Ogden Drive

Los Angeles

CA

90046

To:

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

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ADDITIONAL CONCERNS

We want Hollywood to be a livable community. Please pay attention to our concerns and help keep this a great neighborhood in which to live, not just develop.

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

Thank you, yours sincerely,

Joanne Steuer
steuerj@aol.com
1555 N Ogden Drive
Los Angeles
CA
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:40 PM

Reply-To: bjintahiti@aol.com

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

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

From:

Bernard Judge

bjintahiti@aol.com

9192 Crescent Dr.

Los Angeles 90046

CA

90046

To:

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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,

Bernard Judge
bjintahiti@aol.com
9192 Crescent Dr.
Los Angeles 90046
CA
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:44 PM

Reply-To: malloryblaine@aol.com

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

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

From:

Blaine Mallory

malloryblaine@aol.com

9192 CrescentDr.

Los Angeles 90046

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.

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- Greater speed differentials between bicycles, pedestrians and motor vehicles in one of the most congested and dangerous junctions in Hollywood.
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Thank you, yours sincerely,

Blaine Mallory
malloryblaine@aol.com
9192 CrescentDr.
Los Angeles 90046
Ca
90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 2:47 PM

Reply-To: drtaty@aol.com

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

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

From:

Berta E. Ortiz

drtaty@aol.com

1555 N. Ogden Dr.

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

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Thank you, yours sincerely,

Berta E. Ortiz
drtaty@aol.com
1555 N. Ogden Dr.
Los Angeles
CA
90046



CITY CASE NO. ENV-2013-2552-EIR

1 message

Marne Carmean <mame.poet@gmail.com>

Tue, Jan 20, 2015 at 3:02 PM

To: planning.envreview@lacity.org

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

Dear Ms. Srimal Hewawitharana,

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

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

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

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

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

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

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

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

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

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

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

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

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

A-2 NOP

"The study describes the location as "highly urbanized" but ignores the low density single-family development in the adjoining Hollywood Hills, with low levels of traffic and ambient light, and abundant wildlife. Residential development to the south of the south of the site [Havenhurst primarily is my insertion] is also relatively low-density and with relatively low levels of traffic and ambient light and noise."

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

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

Thank you for your time and attention.

My best,

Mame Camean



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 3:05 PM

Reply-To: janeswald@yahoo.com

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

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

From:

Jane Shay Wald

janeswald@yahoo.com

2307 Sunset Plaza Drive

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

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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:

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DENSITY

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and states that...

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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 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.

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ADDITIONAL CONCERNS

I have lived on Sunset Plaza Drive for over 12 years. I believe this project is in conflict to the Hollywood General plan and CEQA, for the reasons set forth herein.

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

Thank you, yours sincerely,

Jane Shay Wald
janeswald@yahoo.com
2307 Sunset Plaza Drive
Los Angeles
CA
90069



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 3:06 PM

Reply-To: Mazkira@ca.rr.com

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

Cc: info@savesunsetboulevard.com, Mazkira@ca.rr.com

From:

Elaine Gilboa

Mazkira@ca.rr.com

1616 No. Sierra Bonita Avenue

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;

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ADDITIONAL CONCERNS

Enough building and destroying the integrity of our neighborhoods. Every block of La Brea has a construction site, a big project is planned for Sunset between Curson and Sierra Bonita and the traffic is horrendous. We need a moratorium on building

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

Thank you, yours sincerely,

Elaine Gilboa

Mazkira@ca.rr.com

1616 No. Sierra Bonita Avenue

Los Angeles

CA

90046



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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 3:13 PM

Reply-To: mame.poet@gmail.com

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

Cc: info@savesunsetboulevard.com, mame.poet@gmail.com

From:

Marne Carmean

mame.poet@gmail.com

1354 No. Havenhurst Drive #11

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 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.

ADDITIONAL CONCERNS

Using our own drive ways coming and going will be problematic if not hazardous with the continuous flow of traffic both commercial and residential from 8150 Sunset, the top of Havenhurst.

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

Thank you, yours sincerely,

Mame Carmean

marne.poet@gmail.com

1354 No. Havenhurst Drive #11

West Hollywood

California

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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 3:37 PM

Reply-To: dlmabry@sbcglobal.net

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

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

From:

Donald L. Mabry

dlmabry@sbcglobal.net

7135 Hollywood Blvd Apt 410

Los Angeles

CA

90046

To:

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ADDITIONAL CONCERNS

In addition, the project's adverse effects as described above will only be compounded by the cumulative effect of this project with many out-of-scale developments proposed in the area, including but not limited to the project at 7107 Hollywood Blvd.

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

Thank you, yours sincerely,

Donald L. Mabry
dlmabry@sbcglobal.net
7135 Hollywood Blvd Apt 410
Los Angeles
CA
90046

