



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

1 message

**Save Sunset Boulevard** <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 4:10 PM

Reply-To: frank@frankpre.com

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

Cc: info@savesunsetboulevard.com, frank@frankpre.com

From:

frank pennino

frank@frankpre.com

9229 w sunset blvd. #602

west hollywood,

calif

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

I vehemently oppose the huge scale of this development —the traffic on Sunset is already a nightmare ——  
As a neighbor, this will have a lasting negative effect ——an environmental disaster that adds to the already huge projects underway

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

Thank you, yours sincerely,

frank pennino  
frank@frankpre.com  
9229 w sunset blvd. #602  
west hollywood,  
calif  
90069





---

## 8150 Sunset (Hollywood) EIR Comment

1 message

---

**Ryan Baksh** <ryanbaksh@gmail.com>

Tue, Jan 20, 2015 at 4:46 PM

To: srimal.hewawitharana@lacity.org, Planning.envreview@lacity.org, egordon@marathon-com.com

Ms. Hewawitharana:

"Less than significant."

These three words seem to be stated over and over again throughout this report with reference to the environmental impacts associated with the proposed project at 8150 Sunset Boulevard in Hollywood. That's a good thing. This region of Los Angeles is well documented to be deficient in housing options, especially low-income units. This project has a sizeable affordable housing program. That's a good thing. This project will provide almost 1000 bike parking spaces and fewer car spaces than necessary — smart urban planning. That's a good thing. This project is one of just a few to be called an Environmental Leadership Project by the state of California. That's a good thing. The project will be replacing a dilapidated strip mall that is home to fast food spots, seedy looking massage parlors and check cashing businesses. That's a good thing.

This project is a good thing for LA. Jobs creating, revenue generating, influx of housing, better walkability and the highest green building standards. I support!

Ryan





---

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

1 message

---

**Save Sunset Boulevard** <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 4:56 PM

Reply-To: billychilders@me.com

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

Cc: info@savesunsetboulevard.com, billychilders@me.com

From:

Billy Childers

billychilders@me.com

8225 Lincoln Terrace

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

This proposed development, I feel, would have a detrimental effect on the historic, residential nature of this neighborhood and devalue the surrounding area. The trade-off for "economic growth" is not worth what is at stake of being lost.

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

Thank you, yours sincerely,

Billy Childers  
billychilders@me.com  
8225 Lincoln Terrace  
Los Angeles  
CA  
90069





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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 5:04 PM

Reply-To: auntiemer4x@aol.com

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

Cc: info@savesunsetboulevard.com, auntiemer4x@aol.com

From:

Meryl Cohen

auntiemer4x@aol.com

1416 N Havenhurst Drive, 1B

West Hollywood

CA

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those 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**

**PLEASE!!! DO NOT ALLOW THIS TO HAPPEN TO OUR ICONIC NEIGHBORHOOD. THIS MONSTROSITY DOES NOT BELONG HERE. IF WE MUST BUILD, I'M SURE A MUCH MORE APPEALING OPTION THAT FITS OUR NEIGHBORHOOD CAN BE DEVELOPED. KEEP LOS ANGELES...LOS ANGELES. NOT NY.**

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

**Thank you, yours sincerely,**

**Meryl Cohen**

**auntiemer4x@aol.com**

**1416 N Havenhurst Drive, 1B**

**West Hollywood**

**CA**

**90046**





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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 5:53 PM

Reply-To: CarterBrav@aol.com

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

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

From:

Carter Bravmann

CarterBrav@aol.com

1625 N. Crescent Heights Blvd.

Los Angeles

CA

90069

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those 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

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

Thank you, yours sincerely,

Carter Brawmann  
CarterBrav@aol.com  
1625 N. Crescent Heights Blvd.  
Los Angeles  
CA  
90069





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

1 message

**Save Sunset Boulevard** <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 6:17 PM

Reply-To: eliolupi@hotmail.com

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

Cc: info@savesunsetboulevard.com, eliolupi@hotmail.com

From:

Elio Lupi

eliolupi@hotmail.com

7542 Klmdale lane

Los Angeles

CA

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

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

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

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

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

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

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

#### PARKING

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

#### THE "CONDO" LOOPHOLE

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

#### LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Elio Lupi  
eliolupi@hotmail.com  
7542 Klmdale lane  
Los Angeles  
CA  
90046





---

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

1 message

---

**Save Sunset Boulevard** <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 6:59 PM

Reply-To: powellarch@aol.com

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

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

From:

John Powell

powellarch@aol.com

9028 Crescent Drive

Los Angeles

CA

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

The EIR falsely claims that 5,296 daily trips are made by the present shopping mall and bases its traffic impact by subtracting this number. At present, the real number is approximately 1500 daily trips that are made by the shopping mall, and at its peak occupancy it was still only around 3000. The EIR says that it will only increase traffic by 1077 cars by building this development, but the real and honest number for 240 apartments containing at least 480 new residents, the restaurants, retail spaces, offices and gym employees, deliveries and the sheer number of the customers those 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

I am an architect in Laurel Canyon. The most wonderful character of this low-rise neighborhood will destroy the way of life. The traffic is already a stand-still, and the number of cars this would add is totally out of line.

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

Thank you, yours sincerely,

John Powell  
powellarch@aol.com  
9028 Crescent Drive  
Los Angeles  
CA  
90046





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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 8:19 PM

Reply-To: koelenandrews@gmail.com

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

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

From:

Koelen Andrews

koelenandrews@gmail.com

1305 N Laurel Ave Apt 110

west Hollywood

CA

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

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

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

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

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

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

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

#### PARKING

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

#### THE "CONDO" LOOPHOLE

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

#### LOSS OF SERVICE

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

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

Thank you, yours sincerely,

Koelen Andrews  
koelenandrews@gmail.com  
1305 N Laurel Ave Apt 110  
west Hollywood  
CA  
90046





---

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

1 message

---

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 8:48 PM

Reply-To: kismettv@aol.com

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

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

From:

halle sherwin

kismettv@aol.com

1021 N. Sweetzer Ave

los angeles

ca

90069

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

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

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

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

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

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

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

#### PARKING

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

#### THE "CONDO" LOOPHOLE

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

#### LOSS OF SERVICE

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



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

Thank you, yours sincerely,

halle sherwin  
kismetv@aol.com  
1021 N. Sweetzer Ave  
los angeles  
ca  
90069





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

1 message

**Save Sunset Boulevard** <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 9:23 PM

Reply-To: plscortena@aol.com

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

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

From:

Courtenay Raia  
plscortena@aol.com  
8390 hollywood Blvd  
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

The proposed height of the buildings will seriously obstruct the views of the houses above Sunset Strip resulting in both a diminution in the quality of life as well as property values (and property tax basis).

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

Thank you, yours sincerely,

Courtenay Raia  
plscortena@aol.com  
8390 hollywood Blvd  
Los Angeles  
CA.  
90069





---

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

1 message

---

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 11:01 PM

Reply-To: lynneduf28@gmail.com

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

Cc: info@savesunsetboulevard.com, lynneduf28@gmail.com

From:

Lynne DuFresne

lynneduf28@gmail.com

1716 1/2 Laurel Canyon Blvd

Los Angeles

California

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

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

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

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

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

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

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

#### PARKING

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

#### THE "CONDO" LOOPHOLE

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

#### LOSS OF SERVICE

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



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

Thank you, yours sincerely,

Lynne DuFresne  
lynneduf28@gmail.com  
1716 1/2 Laurel Canyon Blvd  
Los Angeles  
California  
90046





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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Tue, Jan 20, 2015 at 11:02 PM

Reply-To: mgoorahoo@gmail.com

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

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

From:

michaela goorahoo

mgoorahoo@gmail.com

1716 1/2 Laurel Canyon Blvd

Los Angeles

Ca

90046

To:

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

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

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

### HEIGHT

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

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

### HISTORICAL RESOURCE DISTRICT

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

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

### DENSITY

The Hollywood general plan states that it will:

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

and states that...

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

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

#### TRAFFIC

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

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

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

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

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

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

#### PARKING

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

#### THE "CONDO" LOOPHOLE

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

#### LOSS OF SERVICE

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

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

Thank you, yours sincerely,

michaela goorahoo  
mgoorahoo@gmail.com  
1716 1/2 Laurel Canyon Blvd  
Los Angeles  
Ca  
90046

