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

1 message

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

Wed, Jan 21, 2015 at 9:29 AM

Reply-To: alisimard@gmail.com

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

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

From:

Alison Simard

alisimard@gmail.com

2226 Stanley Hills 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

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

I live in Laurel Canyon & suffer impact of commuter traffic. I strongly oppose the 8150 Sunset Blvd plan. This massive structure will be a destination that brings hundreds of cars. The very corner at Sunset & Crescent Hts is already dangerous.

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

Thank you, yours sincerely,

Alison Simard  
alisimard@gmail.com  
2226 Stanley Hills Dr  
Los Angeles  
CA  
90046





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

1 message

Save Sunset Boulevard <info@savesunsetboulevard.com>

Wed, Jan 21, 2015 at 11:41 AM

Reply-To: norm.garr@sbcglobal.net

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

Cc: info@savesunsetboulevard.com, norm.garr@sbcglobal.net

From:

Norm Garr

norm.garr@sbcglobal.net

6600 Moore Drive

Los Angeles

CA

90048-5328

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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- 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:

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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"
- 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

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**ADDITIONAL CONCERNS**

I support all the efforts to stop this project. Thank you for your consideration of my views.

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

Thank you, yours sincerely,

**Norm Garr**

norm.garr@sbcglobal.net

6600 Moore Drive

Los Angeles

CA

90048-5328







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

1 message

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

Wed, Jan 21, 2015 at 5:31 PM

Reply-To: citadelgrad@gmail.com

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

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

From:

Scott Nixon

citadelgrad@gmail.com

8806 Wonderland Ave

Los Angeles

CA

90046

To:

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

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

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

### HEIGHT

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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 – 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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#### 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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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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**ADDITIONAL CONCERNS**

I'm strongly against the proposed traffic flow changes and the lack of parking provided by this proposed development.

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

Thank you, yours sincerely,

Scott Nixon  
citadelgrad@gmail.com  
8806 Wonderland Ave  
Los Angeles  
CA  
90046





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**FW: 20 jan**

1 message

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**marie-Odile lambersens** <molambersens@hotmail.com>

Wed, Jan 21, 2015 at 7:28 PM

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

Thank you for giving the public a chance to give its opinion regarding this project.

As a resident of We-Ho for the last 22 years, I enjoy the city very much, even as sadly I see it expand more than I would like.

I loved the peacefulness of the place. But I guess its progress.

However, I am totally against that humongous project at the corner of Crescent Heights and Sunset.

Not only this type of glass building would fit more in Las Vegas than West Hollywood, but the size of it is way more than we can handled.

It is going to crowd an area that is already congested enough with the traffic in Laurel Canyon and on Sunset.

This is going to affect the residents in all adjacent residential streets....

Plus there are plenty of "for lease" signs in the neighbourhood, why build more business spaces???

I guess some people have big interests in this deal...and are not thinking of the residents' loss of quality of life if this project comes to realization.

Thank you for reading.

*Marie-Odile Lambersens*





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

1 message

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Save Sunset Boulevard <info@savesunsetboulevard.com>

Thu, Jan 22, 2015 at 4:09 PM

Reply-To: rsugerperson@yahoo.com

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

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

From:

Ruth Sugerman

rsugerperson@yahoo.com

630 N McCadden Place

Los Angeles

CA

90004

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**

The traffic there is already a nightmare, this will make the area unlivable and impossible to get through.

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

Thank you, yours sincerely,

Ruth Sugerman  
rsugerpersion@yahoo.com  
630 N McCadden Place  
Los Angeles  
CA  
90004

