



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Sunset Development

3 messages

Eileen Kim <ekim.bean@gmail.com>
To: srimal.hewawitharana@lacity.org

Tue, Oct 8, 2013 at 4:28 PM

Dear Ms. Hewawitharana,

I wanted to write to you to express support for the 8150 Sunset project I recently learned about via a CurbedLA post. I've lived in Tom LaBonge's district near the Grove for the last three years. I love spending time on many of the east-west streets in my neighborhood, including 3rd, Beverly, Melrose, and Santa Monica. Each has their own unique and interesting character. I wish I could say the same for the portion of Sunset closest to me – I hardly ever go there, and when I do I almost always spend time west of La Cienega.

This new project will bring vibrancy and life to a long-neglected portion of Sunset. This project improve the immediate area around Sunset and Crescent Heights (it's terrible as it is now), and will serve as an anchor and hopefully encourage other properties in the area to dean up their act.

If you haven't had a chance to visit the project's website at www.8150sunset.com, I highly suggest you do. Unfortunately, the prevalence of boring, low-flung apartment and condo projects in our area has dramatically increased. These projects are not consistent with modern urban planning principles that generally stress open space and ease of access to automobiles, bicydists, and pedestrians alike. Luckily, the developers of this project get 'it'. Based on their plans, they are committed not only to building a successful project, but also contributing to their surrounding neighborhood and the overall urban environment of Los Angeles.

I look forward to seeing this project come to fruition, and I thank you for your public service and commitment to making our city a better place.

Warmest regards,

Eileen Kim

447 N. Stanley Ave.
Los Angeles, CA 90036

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Eileen Kim <ekim.bean@gmail.com>

Tue, Oct 8, 2013 at 4:57 PM

Dear Ms. Kim,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana

11/17/2014

City of Los Angeles Mail - Sunset Development

Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrmet.com>

Tue, Oct 8, 2013 at 4:58 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 sunset scoping meeting comment

3 messages

ggg@copper.net <ggg@copper.net>
Reply-To: ggg@copper.net
To: srimal.hewawitharana@lacity.org

Tue, Oct 8, 2013 at 1:32 PM

Hi Srimal,

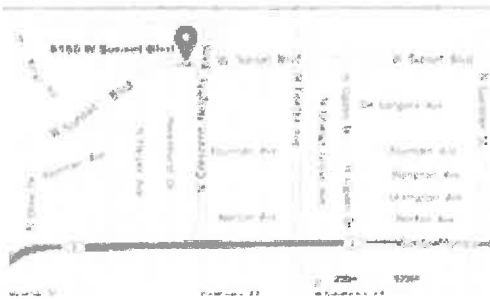
Please add this to the 8150 Sunset scoping meeting comment file:

Caltrans should be added to the notice of preparation and included in the Draft Environmental Impact Report as a commenting agency and a responsible agency because California State Highway Route 2 is 2,000 feet from the project site. See the attached map. Caltrans input into the effect that this project will have on the State Highway System should be included in the draft EIR. Caltrans' "Guide for the Preparation of Traffic Impact Studies" should be used to determine the cumulative traffic impact from this project and the other approximately 58 major projects in the Hollywood area, the total build out associated with the Hollywood Community Plan Update and the NBC/Universal project in Cahuenga Pass. The Congestion Management Program used by LADOT is insufficient to determine traffic impact.

George Abrahams

3150 Durand Drive

Los Angeles, CA 90068



8150 sunset route 2.jpg
160K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: ggg@copper.net

Tue, Oct 8, 2013 at 4:09 PM

Dear Mr. Abrahams,

Thank you for your comments. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 8, 2013 at 4:09 PM

[Quoted text hidden]



8150 sunset route 2.jpg
160K



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

EIR 8150 Sunset

4 messages

SJLin1@aol.com <SJLin1@aol.com>
To: srimal.hewawitharana@lacity.org

Tue, Oct 8, 2013 at 9:00 AM

8 October 20013

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

Re: 8150 Sunset Blvd. Mixed-Use Project

Dear Ms. Hewawitharana,

In my letter sent last week, I mistakenly omitted an important concern. I am requesting a formal land survey to determine the correct city boundary line between West Hollywood and Los Angeles, along the southern portion of 8150 Sunset.

At the Scoping Meeting, the Consultants had diagrams of the property; at least one of these showed the city boundary line (between LA & West Hollywood) on the south west portion of the property (currently, the back parking lot) in a place which I believe is incorrect. They drew the city boundary as the same as the property boundary, which I feel fairly certain is inaccurate.

I am under the distinct impression that the city boundary bisects the back parking lot, and should extend from the north side of the neighboring apartment building on Crescent Heights, not the south side of that building as the Consultants have it marked.

On the west side of Havenhurst Drive - 1435 Havenhurst - is a low income apartment building owned by the West Hollywood Community Housing Corporation. The building right next to it on the north is The Andalusia, which is in the City of LA. If the city boundary was where the Consultants have it marked (along the south end of the property line), it would mean this boundary would extend halfway into Havenhurst Dr., then would take a 90 degree turn north in the middle of the street and run north for approx. 25-35 yards, then would take a 90 degree turn west at the northern edge of 1435 Havenhurst. Rather, it makes far more sense the actual boundary extends from the north side of the neighboring apartment building on Crescent Heights, straight across the entire 8150 Sunset property, crossing Havenhurst at the northern end of the West Hollywood owned building at 1435.

Please ensure that a proper an unbiased survey of the land/city boundaries is conducted.

Thank you,

Sheri Lin
Member Crescent Heights-Havenhurst Neighborhood Preservation Association
PO Box 69325
West Hollywood 90069
(Property Owner: 1328 Havenhurst Dr.)

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Sheri Lin <SJLin1@aol.com>

Tue, Oct 8, 2013 at 11:36 AM

Dear Ms. Lin,

Thank you for your additional comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 8, 2013 at 11:37 AM

[Quoted text hidden]

Sheri Lin <sjlin1@aol.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 8, 2013 at 1:14 PM

Thank you

Sent from my iPad

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 sunset blvd

3 messages

Dawn Rudling <dawnrudling@hotmail.com>

Tue, Oct 8, 2013 at 10:55 AM

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

Dear Srimal

I live at 8082 Selma ave, right opposite the new construction which is going to be built at 8150 Sunset Blvd.

I'm really upset that they are proposing to build a 16 storey apartment block on this land. This will block my views, sunshine and overlook my private garden.

This is such a lovely area to live in. There's so many wonderful historic buildings in the neighbourhood, ours being one of them (1907). I'm concerned that they propose to build a glass monstrosity which is not in keeping with the area.

I agree that the block of land may need revamping but the tall building will swamp the area, it will look so out of place and so dangerous if the big earthquake happens!!

Also the traffic is a concern, it's SO BUSY around Crescent Heights/ Sunset every single day and night, adding a 1000 cars or more because of the new building is going to make matters worse.

I do hope the city listens to the locals for a change.

Thank you
Dawn Clark
8082 Selma ave
Los Angeles
90046

Sent from my iPad

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 8, 2013 at 11:38 AM

To: Dawn Rudling <dawnrudling@hotmail.com>

Dear Ms. Rudling,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 8, 2013 at 11:38 AM

To: David Crook <D.Crook@pcrnet.com>

11/17/2014

City of Los Angeles Mail - 8150 sunset blvd

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Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Case No: ENV_20132552-EIR / Project Name: 8150 Sunset Blvd Mixed-Use Project

3 messages

Leslie Pegorer <lane4realestate@gmail.com>
To: srimal.hewawitharana@lacity.org

Mon, Oct 7, 2013 at 10:09 PM

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

RE: Case No: ENV_20132552-EIR
Project Name: 8150 Sunset Blvd Mixed-Use Project
Project Location/Address: 8150 Sunset Blvd
Community Planning Area: Hollywood Community Plan Area
Council District: 4-Tom LaBonge

October 2, 2013

To Srimal Hewawitharana,

My name is Rory Barish and I own my condo at 1416 Havenhurst Drive, West Hollywood, CA 90046. I am V.P. of the HOA and have lived here since 2004. I am also a member of the CH-HNPA (Crescent Heights-Havenhurst Neighborhood Preservation Association). My building, the Colonial House is a historic building listed under the National Register and the Mills Act. This building, steeped in history, and published in several magazines stands to be greatly affected if this proposed project is able to be built. The views, the shadows and the sheer size of this project hovering over our building, will adversely affect values, architecture and our way of life.

As I am vehemently opposed to this project, I will list the reason why in posing questions for the EIR study.

AESTHETICS AND CULTURAL RESOURCES

1. This project is over scaled, too high and dense for the neighborhood and will obscure sight lines and adversely change the light source for the neighboring buildings, which include many historic buildings such as The Andalusia, The Colonial House, La Ronda, The Granville, The Chateau Marmont, The Tuscany, The Savoy Plaza and the Sunset Tower to mention a few. This will impact cultural and historic sites. How does this project fit into this kind of a neighborhood filled with architectural jewels?

A. Can the developer present and guarantee that property values will not be affected because of loss of light (by the shade that is cast) and loss of views? Views and light are worth a lot of money when getting ones house appraised. Shade on the buildings could also adversely affect surrounding gardens should that height be allowed. The Colonial House has a very rare Monkey Puzzle tree on the

property that could be compromised.

B. Can the developer show that there will be no glare and blinding light from the glass on the south side (or any side of the building) that could bounce off the building affecting the sight of passers-by, residents and drivers? Passers-by would have to avert their eyes. This recently happened with the Walkie Talkie City skyscraper in London, also known as the Walkie-Scorchie City Skyscraper. This is a safety issue as well.

C. Another example is the Vdara Hotel in Las Vegas. The south facing tower became a collector and bouncer of sun rays.

D. Can the developer show from this design that the reflection from the sun of the building will not cause light beams from the building to produce enough heat to melt vehicles around it? This also happened with the same building in London. Will they be doing heat studies on the different materials on the building and how the heat and direct sun affects them?

E. Could the shading and loss of light (due to the height of the project) to surrounding buildings cause a form of "Seasonal Affective Disorder"? We could have psychological issues on our hands with a building of this size. Is this being studied?

F. The Chase Bank, formerly Lytton Savings would be demolished and the LA Conservancy as well as the neighborhood recognize the historic status of this building. Can the developer defend his position of why this important architectural building should be torn down?

G. Why did the developer on the Environmental Assessment Form (pg.5) state that neither the site nor the overlay zone has any historically important buildings? Was this done to get the application accepted?

H. There will be a change in streetscape with the loss of the old Lytton Savings Bank and there will be an adverse impact on the visual character of the neighborhood being in such close proximity to historic buildings. How could you justify or remedy that?

AIR QUALITY AND HEALTH HAZARDS

1. The sheer size of this project will add too many vehicles to the neighborhood which already has too many cars. During the long construction phase it will add a multitude of trucks to the area not to mention debris and irritants caused by the construction itself.

A. Residents will be affected by the fumes and exhausts (several levels of metal louvers will vent exhausts) from on site parked vehicles. How can you ensure that the health of nearby residents and those residing at 1435 will not be affected? That building is comprised of seniors, disabled residents and some with severe asthma and respiratory issues. This can adversely affect their health as well as the health of those in the immediate area.

B. The cancer causing exhaust fumes from an additional (approx.) 1250 cars on Havenhurst Drive will create a health hazard for the neighborhood and make the 100 condos/apartments in the adjacent four properties virtually uninhabitable. This includes the Andalusia and Colonial House. Are you planning on relocating all of these people?

C. This project has environmental effects which could cause substantial adverse effects on human beings directly and indirectly. How would the developer justify adding this burden to the neighborhood? Will the developer be studying any and all direct adverse affects on human beings and pets?

GEOLOGY AND SOILS AND CONSTRUCTION

1. We all are well too aware of earthquakes and compromised foundations in Southern California.

A. Has a full study been performed as to whether or not this property is sitting on a fault?

B. Have studies been performed as to the water table in the area and other geological factors that could adversely affect the property (cracking, slippage, sliding, settling or other soil problems) as well as the surrounding neighborhood? The Colonial House is a brick building. Might major excavation adjacent to the property adversely affect that building and buildings such as this one in any way? Any grading problems?

C. Are you aware of any asbestos, formaldehyde, radon gas contaminated soil water on the existing property? these could be an environmental hazard.

D. Will the developer obtain any and all permits required by federal and state law as well as comply with local statutes and construct to present codes when building this project in every step and phase of construction?

E. Why would the City give permission to build this project that is three times the ratio allowed on this site? Why would the City give variances and allow for violation of setbacks for an already over scaled project?

WATER

1. Water shortage and drains and run-off.

A. With all the additional residents and businesses using water at that project site, how will it affect our shortage of water? We are very concerned about water conservation in our City.

B. Where will the run-off go from the property and how will it affect the surrounding neighborhood and streets (which already flood from heavy rains)? Will there be enough drainage on the property to accommodate additional water usage? Will there be construction of new storm water drainage facilities (or expansion of existing facilities) which could cause significant environmental effects?

C. Will streets or properties be affected by additional run-off (erosion and possibility of undermining surrounding properties

NOISE

1. Noise associated with on -going construction and after the project is completed, noise from open air restaurants, additional parked and incoming and outgoing cars, and pedestrians in open air pedestrian walk, residents and helicopters and a helipad.

A. How can the developers mitigate or even justify noise associated with these issues? How can the developer guarantee peaceful enjoyment with a project of this size? This would not only be a disaster for the neighborhood but will affect people's mental health.

POPULATION AND HOUSING

1. This project induces excessive population in the area.

A. Registering each as a subdivided unit while saying this will be a rental property. Sneaky way of saying they will be rental apartments (which are easy to get through Planning), but leaving an opening to turn them into

condos when the time is right. Condominiums are harder to get approved because they have more requirements. Which is it? Please be more specific.

B. Can the developer justify overpopulating this small area with a supermarket, gym, retail, restaurants, and housing when we have all of the above just a stones-throw away?

RECREATION

1. The proposed Health Club

A. More traffic due to non-stop in and out of clients. What is the developers solution to alleviate traffic and parking?

TRAFFIC AND PARKING

1. Major increase in traffic from the inhabitants and their guests of the proposed site, as well as increased traffic from clientele from all the amenities, retail stores, health club, and supermarket...affects the entire area and causes a ripple effect to many other areas.

2. Omitting the use of the traffic island causing back-up of traffic.

3. Architects design for ingress and egress causing traffic

4. Not enough parking spaces on the property. The parking is scarce in the neighborhood as it is.

5. Traffic caused by massive construction.

6. Addition of perhaps 1250 cars per day (249 apartments times an average of 6 trips in and out of the building per day) on Havenhurst Drive compromising a street with several historical properties.

A. Too much compact parking (going from weakened code of 40%, which is already too much, to a requested variance of 60%). What is the logic here and what would ever justify adding this? Explanation?

B. Designating one compact parking spot along with one regular parking spot for each apartment. Do you think that it is possible to dictate to people the kind of cars they can buy? And if they do not have compact cars??? Where do they go? On the street?

C. All valet or valet assist parking has been stated. They would have to have a substantial staff 24/hours/day which will be improbable because of cost. Residents will complain about having to wait for their cars. How can you answer and solve this problem? How long will the cars back up lanes? Probably backed up awhile waiting for valets, especially when they are short handed on valets.

D. Too many intense uses mean they are probably going to try and get away with a staggered parking plan and they will not use it properly. Too many dense uses on site - four restaurants, gym, and a grocery store - all require 10 parking spaces per 1,000 square feet. For sure, this project doesn't have that, so is the developer going to try and use the staggered parking plan hours which won't make sense since all those uses will overlap - especially the gym and grocery store?

E. Without adding another lane to Sunset, please demonstrate how the traffic problem (which already comes to a halt most hours) will not magnify when you take away the island and add a multitude of cars to the mix? If you designate that far right hand lane (going east) to only cars making a right, you would have to have a right hand signal on green all the time to keep the traffic flowing. It will back up for more miles than it already is. This will not be possible because if you have it on green all the time, pedestrians could not cross and cars could not safely

cross Sunset from Laurel Canyon. How could you possibly explain your decision to remove that island? Do you also know that you would be taking away

the bus stop there if you designate that lane to cars going right? Where would you safely put that bus stop?

F. Los Angeles owns this island and by what authority is it given to a private entity for its own improvement?

G. Traffic Management will not want to manage or be burdened with yet another area of concern. Has anybody thought about that?

H. Way too many cars already on Havenhurst and when you have street sweeping days and construction work; there is no place to park and people circling the block. If you throw in all of the added traffic, cars, offloading and loading of trucks onto Havenhurst from the new proposed site, where is everybody going to park? Where are you planning to put everyone?

I. If Havenhurst Drive is made into a cul-de-sac (which you would have to do), there would not be adequate emergency access. If the street became a cul-de-sac, it would then need a traffic light on Fountain Avenue because you would never be able to turn left with all of the traffic. Has the developer worked this out with the City of West Hollywood and their residents? If there was a cul-de-sac, the masses of cars coming out of the proposed site on to Havenhurst Drive would have to turn right on to Sunset (thereby increasing the already horrible traffic problem) when they exited because it would be too much of a burden for this residential street with landmark buildings. Has this been thought out?

J. Left hand turns from Sunset on to Crescent Heights will increase congestion at this already busy intersection. Entry and exit from the Crescent parking structure will impede traffic and is an accident waiting to happen. Where is the service entry for semi trucks to unload for the grocery store? Havenhurst Drive? Do we really need another grocery store, or gym when there is a similar grocery store and gym directly across the street?

K. Laurel Canyon will be backed up for miles with traffic due to the increase of traffic at the already over congested intersection at Crescent Heights and Sunset). People will be taking other arteries such as Nichols Canyon, Benedict and Coldwater Canyon. Has the developer thought about how to mitigate this problem and have those neighborhoods (Beverly Hills ...) been made aware (by the developer) of this additional massive traffic problem?

UTILITIES

1. Resulting in construction of new water or wastewater treatment facilities or expansion of existing facilities which could cause significant environmental effects.

2. Electricity use by increased population could cause blackouts (over use of A/C in the summer) our transformers are overloaded and blow out as it is.

A. Has the developer taken all of this into consideration and how will they remedy this? Do they have sufficient water supplies to serve the project or are new entitlements needed?

B. Is the developer served by a landfill with sufficient capacity to accommodate the projects solid waste disposal needs?

C. Will the developer comply with all federal state and local statues and regulations related to solid waste and all other utilities?

I think that everyone agrees that the existing development is underutilized, but the proposed project does not fit the neighborhood (would be great downtown or in Manhattan). This is not a neighborhood where you put an LA Live or a Vegas Hotel or a Dubai Skyscraper. This would cause irreparable harm have a disastrous and negative impact to the neighborhood's quality of life and real estate values. This is not about how much money the developer can make or lining people's pockets (politicians?). This is an area where you would put a wonderful

upscale boutique Hotel like Browns or Blakes in London (4-6 stories max) with a top-notch hair salon inside and some chic retail shops ore perhaps a low-rise upscale retail boutique strip with restaurants like one you see on Sunset Plaza or Montana in Santa Monica? Perhaps just recreate The Garden of Allah again? Something that fits into the aesthetics of the area and something that the area needs....The Chateau Marmont is great but we could use another great hotel that reflects and compliments it's surrounding jewels.

Thank you. I hope that you will address any and all of my questions and concerns in the EIR Report.

Sincerely,
Rory Barish

 **8150Sunset_DeptOfCityPlanning_LETTER.pdf**
94K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Leslie Pegorer <lane4realestate@gmail.com>

Tue, Oct 8, 2013 at 11:25 AM

Dear Mr. Barish,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 8, 2013 at 11:25 AM

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 **8150Sunset_DeptOfCityPlanning_LETTER.pdf**
94K



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fwd: Oct 2, 2013 - Environmental Meeting Recap

3 messages

Craig Clark <craig@roundabout.com>
 To: srimal.hewawitharana@lacity.org
 Cc: tom.labonge@lacity.org

Mon, Oct 7, 2013 at 6:24 PM

Hi Srimal,

As the owner/resident of 8082 Selma Ave, L.A. 90046 I'd like to ask a couple of questions regarding the new Project known as 8150 Sunset Blvd.

1. Heights - I'm troubled by the height of this new project, 16 stories (201 feet) seems very high, I understand the developers have no height restrictions, but as this is residential adjacent, surely there should some limitation.. I know officially there isn't, but can the City Leader not appreciate the significance, of very high buildings bordering Residential neighborhoods..? I am across the street and 3 building away from this project, and I have a limitation of 45 feet, or 3 stories..
2. Heights - I'm concerned that the height of this building will affect the police helicopters, forcing them to fly higher as they fly through this area, and hinder the police in the course of there duties, i.e. stop them from getting a good view of any criminal activity on the ground.
3. Traffic - This new building will almost certainly add 1000 cars to the streets at that junction. I spoke to the Developer's Traffic Analysis Representative. at the scope meeting and they kept talking about cars per day, or hour. However, if a few cars take forever to get through the junction, that is still very poor traffic flow, the amount of cars is not as relevant. Is the city going to take into account the speed and the flow of traffic, as well as the amount of cars..??
4. Traffic - This morning was typical of a busy day at this junction, people coming down Laurel Canyon, see a backlog of cars at the Crescent Heights/Sunset traffic lights, and take the shortcut coming south on Selma to avoid the traffic light. Is the city planning on addressing this issue..?? If that traffic light becomes slower, because people going in and out of the new complex reduce the flow of traffic.
5. Traffic - With more pedestrians crossing the street (which will happen if you add more pedestrians to the neighborhood) that will also cause the traffic lights to take longer to change, thereby slowing the flow of cars further. As it is the "Homeless People" who hang out at that junction, cause dangerous situations by walking through the cars asking for donations, are these "Homeless People" something the City will address..??
6. Historical Neighborhood - There are many historic buildings in this neighborhood, my own home was build in 1907 and I've maintained the original "Craftsman/Ultimate Bungalow" (per the Los Angeles Department of City Planning's Office of Historic Resources)architectural look and feel... Also we have Chateau Marmont, and the Granville, that have all got historic value. This new building will not be in keeping with many homes or buildings in the immediate vicinity. Is the city planning on addressing this issue..??
7. Historical Neighborhood - The old Lytton Bank building has some historic value as a mid-century design, and should also be preserved. The Los Angeles Conservancy has bought this up as an issue. Will the City address this..??
8. View - This new project will completely take the views away from my home and many others. I'm hoping the City will show some concern for this, as they would if it was their own homes.

9. I believe there will be significant shadow effect over much of my, and other neighbors properties. Is the city planning on looking into the shadow that this new building will cause..??
10. Tourism/Local Commerce - Currently many tourist come to this part of town to see the buildings, and hopefully catch a glimpse of a celebrity. This new mainly residential building, will not encourage tourism, and will be detrimental to the local businesses. Will anyone address the new building's affect on tourism in the neighborhood..??
11. Tourism/Local Commerce - There are currently 7 or 8 new small restaurants in a new "mixed use" building between Crescent Heights and Fairfax Blvd. Many are struggling to stay open, why would we need more restaurants..?? Therefore I'd like the City to refuse the CUP for on/and off site alcohol sales.. Will the City look into the need to grant these alcohol CU Permits..??
12. Why do the developers qualify for a 3:1 FAR ratio..?? Can this special dispensation be examined in greater detail..?? And can I get a response as to how they qualified..?? Also, who granted this ratio..??
13. Privacy - I moved into the neighborhood almost 3 years ago, and before I bought my home, I made a conscience decision not be overlooked by neighbors, and/or businesses. With this new building I'll have upwards of 120 apartments being able to oversee my garden, and have a clear view in all south facing windows? Will the City address the impact on privacy..??
14. Noise - The restaurants are surely going to play some music, Townscape have applied for "live music" Piano & Guitar CUP, and then there is the usual noise from patrons chatter, gosh help us if things get boisterous, as they often do on Sunset. I don't thing this amount of noise pollution will be good for any of us. I'd like to ask that the City address the noise issue in detail..
15. Emergency Services - This new building will cause an impact of the emergency service providers.. Two years ago I had a small stroke and it took the paramedics 25 minutes to get to my home just after morning rush hour (9AM), with the increased traffic, and increase human density, these services (which are already stressed to breaking point) will no longer be adequate, is the City planning on adding a new Fire Station at this end of town..?? How can this be addressed..??
16. Property Values - I know I paid a premium for my house, as did all hillside and Condo owners in this area. This new building will overall adversely affect our property values, especially as it is a rental building. If this type of building were being put up in a depressed neighborhood, it would add value, generally bring up the whole area and be a good thing. However, I feel the Developer is only in our neighborhood because this is already an expensive neighborhood to live in, and they can take advantage of that with higher rental rates, even if it lowers the value of our properties somewhat. Is the City going to examine the impact on property values..??
17. Property Taxes - Who will compensate the homeowners for loss of value..?? Will we be able to apply for a reduction in Assessor Valuation, thereby lowering our property taxes..?? I'm concerned the City is inclined to approve this project to increase property taxes. Even if we can't lower our taxes, as sales occur and values drop so will City revenue, so any gain will be temporary.. Has the City examined this aspect..??
17. Community Spirit - Most homes on the hillside are Owner/Occupied, and South of Sunset many of the Condo's are also Owner/Occupied, even though I don't know everyone, there is a sense of Community Pride, I believe we all like and enjoy our neighborhood. Adding a 249 apartment building will not support that spirit. Traditionally renters have less community spirit because they are in the neighborhood temporarily, also because they are renters they tend not to have any "Pride of Ownership", therefore a "Rental" neighborhood tends to be less well cared for. Is this what we want for this area..?? Will the City address the impact of renters in a predominantly owner/occupier neighborhood..??

In closing I'd like to add that as well as a homeowner, I'm a businessman, so I'm pro development, and I firmly believe something should be developed on this plot of land. Currently it's not very attractive, I believe many good things could be done that would improve it's use, beautify our neighborhood, increase the Cities Revenue, and make the developer a very handsome profit.

I look forward to your response at your convenience..

Talk to you soon..

Regards Craig...

craig@roundabout.com

www.roundabout.com

Office Phone: 818-842-9300

Craig Mobile: 310-666-1770 (anytime)

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 8, 2013 at 11:19 AM

To: Craig Clark <craig@roundabout.com>

Dear Mr. Clark,

Thank you for your comments and questions. They will be included in the official file and will also be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 8, 2013 at 11:19 AM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]



Smiral Hewawitharana <smiral.hewawitharana@lacity.org>

Initial Study of 8150 Sunset

4 messages

David Gold <David@convermat.com>

Mon, Oct 7, 2013 at 5:06 PM

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

Dear Smiral Hewawitharana:

The Initial Study fails to adequately describe the proposed project and so should itself be revised, re-distributed and extended time-frames allowed for interested persons to review the necessary information. Specifically, the Initial Study:

- Misleads readers regarding the height of the project, which is only 16 stories in height if you ignore the parking garage.
- Provides no detail of the exterior wall treatment of the parking garage, making it impossible to understand the impact of the parking garage and its internal circulation, on neighboring properties. Specifically, are the exterior walls solid or permeable? What is the proposed venting and sound-proofing? What is the proposed exterior and interior lighting?
- The rooftop level uses are not adequately described, specifically as to open/outdoor space. Use of rooftop open/outdoor space would cause significant noise issues, possible odor issues (particularly regarding cooking) and may cause risk of objects falling and/or being blown from the roof-tops.
- There is no description of the proposed uses of the helipad.
- There is no detail of the type of signage and its illumination; particularly regarding potential electronic/moving images.
- There is insufficient detail of the internal loading docks to understand the path of travel of trucks serving the project.
- The study describes the location as "highly urbanized" but ignores the low-density single-family development in the adjoining Hollywood Hills, with low levels of traffic, low ambient light, and abundant wildlife. Residential development to the south of the site is also relatively low-density and with relatively low levels of traffic and ambient light and noise. The project should be correctly characterized to assess the impacts on its neighbors.
- There is no elevation included from the west or south sides of the project, making it difficult if not impossible to assess the issues affecting neighbors to the south.
- Page 13, paragraph (c) states that "the primary valet drop-off/pick-up area [is] located on Level B1 (see Figure A-6 above)." There is no valet drop-off/pick-up specified on Figure A-6 making it impossible to assess this important feature.
- Page 15 states "trash collection bins for the entire development [are] located in the center of Level B1." They are not indicated on the plans, making it impossible to understand access, servicing and control to the trash area.

The Initial Study raises additional questions to be addressed in the EIR. Specifically:

- What alternative developments were considered? Directly to the east is a low-rise retail, entertainment and restaurant development that serves many of the community needs proposed to be served by the project. Why was this low-rise model not evaluated?
- Why was no hotel component considered? Hotel use would generate TOT to the City and cause minimal service demands on the City (particularly with regard to schools and health care).
- What alternative location was considered for the residential towers? Specifically siting such towers at the northeast corner of the site, furthest from residential uses, and at the most prominent location of the site?

- What alternative configuration was considered for the residential towers? With no height limit, a taller, thinner structure is possible using the same construction techniques, which would create a more iconic architectural statement and provide better views for its tenants, and block fewer views of neighbors.
- Does the maximum FAR include garage space?
- How much of the parking is valet vs. self-park?
- Where are valets stationed to service tandem parking spaces? How many valets will be in service and at what times? How will valet staffing levels affect back-up and wait time for cars being parked?
- The only public transportation option at this location is two (?) Metro bus lines. How does the project scale/program compare to projects near existing and proposed subway lines? What will be the impact on existing service levels for the Metro bus?
- It is certain that additional traffic will impact Laurel Canyon, a primary connector for San Fernando Valley and the 110 Freeway. How will the project impact the 110 Freeway and other canyon routes (Franklin, Coldwater, etc.).
- The project abuts a large, low-density area of the Hollywood Hills. What alternatives were considered to make the project compatible with low-density single-family home development? How will the project impact wildlife in the Hollywood Hills?
- How many affordable housing units are required to qualify for the FAR density bonus? Will occupants of the affordable housing place additional demands on City services such as social services, health care services, or financial subsidies? Will occupants of these units be restricted to existing residents of the City of Los Angeles or will residents of the City of West Hollywood (or elsewhere) qualify, placing new demands on the City of Los Angeles?
- There is mention of the roof deck areas having "ancillary catering kitchens." Are the roof decks open to the sky? How tall are the surrounding walls, and how soundproof? How large will these kitchens be and how much noise and odors will be generated? Will there be gas lines running to these kitchens or BBQ grilling? Such catering kitchens suggest large gatherings. What will be the total maximum occupancy of these roof deck areas? What hours will such events be allowed? What will be the parking/traffic management of such? How many such gatherings will be allowed monthly?
- What handicap access is provided along Havenhurst Drive? Without handicap access, the project created physical divisions of the existing neighborhood.
- What is the turning radius for cars entering the parking from Sunset? The driveway appears to have a 90 degree curb cut, which suggests a very tight turn required to enter the garage, and so significant slowing of this lane of traffic.
- How can the second (eastern) lane into the garage from Sunset be used by vehicles headed east on Sunset if there is another vehicle entering at the same time?
- How can vehicles using the Sunset garage heading east and west on Sunset coordinate their entrance into the garage without causing accidents?
- How will use of the private residential balconies be regulated to minimize light and noise and the risk of falling and/or airborne objects to the surrounding pedestrians and neighbors?
- What is the turning radius of trucks using the loading docks? There appears to be an immediate 90 degree turn required when entering from Havenhurst to access the loading dock. Will this allow trucks to use the entire loading dock or will trucks be forced to wait for loading dock space? Where will such waiting area be within the parking garage, or will trucks be forced to wait/idle on Havenhurst? Page 15 states that trucks would "execute a backup maneuver entirely within the parking/loading area..." There is no (obvious) area for such backup maneuver. Where will this maneuver be executed? What other traffic will this maneuver interrupt? What will be the impact on other loading that may backup trucks on Havenhurst?
- The only trash area identified on the plans is a temporary trash/recycling area on level B1. How is this area secure for odors and vermin? Where are the other trash areas for the project? How are they secure?
- What are the signage controls proposed for the project? Which signs will be lit and how? Which will have moving images? Will moving images distract drivers, causing traffic hazards? Which signs will be LED and how might their brightness distract/blind drivers at night?
- What exterior treatment is considered for the towers? What will be the glare/solar heat impact on surrounding buildings?
- The central pedestrian plaza is presented as a project amenity "to encourage indoor and outdoor activity." What portion of the plaza will be restricted to customers of the retail/restaurants? What hours will the plaza be open to the public? What bathrooms will be available to the public? What is the public security impact from such public uses, particularly during night-time hours?

- Commercial parking requirements are reduced by 20% because of the provision of bike parking. How likely are customers/residents to be using bicycles instead of cars, given that the project site is on a hillside and access by bicycle from the north is essentially impossible.
- Why is there no egress to Sunset Boulevard, one of the two major arteries serving the project? How will drivers head west on Sunset? Wouldn't direct egress to Sunset with a new traffic light minimize traffic impacts in this direction?
- Residential access is only on Havenhurst Drive, placing a significant new demand on Havenhurst Drive. What is the current traffic generated from the site on Havenhurst? From many years of personal observation, the current project has almost no traffic impact on Havenhurst. The new impact should be assessed.
- What hours will commercial (truck) deliveries be permitted?
- What handicap pedestrian access is planned on Havenhurst? If there is none, the proposed project will physically divide the neighborhood for handicapped persons.
- Sunset Boulevard traveling west has a middle lane for stacking of three cars. What is the projected demand for access to the project from Sunset, from the east? At what times will it exceed three cars and what will be the impact of back-ups on Sunset Boulevard, potentially also blocking Laurel Canyon/Crescent Heights?
- The Crescent Heights exit allows left hand turns north on Crescent Heights. Given traffic flows southbound and northbound on Crescent Heights, how much time do cars have to exit the project...when both southbound and northbound lanes must be empty for safe egress? The EIR must study the back-up of traffic northbound which occurs at red signals on the Sunset/Crescent Heights intersection.
- The existing traffic island at Sunset and Crescent Heights is proposed to be incorporated into the project. Given that this land and street is not owned by the project, the project must be analyzed as if this land and street vacation are not given to the project. Where else would the developer propose to provide the required open space? What would be the traffic impact of containing the project in the site really owned by the project?
- What are the sound and light and odor impacts of the outdoor dining and event terrace on the north retail building? How will pedestrians and drivers be protected from objects blown off or thrown off roofs?
- Page 16 says that "commercial signage would be similar to other signage along the street commercial frontages in the area." The Sunset Specific Plan in the City of West Hollywood has specific signage guidelines that do not apply in the City of Los Angeles. There is no sign district for the City of Los Angeles at the project location. Is the developer proposing off-premises signage? Moving images? LED-lit signs? What is the impact on drivers from the distractions and light caused by such signs. What is the impact on surrounding residential and hotel users, particularly at night where such new illumination could easily prevent sleep.
- How will entry-ways and public ways be lit at night, that might throw additional light on neighboring properties, preventing sleep and disrupting persons "night vision" when walking near the project, which might create health hazards from trip and falls when "blinded by the light."
- What LEED level is the project committed to attain?
- The project claims to "support pedestrian activity." How many persons are within recognized walking distance, particularly given the steep hillside adjoining the project to the north? How much retail/commercial activity could such pedestrian activity support? How are all other users getting to the project?!
- The project claims to "reduce[s] vehicle trips and air pollution by locating residential uses within an area that has public transit." How likely are the residential tenants at the project to use the bus, which is the only public transportation anywhere near the project? How many employment opportunities are located within walking distance of the project? How likely are the residential tenants to be working at these employment opportunities...most of which are low-paying restaurant and hotel jobs.
- What is the proposed haul route for removing soil and demolition debris from the project site? What hours are construction to be allowed? What programs will reduce dust? This is particularly important given the dedicated elderly and nursing/recovery housing projects in the neighborhood.
- There are many buildings on the National Register of Historic Places within close proximity to the project. How will the project's massing and height affect these historic/cultural resources? How might construction vibration and shaking affect these older buildings? The Initial Study only mentions the Andalusian. Also to be studied is the impact on Colonial House, Mi Casa Su Casa, the Savoy and others as well as the historic district on Harper.
- The project will tower over neighboring buildings and streets and sidewalks. What will be the shading

- impact and the wind impacts and glare/solar loading impacts?
- What seismic studies are being relied on to determine the location of faults? The experience of Hollywood Millennium demonstrates that current surveys must be used and strongly suggests geologic studies at the project site. Known fault lines run very close to the project site (for instance, affecting the Sunset Millennium and Grafton hotel site, just blocks away).
 - If there is consideration of blocking Havenhurst given the traffic impacts on Havenhurst, how will traffic spill over to adjoining streets? What will be the health impact on Havenhurst residents for ambulance and fire and police emergency access?
 - Given the traffic impacts of the project, what is the public health impact of potentially extended drive times particularly to Cedars-Sinai from San Fernando Valley and the Hollywood Hills?
 - Given the traffic impacts of the project, what is the public health impact of traffic delays for the LAPD and LAFD and ambulance service to the Hollywood Hills, when such emergency responders have to travel through West Hollywood along Sunset?
 - The project proposes to create a park at the intersection of Sunset and Crescent Heights on land owned by the public. What would be the health hazards of persons using such a park from potential traffic accidents and vehicle emissions?
 - What is the basis for the Initial Study's statement that "additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements?" This seems utterly speculative absent a traffic study, and absurd on its face given the increased density of commercial/retail use proposed as well as the new residential use. What will be the impact of construction vehicles, particularly heavy trucks, on the asphalt streets? How does the project intend to fix potential damage? Traffic studies of existing projects near the site have already determined that many adjacent intersections operate at "failure" levels and so how does the Initial Study support its statement that "use of roadways would not be excessive..." This is a matter for the EIR to investigate and not a conclusion the Initial Study can support.

Thank you for your attention.

Sincerely,

David L. Gold

8707 St. Ives Drive

Los Angeles, California 90069

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 5:20 PM

To: David Gold <David@convermat.com>

Dear Mr. Gold,

Thank you for your comments and questions. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 5:21 PM

To: David Crook <D.Crook@pccmet.com>

[Quoted text hidden]

David Gold <David@convermat.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 5:27 PM

I appreciate your prompt response.

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, October 07, 2013 5:21 PM
To: David Gold
Subject: Re: Initial Study of 8150 Sunset

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset proposed project

6 messages

Bob Hofler <bobjhofler@gmail.com>
To: srimalhewawitharana@lacity.org
Cc: srimal.hewawitharana@lacity.org

Mon, Oct 7, 2013 at 5:08 AM

Dear Ms. Hewawitharana,

I'm writing to you regarding the proposed project at 8150 Sunset Boulevard; case number ENV-20132552-EIR. I live across the street from the proposed project at 1471 N. Havenhurst Drive, #8, Los Angeles CA 90046, in the building known as The Andalusia, an historic national monument.

I have to ask you a few questions about the project?

- Has the city considered that Sunset Boulevard and the Hollywood Hills in that part of town form a natural amphitheatre that greatly enhances sound, which is why the neighborhood successfully got the Chateau Marmont to stop giving parties with amplified sound in its rooftop terrace and we successfully got clubs in the area to soundproof their restaurants? I understand this proposed project at 8150 Sunset Boulevard is to include a rooftop restaurant. Lots of amplified noise there, I'm afraid, that will resound throughout the area.
- Has the city considered the effect of a 20-story building on the historic gardens in the area, especially those to the north of Sunset such as the Chateau Marmont? The sunlight will be greatly diminished.
- Has the city considered how much a 20-story building will dwarf the natural beauty of the Hollywood Hills themselves, destroying not only the views southward from many of the homes but also destroying the view of the hills from anyone at street level south of Sunset?
- Has the city considered how totally out of scale this building is to any other building for miles around?
- Has the city considered putting any other 20-story structure next door to a national monument, such as the Andalusia?
- Has the city asked for and reviewed the California Seismic Safety Commission's latest report on known earthquake faults? <http://www.seismic.ca.gov/index.html>

- Has the city complied with the State's latest findings and warnings about the dangers of building high rises on a fault line?

Thanks for your attention.

Robert Hofler
1471 N. Havenhurst Drive
LA CA 90046
917 442 8534

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Bob Hofler <bobjhofler@gmail.com>

Mon, Oct 7, 2013 at 9:23 AM

Dear Mr. Hofler,

Thank you for your comments and questions. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Mon, Oct 7, 2013 at 9:23 AM

[Quoted text hidden]

Bob Hofler <bobjhofler@gmail.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 10:17 AM

Dear Ms. Hewawitharana,

Another thing I'd like to add about the 8150 Sunset Boulevard project. It's an anecdote that showed how much respect the city of West Hollywood had for the Andalusia at 1471-75 N. Havenhurst Drive, which is in Los Angeles (90046).

Not that long ago it was proposed that the city of West Hollywood build a retirement just to the south of the Andalusia. The building was proposed at six floors, but the city of West Hollywood purposefully reduced it to four floors so that the historic gardens at the Andalusia would receive the required sunlight.

I ask that the city of Los Angeles have the same respect for its neighbors, some of whom will have to live in the shadow of a 19 story structure. West Hollywood showed the city of LA respect. Now it is Los Angeles' turn to return that favor.

Robert Hofler

1471 N. Havenhurst Drive

LOS Angeles 90046

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Monday, October 07, 2013 9:23 AM

To: Bob Hofler

Subject: Re: 8150 Sunset proposed project

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 12:26 PM

To: Bob Hofler <bobjhofler@gmail.com>

Dear Mr. Hofler,

Thank you for the additional information. It will be included in the file.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Oct 7, 2013 at 12:27 PM

To: David Crook <D.Crook@pcrnet.com>

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

From: **Bob Hofler** <bobjhofler@gmail.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Project EI Concerns

9 messages

SJLin1@aol.com <SJLin1@aol.com>

Fri, Oct 4, 2013 at 12:32 PM

To: srimal.hewawitharana@lacity.org, michael.logrande@lacity.org

Good afternoon,

Because emails are not infallible, I will also be sending the attached document via USPS, return receipt.

Our concerns about the 8150 Sunset Project must be taken seriously. If blown off by the consultant - paid by Townscape - to prepare the EIR, then the City of Los Angeles must be the residents' advocate to ensure that all is "above board".

Please note: I am a member of the Crescent Heights - Havenhurst Neighborhood Preservation Association.

Thank you,

Sheri Lin

 **8150SunsetElconcerns.pdf**
1818K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 1:11 PM

To: SJLin1@aol.com

Dear Ms. Lin,

Thank you for your comments. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 1:11 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

 **8150SunsetElconcerns.pdf**
1818K

Sheri Lin <sjlin1@aol.com>

Fri, Oct 4, 2013 at 1:38 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

At the Scoping meeting, you indicated YOU would be reviewing all comments.
Has some thing changed?

Sent from my iPad

[Quoted text hidden]

Sheri Lin <sjlin1@aol.com>

Fri, Oct 4, 2013 at 3:24 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, "michael.logrande@lacity.org"
<michael.logrande@lacity.org>

Ms. Hewawitharana, you point blank told me on Wed. night at the Scoping meeting that you would be reviewing all the comments, letters, emails, etc.

Did you, on behalf of the City, review my letter/concerns and make notation of them, or did you simply forward my attachment to the Consultant? (Who, by the way, came off at the meeting as extremely biased towards Townscape..and why not: they are being paid by Townscape.)

I would greatly appreciate a response.

Thank you,

Sheri Lin

Sent from my iPad

Begin forwarded message:

From: Sheri Lin <sjlin1@aol.com>

Date: October 4, 2013, 1:38:49 PM PDT

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Subject: Re: 8150 Sunset Project EI Concerns

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 4:41 PM

To: Sheri Lin <sjlin1@aol.com>

Cc: "michael.logrande@lacity.org" <michael.logrande@lacity.org>

Dear Ms. Lin,

I am reviewing all comments, letters and e-mails being sent to me regarding this project. I am also forwarding the comments to the consultants preparing the draft EIR, to be taken into consideration when preparing the document.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Sheri Lin <sjlin1@aol.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 5:36 PM

Thank you.

Sent from my iPad
[Quoted text hidden]

Michael LoGrande <michael.logrande@lacity.org>
To: SJLin1@aol.com
Cc: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 6:15 PM

Hello,
Thank you for your comments. We will review and include them in the official public record.

[Quoted text hidden]

SJLin1@aol.com <SJLin1@aol.com>
To: michael.logrande@lacity.org
Cc: srimal.hewawitharana@lacity.org

Fri, Oct 4, 2013 at 6:21 PM

Thank you so much
[Quoted text hidden]

3 October 2013

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

Re: 8150 Sunset Blvd. Mixed-Use Project

Dear Ms. Hewawitharana,

As a property owner at 1328 Havenhurst Drive, which is 7 buildings south of the proposed site, please find my concerns below about the Project, to be entered into the public record.

The Scoping Meeting 10.1.13 was a huge disappointment; City Staff could not answer questions. The EIR consultants, paid for by Townscape, appeared clearly biased. When residents verbalized concerns, their stock answer was "we are already studying that" and/or they rationalized every point of contention. I cannot imagine this consultant offering many mitigations, let alone concessions. I fully expect the EIR to justify all concerns with the overriding argument that the benefits outweigh the negative consequences. I hope I am wrong. Should such a scenario play out, I expect the City of Los Angeles Department of Planning Staff to be true to the mission of being public servants, and will challenge the EIR. Let us not forget the shady way Townscape attempted to drive the current retailers out of business: charging customers \$3.00 for every 15 minutes to park (maximum of \$25.00) with no option for the businesses to validate the parking, instead of offering fair compensation to buy them out of their leases.

Grave Concerns Over the Size, Design & Height of Project

I. TREMENDOUS TRAFFIC INCREASE

- A. The Developer's supposition that people will drive less in high population density areas, while somewhat true in other metropolitan areas, is actually *incorrect* regarding Los Angeles. According to Paul Sorensen, PhD, Associate Director, RAND Transportation, Space and Technology Program, Operations Researcher, who wrote "Moving Los Angeles" for the University of California Transportation Center's (UCTC) magazine, ACCESS:

Published in: Access, no. 35, Fall 2009, p. 16-24

http://www.uctc.net/access/35/access35_Moving_Los_Angeles.shtml

"...As a result, Los Angeles is the densest metropolitan area in the country. As density increases, individuals tend to drive less on a per-capita basis. Trip origins and destinations are closer together, leading to shorter car trips, and people can rely on alternatives such as walking, biking, or transit for a larger share of trips. Yet this reduction in per-capita driving can be overwhelmed by the fact that many more drivers are competing for the same road space, thus intensifying traffic congestion. The net effect is that greater population density tends to exacerbate congestion—think downtown Manhattan—and Los Angeles is very dense.

High population density can also combine with other factors to make congestion worse. We mentioned earlier that Los Angeles residents do not drive more than residents of other large areas. It turns out, however, **that they drive a lot on a per-capita basis considering the region's density; in other words, Angelenos do not seem to curtail their driving as much as one might expect in response to higher density.** Figure 5 compares regional population density with daily per-capita VMT for the country's largest 14 metropolitan regions. Looking across the different regions shown in the figure, there is a fairly consistent relationship in which per-capita VMT declines with regional density. **Los Angeles is clearly an outlier.** The only other large metropolitan regions in the country with higher per-capita VMT (Atlanta, Dallas, Houston, and Detroit) are all much less dense than Los Angeles. For regions in which the level of density approaches that of Los Angeles (San Francisco, Washington and New York), per-capita VMT is much lower. We thus see **a confluence of three density-related factors that in combination help to explain the severity of congestion in Los Angeles: (1) congestion is likely to rise with increased population density; (2) Los Angeles is much denser than its peers at the regional level; and (3) Los Angeles exhibits a surprisingly high level of per-capita VMT relative to its density.**

Thus, the proposed Project, as designed, will greatly increase density (in an already exceedingly dense area of the city!) and as such, WILL create more traffic. (Yet at the Scoping meeting, the developer had the audacity to challenge RAND's findings...when did he receive his PhD in Geography and a MA in Urban Planning such as Dr. Sorensen possesses?)

- B. Considering the above, plus the fact Laurel Canyon Blvd (Sunset Blvd to Ventura Blvd) is one of 10 most heavily **Congested Corridors** "...identified within the CGPF analysis of the year 2010 population and employment projections..." (City of Los Angeles General Plan, Transportation, Chapter 2):

<http://cityplanning.lacity.org/cwd/gnlpln/transelt/TE/T2Bkgrnd.htm>

and, that the intersection of Sunset & Crescent Heights/Laurel Canyon is already unwieldy during many hours of the day and night, **How Will Traffic Be Mitigated?** The impact on Laurel Canyon will be a ripple effect, affecting all the other north/south canyons between the City and the Valley, in addition to the congested 101.

The developer's theory that people who live in the Valley will move to his building so they will eliminate their commute over the hill rings of ignorance at best. Rents and property value are less in the Valley; and one receives more square footage for their dollar. The rents this Project will have to charge – based upon this area being highly desirable, based upon return on their investment, based upon the luxury aspect of the building – will be unrealistic for those living in the valley.

- C. The Project calls for their residential access to be on Havenhurst Drive, a small residential street. Our street **cannot** handle this huge influx of cars and will become overly congested. Currently, it is already used as a cut thru path to Sunset Blvd, and many of these cars speed (City of West Hollywood placed speed bumps in 3 sections which do nothing to slow people down). **How Will This be Prevented?**
- D. Fountain Ave. is the only semi decent east/west street in West Hollywood (Santa Monica & Sunset are too congested at almost all hours of the day). Even Fountain is poor during the rush hour time periods. **How Will Resulting Congestion on Fountain Ave be Mitigated?**

II. ELECTRICITY USAGE

The proposed Project estimates a 2.5% increase in annual electricity usage than what is currently used.

How will you address the possibility that this increase may cause brownouts in the surrounding neighborhood during hot summer days, considering the commercial enterprises will certainly continue to use their air conditioning and disregard the request to set thermostats at 78 degrees, and there will be no way to monitor the thermostats of an additional 249 residential units on the block?

III. WASTE WATER/DRAINAGE

How will you ensure the current sewers along Havenhurst and Crescent Heights will be able handle an excess amount of waste water and solid waste that will be generated by the Project's additional 249 residential units and numerous commercial ventures?

IV. PARKING

- A. The 1 bedroom units are allowed one parking space. In my building on Havenhurst, 60% of the 1 bedroom units are occupied by couples, each with a car. According to the *Summary of Parking Regulations – City of Los Angeles*, the number of spaces required for apartment units = 3 habitable rooms (such as a typical 1 bedroom unit) is 1.5 spaces.

[http://netinfo.ladbs.org/ladbsec.NSF/d3450fd072c7344c882564e5005d0db4/72f24c5fab8bd39788256a160067e2e2/\\$FILE/Summary%20of%20Parking%20Regulations%20final.pdf](http://netinfo.ladbs.org/ladbsec.NSF/d3450fd072c7344c882564e5005d0db4/72f24c5fab8bd39788256a160067e2e2/$FILE/Summary%20of%20Parking%20Regulations%20final.pdf)

How will you address the fact that there won't be enough spaces for the Project's proposed residential units, as defined by the City of Los Angeles?

- B. Parking spaces on Havenhurst and Crescent Heights are already difficult to come by considering current population density in this neighborhood.
How will you prevent the overflow of residential cars from the Project from parking on Crescent Heights and Havenhurst?
- C. There will be people that won't park on the Project site due to high cost of parking.
How will you prevent excess cars patronizing the Project from parking on Crescent Heights and Havenhurst?

V. AESTHETICS

The Project as designed will overwhelmingly degrade the existing visual character of the neighborhood. It is too big, too tall and doesn't visually fit in with the neighborhood. According to Townscape, it would be great for current residents, similar to living next the Grove and not having to drive there. The point is: the people in this neighborhood **do NOT want to live next door to a shopping center!** We would have chosen to live

next to Century City Shopping Center or the Beverly Center or the Grove if we felt that way...but we don't! Additionally, the proposed towers are completely out of character with the height of neighboring buildings, which are no higher than 6 floors. A proposed 16 floor building (which will really be 20 floors, at a listed 216 feet) will dwarf everything else, and is completely out of place. This is not Manhattan.

- A. *How will you mitigate the amount of shading and shadows the Project's tall buildings will impose upon the closest neighbors?*
- B. *How will you compensate the loss of property values for the Colonial House, the Chateau Marmont, the Granville the Savory and all the very expensive residential single family dwellings north of Sunset due to the Project blocking their views?*
- C. *How will you address the overabundance of sunlight and glare bouncing off all the proposed glass that will hits the eyes of drivers on Sunset, Laurel Canyon and Crescent Heights, causing potential accidents?*

It is suspect that the Developer's representatives stated at a public meeting that all the residential units will be apartments, yet the Developer asks for an approval for "Subdivision to create airspace lots and for condominium purposes" (p.18 of your own department's Initial Study, Hollywood Community Plan).

- D. *Which will it be, apartments or condominiums?*
 - a. *How will you ensure that the Developer isn't trying to get this Project approved under less stringent codes for apartment building projects, but in reality, after project completion, will turn these units in condominiums, but not have to conform to codes for condominium developments as they will be "grandfathered in?"*

VI. CULTURAL RESOURCES

The current design would cause substantial adverse effect of a historical resource district. In addition to the bank building on the property, there are seven close by buildings of historical nature: Colonial House, Andalusia, Mi Casa, Chateau Marmont, The Granville, The Savoy, and the commercial building on the north side of Sunset, from the little street just east of the corner of Laurel Canyon and Sunset to Laurel Ave.

How will this unsightly and dramatic change to the historical character of the neighborhood be mitigated?

VII. NOISE

Currently, when the Chateau Marmont has open rooftop event, the noise – even just from conversations! – can be heard down Havenhurst. Therefore:

- A. *How will you mitigate excessive noise from an open rooftop restaurant?*
 - a. *Especially with plans to sell alcohol, as inebriated people tend to get louder*
- B. *How will you address the excessive ground borne vibration & noise?*
- C. *How will you mitigate the permanent increase of noise due to increased traffic and increased population density?*

An issue with the Project's "mandatory" helipad. History: the Sofitel Hotel's rooftop helipad – designed only for emergency use – was eventually utilized, illegally – for private helicopter use. Our neighborhood is already besieged with helicopter noise due to the close proximity to Sunset Blvd./Sunset Strip and all the events that the entertainment industry stages.

D. How you do plan to ensure that the Project's helipad is NEVER used except in an emergency situation to mitigate any noise that would come from helicopter fly overs and landings?

Please place me on the mailing list to be apprised of the EIR, and of all other aspects of this Project.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Lin', with a long horizontal flourish extending to the right.

Sheri Lin
PO Box 69325
West Hollywood 90069
Sjlin1@aol.com



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset - SCAQMD & LA Rec & Parks Letters

2 messages

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 4:55 PM

To: David Crook <D.Crook@pcrnet.com>

Hi David,

Attached are the scanned copies of the SCAQMD comment letter and the Dept. of Rec and Parks response to the request for information. I believe the Rec & Parks letter was sent to you and mine is a cc; but I thought I'll forward it to you, as well.

Srimal



20131004163032794.pdf

391K

David Crook <D.Crook@pcrnet.com>

Fri, Oct 4, 2013 at 4:56 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you!

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Friday, October 04, 2013 4:55 PM

To: David Crook

Subject: 8150 Sunset - SCAQMD & LA Rec & Parks Letters

Hi David,

Attached are the scanned copies of the SCAQMD comment letter and the Dept. of Rec and Parks response to the request for information. I believe the Rec & Parks letter was sent to you and mine is a cc; but I thought I'll forward it to you, as well.

Srimal



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset question

4 messages

John bollard <jcbollard@gmail.com>

Fri, Oct 4, 2013 at 6:51 AM

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

I am a property owner at 8292 Marmont Lane. We purchased the property to live in two years ago SOLELY BECAUSE OF THE VIEWS, which are magnificent. The proposed tower, as shown in the many drawings and plans (and promotional materials) cuts a HUGE swath through our view of downtown and beyond. Should this project go through, even at heights about 4-6 stories, our property value will be negatively impacted in a significant way. Will the city reassess our homes for property taxes? How will the lost revenue affect the city? Will homeowners be made whole for the loss of property values?

Sent from my iPad

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 7:55 AM

To: John bollard <jcbollard@gmail.com>

Dear Mr. Bollard,

Thank you for your comments. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Oct 4, 2013 at 7:56 AM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>

Fri, Oct 4, 2013 at 7:59 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Friday, October 04, 2013 7:56 AM

To: David Crook

Subject: Fwd: 8150 Sunset question

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 sunset

3 messages

Meher Dhondy <meherdhondy@gmail.com>

Thu, Oct 3, 2013 at 2:28 PM

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

As an area resident I have two major concerns regarding traffic besides the size and structure being totally unfitted to the neighborhood.

1. The project gets rid of a merge lane which relieves traffic at a very busy intersection. The short right turn only lane is small compensation for that.

2. There will be two major exits across from each other on n. Crescent Heights , the one from Trader Joes parking and the one from the new project. Since there is no exit onto Sunset people will be making left turns out of the parking to get back to Sunset. This could be really dangerous.

I would appreciate a read receipt.

Thanks

Meher Dhondy

Sent from my iPad

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 2:48 PM

To: Meher Dhondy <meherdhondy@gmail.com>

Dear Meher Dhondy,

Thank you for your comments. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 2:48 PM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd Millenium Project

4 messages

Randye Soref <randyesoref@gmail.com>

Thu, Oct 3, 2013 at 10:37 AM

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

To whom it may concern,

I understand you are seeking questions, concerns and opinions about the above project. As a resident living in the Hollywood Hills immediately above the intended project, we are greatly concerned about noise traveling up the hills, congestion in an already overly dense area, parking and safety issues. Here are my specific questions to which I request written responses and consideration before any decisions negatively impacting the hillside residents are made:

1. How will the City handle/manage the increase in density to a corner already plagued with numerous traffic accidents and congestion?
2. How will the City stop/control 8150 Sunset residents and employees from parking on hillside residential streets where parking is already extremely limited and over crowded?
3. How will the City protect and safeguard hillside residents from problems associated with occupancy at 8150 Sunset by very low income residents?
4. What noise protection will the City put in place to protect hillside residents against the proposed heliport, outdoor lounges and restaurants?
4. How does the City approve a heliport in an area that is immediately adjacent to residential homes?

Randye B. Soref
8250 Woodhill Trail
Los Angeles, CA 90069
email: randyesoref@gmail.com

Sent from my iphone. Please excuse typos.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 1:12 PM

To: Randye Soref <randyesoref@gmail.com>

Dear Randye Soref,

Thank you for your comments. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 1:12 PM

To: David Crook <D.Crook@pcmet.com>

[Quoted text hidden]

Randy Soref <randyesoref@gmail.com>

Thu, Oct 3, 2013 at 1:36 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you.

Randy B. Soref

Sent from my iphone. Please excuse typos.

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Questions regarding 8150 Sunset

3 messages

Andrew Macpherson <macfly@macfly.com>

Thu, Oct 3, 2013 at 9:33 AM

To: srimal.hewawitharana@lacity.org

Dear Srimal,

These are my first questions on the project at 8150 Sunset. Could you please confirm that you received them.

* Why has the project received so many out of code variances when the total allowable square footage of the lot is designated by its own code as C41D, specifies a total of 100,000 sq. ft, not 300,000 sq ft and an 18 story tower?

* Has the city asked for and reviewed the CALIFORNIA SEISMIC SAFETY COMMISSION's latest report on known earthquake faults?<http://www.seismic.ca.gov/index.html>

* Has the city complied with the State's latest findings and warnings about the dangers of building high rises on a fault line?

* Has the city considered the dangers of borrowing large funds to build on a fault line?

* Has the city considered the insurance liability of building on a fault?

* Has the city considered the noise, nuisance and commotion of the roof top club-restaurant on the neighbors?

* Why does the city and the developers think that a large open area on the busiest road junction in Hollywood could be an attractive pedestrian-retail area? Have they not walked Wilshire Blvd, and seen what the effect of these dead open spaces?

* What about the shadows cast?

* What about the impact on the Chateau Marmont, who's best rooms will no longer have their historic open view of LA, but instead will be towered over by this massive monolith.

* What about the views and the values of the hillside homes that are going to be destroyed? (They belong to we who have been been paying our property taxes and voting for Tom LeBonge, Eric Garcetti etc for many, many years)

* Who will provide the compensation for this destruction in the value of the view homes on the hill?

* Why does the building lack any self parking?

* Why is there such a disproportionately large compact only parking arrangement?

* Address the electric vehicle charging in the valet only parking?

* Address the lack of cycling lanes, and safety.

* Why is such a disproportionately massive structure being allowed to be built in the heart of one of the most

beautiful historic gathering of buildings in Los Angeles with an absolute disregard for the historic neighborhood?

More to come.

Warmest regards, Andrew



Andrew Macpherson
Macfly Corp.
8278 Hollywood Blvd
Los Angeles, CA 90069

323 656 5065 office
323 656 5066 fax
323 620 6565 cell

macfly@macfly.com

<http://www.macfly.com>

 **signature.asc**
1K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Andrew Macpherson <macfly@macfly.com>

Thu, Oct 3, 2013 at 10:00 AM

Dear Mr. Macpherson,

Thank you for your comments and questions. They are being forwarded to the consultants to take into consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Thu, Oct 3, 2013 at 10:01 AM

[Quoted text hidden]

11/17/2014

City of Los Angeles Mail - Questions regarding 8150 Sunset



signature.asc

1K



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd

3 messages

Chris Becker <cbeckerla@me.com>

Thu, Oct 3, 2013 at 8:41 AM

To: srimal.hewawitharana@lacity.org

Ms. Hewawitharana:

I am writing to you in support of the 8150 Sunset development at Sunset Blvd and Crescent Heights in Los Angeles. I feel the high-density proposal will have minimal long-term environmental impact relative to the existing development and other possible low-density options.

High-density development has had a proven lower environmental impact per household than low-density options. Considering the existing development is at least 50% surface parking and no residential component, the proposed development with pocket park, runoff mitigation measures and covered parking would greatly enhance the location's environmental status.

Mixed-use development has also proven to reduce car trips and encourage walking. Residents would be able to walk to shopping and dining options within the complex as well as throughout the area in both Los Angeles and West Hollywood.

Thank you for your time and consideration of my comments.

Chris Becker
1720 N Fuller Ave, #544
Los Angeles, CA 90046

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 9:55 AM

To: Chris Becker <cbeckerla@me.com>

Dear Chris Becker,

Thank you for your comments. They are being forwarded to the consultants to take into consideration when preparing the environmental impact report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Oct 3, 2013 at 9:56 AM

To: David Crook <D.Crook@pcmet.com>

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Written Comment for ENV-20132552-EIR

4 messages

Eliza Congdon <econgdon@ucla.edu>

Wed, Oct 2, 2013 at 2:14 PM

Reply-To: Eliza Congdon <econgdon@ucla.edu>

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

Dear Srimal of the Environmental Analysis Section, Department of City Planning,

I am submitting written comments regarding the proposed re-development at 8150 Sunset Blvd. (Case # ENV-20132552-EIR). I will do my best to make this evening's meeting, as well. Please consider our comments when preparing your report - and I would appreciate confirmation of receipt.

Thank you,

Eliza Congdon and Adam Cherney

Tenants at 1425 N. Crescent Heights Blvd.

Eliza Congdon, Ph.D.
UCLA Center for Neurobehavioral Genetics
Department of Psychiatry
Semel Institute for Neuroscience and Human Behavior
Gonda Building, Room 3558
Los Angeles, CA 90095

phone: 323-605-5815

fax: 310-794-9613

econgdon@ucla.edu

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SunsetDevelopmentLetter_CongdonCherney_Oct2013.pdf
154K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 2, 2013 at 2:24 PM

To: Eliza Congdon <econgdon@ucla.edu>

Dear Dr. Congdon and Mr. Cherney,

Thank you for your comments. They are being forwarded to the consultants for consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Wed, Oct 2, 2013 at 2:24 PM

[Quoted text hidden]

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154K

Eliza Congdon <econgdon@ucla.edu>
Reply-To: Eliza Congdon <econgdon@ucla.edu>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Wed, Oct 2, 2013 at 3:12 PM

Thank you for the confirmation.
Best,
Eliza

From: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Eliza Congdon <econgdon@ucla.edu>
Sent: Wednesday, October 2, 2013 2:24 PM
Subject: Re: Written Comment for ENV-20132552-EIR

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Chaos on Sunset @ Laurel Canyon

3 messages

Miyoko <five5yearplan@yahoo.com>

Tue, Oct 1, 2013 at 2:28 PM

Reply-To: Miyoko <five5yearplan@yahoo.com>

To: "luciralia.ibarra@lacity.org" <luciralia.ibarra@lacity.org>, "srimal.hewawitharana@lacity.org" <srimal.hewawitharana@lacity.org>, "paul.koretz@lacity.org" <paul.koretz@lacity.org>, "tom.labonge@lacity.org" <tom.labonge@lacity.org>

Cc: "radiocave@earthlink.net" <radiocave@earthlink.net>, "rick@studioseireeni.com" <rick@studioseireeni.com>, George <glart@sbcglobal.net>, "roy.kim@lacity.org" <roy.kim@lacity.org>, "blanchedsousa@kw.com" <blanchedsousa@kw.com>

The project has not even started and the intersection is already clogged and impassible at rush hours!! I do understand that the city "needs" more revenue!! However, we as a tax paying citizen, I feel that we are not receiving any benefit or consideration for safer, less congested environment, esp. in this unique area.

How about streamlining the signals, MARKING dividing lines more clearly, have city employees do the work they were hired to do instead of contracting them out. If the workers were monitored more diligently, they can be more effective with their projects. We have all seen city employed workers with their hazard jackets on and just standing around, and taking DAYS to do jobs which I feel can be done in half the time!

OK, I did go off on addressing other issues than the proposed site. Due to my personal health, I cannot attend the meeting tomorrow night at the Durant Library. I do want you to hear my view, however!!.

M. Adams

five5yearplan@yahoo.com

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 1, 2013 at 2:37 PM

To: Miyoko <five5yearplan@yahoo.com>

Dear Miyoko Adams,

Thank you for your comments. They are being forwarded to the consultants to be taken into consideration in the preparation of the Environmental Impact Report.

Sincerely,

11/18/2014

City of Los Angeles Mail - Chaos on Sunset @ Laurel Canyon

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 1, 2013 at 2:37 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

CASE#ENV-20132552-EIR

3 messages

Susan Cuscuna <scuscuna@mac.com>
 To: srimal.hewawitharana@lacity.org

Wed, Oct 2, 2013 at 10:00 AM

To Whom it May Concern:

As a thirty-two year resident of Lookout Mountain, I must admit to becoming weary, distressed and angry over the endless assault on the lives of those of us who inhabit this tiny canyon. We have had to survive the building of the mall on the Southeast corner of Laurel and Crescent (where lies about that intersection's traffic impact can be experienced daily); the Kirkwood Bowl developer's immoral fiasco; the permit that allowed ONE80 to turn the Air Force base into a fancy rehab center with both LIVING for dozens and THERAPY (against promises made to the community about usage); and NOW, we must live through a protracted battle with the insane developers of the Southwest corner of Laurel and Crescent Heights as they beyond overbuild, and again, invent unrealistic studies on traffic impact; PLUS, this tons of dirt haul removal to make our horrendous Laurel Canyon Boulevard traffic even MORE intolerable!!! Who gave the original permits for building on top of the ridge that has caused this tremendous and dangerous landslide?

Or perhaps the Millenium development in Hollywood, where crooks and nepotistic liars have fudged reports endangering the lives of thousands by building skyscrapers on an earthquake fault?

Is this what you people call planning and development?

Should this enormous property tax increase for the city fathers jeopardize the daily lives of the citizenry?

Why am I paying my taxes to have my Hollywood and its Hills destroyed?

Sincerely,
 Susan H. Cuscuna
 8938 Holly Place
 LA CA 90046

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
 To: Susan Cuscuna <scuscuna@mac.com>

Wed, Oct 2, 2013 at 11:29 AM

Dear Ms. Cuscuna,

Thank you for your comments. They are being forwarded to the consultants to take into consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
 Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
 To: David Crook <D.Crook@pcrmet.com>

Wed, Oct 2, 2013 at 11:30 AM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

1 message

michael grace <mlpgrace@gmail.com>

Tue, Sep 24, 2013 at 12:31 PM

To: Jonathan Brand <jonathan.brand@lacity.org>

Cc: Teddy Davis <teddydavis2000@gmail.com>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Michael LoGrande <michael.logrande@lacity.org>, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Joan Pelico <joan.pelico@lacity.org>, tara@naahq.org, svforlaccd@gmail.com

Hey Jonathan,

I attempted to call you this morning. Your main office connected me twice to a fax machine. Then they said to call the Valley office. They connected me to a woman in charge of Griffith Park. I called LA and they gave me your city cell phone number. Your voice message states: "I won't be back until June 18th". Would have been easier giving me the number earlier. Calling from blocked numbers indicates the LA doesn't want to be transparent.

My only interest, at the moment, is why 8150 Sunset developers were forced to remove the paid parking. Since you or Ramsey or LaBonge refuse to put this in writing - I am still waiting for a phone call. I'm attending a meeting tonight of concerned homeowners, property owners and condo association chairpeople. Unless I hear back from you (phone or in writing), I will tell them LaBonge's office is stonewalling this because of his connection with the developers and Ramsey probably looking for campaign funding from the developers.

What else can I say?

Perhaps you are away until next June?

Cheers,

Michael

sent from my iPhone



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Boulevard Mixed-Use Project

6 messages

Jim Doty <jim.doty@lacity.org>

Mon, Sep 23, 2013 at 9:22 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Cc: Lemuel Paco <lemuel.paco@lacity.org>, Edmond Yew <edmond.yew@lacity.org>

Srimal,

The attached Notice of Preparation of an Environmental Impact Report for the 8150 Sunset Boulevard Mixed-Use Project (Case ENV-20132552-EIR) does not specifically state whether the project would require dedication or vacation of public street rights of way. However, the Proposed Site Plan (Figure 5) appears to show elimination of a turning lane from east-bound Sunset Blvd to south-bound Crescent Heights Blvd. and conversion of the lane and traffic island into a plaza. Please clarify the project scope.

—
Thank you,

Jim Doty

Environmental Management Group | Environmental Affairs Officer

T: (213) 485 - 5759 | F: (213) 847 - 0656

1149 S. Broadway, Suite 600

Los Angeles, CA 90012



8150_Sunset_NOP.pdf
2038K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Sep 23, 2013 at 12:57 PM

To: Jim Doty <jim.doty@lacity.org>

Hi Jim,

I am forwarding your e-mail to the consultants for the project with a request for clarification.

Srimal

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Sep 23, 2013 at 1:00 PM

To: David Crook <D.Crook@pcrnet.com>

Hi David,

I'm forwarding this e-mail from Jim Doty; please provide the additional clarifications requested. Thank you.

Srimal

[Quoted text hidden]

 **8150_Sunset_NOP.pdf**
2038K

David Crook <D.Crook@pcmet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Mon, Sep 23, 2013 at 1:04 PM

Will do, thanks!

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, September 23, 2013 1:00 PM
To: David Crook
Subject: Fwd: 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]

David Crook <D.Crook@pcmet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Sep 24, 2013 at 11:16 AM

Hi Srimal,

I have asked for input on this question from the team and will get feedback back to you (and Jim) ASAP. We will definitely be addressing this in the EIR, so I'm glad he raised the question.

Thanks

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Monday, September 23, 2013 1:00 PM
To: David Crook
Subject: Fwd: 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcmet.com>

Tue, Sep 24, 2013 at 11:20 AM

Thank you, David.

Srimal

11/14/2014

City of Los Angeles Mail - 8150 Sunset Boulevard Mixed-Use Project

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

ENV 2013025520EIR

5 messages

Veronica Jaimez <veronica.jaimez@lacity.org>

Thu, Sep 19, 2013 at 10:57 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Hello Srimal,

I am e-mailing you a copy of the report for ENV-2013-2552-EIR.

Thank you,

Veronica Jaimez

Hydrants and Access Unit

(213) 482-6540



ENV-2013-2552-EIR 09-19-13 R. Duff.doc

62K

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Sep 19, 2013 at 11:04 AM

To: Veronica Jaimez <veronica.jaimez@lacity.org>

Hello Veronica,

Thank you for the copy of the report. I will forward it to the environmental consultants who are preparing the EIR for this project.

Srimal

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Sep 19, 2013 at 11:07 AM

To: David Crook <D.Crook@pcrnet.com>

Hi David,

I'm forwarding the LAFD's report..

Srimal

[Quoted text hidden]



ENV-2013-2552-EIR 09-19-13 R. Duff.doc

62K

David Crook <D.Crook@pcrnet.com>

Thu, Sep 19, 2013 at 11:09 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thank you

DC

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Thursday, September 19, 2013 11:08 AM
To: David Crook
Subject: Fwd: ENV 2013025520EIR

[Quoted text hidden]

Veronica Jaimez <veronica.jaimez@lacity.org>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thu, Sep 19, 2013 at 11:40 AM

Hello Srimal,
Okay I'm glad you received it.

Veronica Jaimez
[Quoted text hidden]

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

September 19, 2013

To: Michael J. LoGrande, Director of Planning
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attention: Srimal Hewawitharana, Environmental Specialist II

From: Fire Department

**Subject: 8150 Sunset Boulevard Mixed-Use Project
ENV 2013-2552-EIR**

PROJECT LOCATION

**8150 Sunset Boulevard
Hollywood Community Plan Area**

PROJECT DESCRIPTION

The Project Applicant proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard with a mixed-use residential and retail project. The property is located within the Hollywood community of the City of Los Angeles (City), and currently contains two commercial structures and other improvements, all of which would be demolished and removed from the site. The proposed project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the "North Building"], increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the "South Building"]; the overall building height is approximately 216 feet as measured from the low point of the site along Havenhurst Drive to the top of the South Building). The North Building, which would be built along Sunset Boulevard, would include two levels with a rooftop terrace containing exclusively commercial uses.

The South Building would contain commercial uses on the first two levels, residential uses on levels three through 15, and a rooftop restaurant/lounge on the top level. The project would include approximately 111,310 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing approximately 222,560 gross square feet of residential space. The project would also provide a new central public plaza, new public space at the northeast corner of the site, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, changing rooms, business center, and library. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial uses).

The total development would include approximately 333,870 square feet of commercial and residential space with a maximum floor-area ration (FAR) of approximately 3:1. The Project Applicant anticipates commencing construction in 2015 with occupancy occurring in 2017.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 9,000 G.P.M. from four to six fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.

B. Response Distance, Apparatus, and Personnel

Based on a required fire-flow of 9,000 G.P.M., the first-due Engine Company should be within 1 mile(s), the first-due Truck Company within 1.5 mile(s).

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 41
1439 N. Gardner Street
Los Angeles, CA 90046
Single Engine Company
Miles – 0.9 miles

Fire Station No. 27
1327 N. Cole Avenue
Los Angeles, CA 90028
Headquarters Battalion 5
Task Force Truck and
Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Miles – 2.4

Fire Station No. 97
8021 Mulholland Drive
Los Angeles, CA 90046
Paramedic Engine Company
Miles – 2.5

Fire Station No. 61
5821 W. 3rd Street
Los Angeles, CA 90036
Task Force Truck and
Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Miles – 3.0

Fire Station No. 82
1800 N. Bronson Avenue
Los Angeles, CA 90028
Single Engine Company
Paramedic Rescue Ambulance
Miles- 3.2

The above distances were computed to Project Site using Google Maps.

Based on these criteria (response distance from existing fire stations), fire protection would be considered **(inadequate)**.

Adverse Effects: Project implementation will increase the need for fire protection and emergency medical services in this area.

The proposed project would have a cumulative impact on fire protection services.

Project implementation will increase the need for fire protection and emergency medical services in this area

C. Firefighting Personnel Access

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Policy Exception:

L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- This policy does not apply to single-family dwellings or to non-residential buildings.

D. Firefighting Apparatus Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Site plans shall include all overhead utility lines adjacent to the site.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

CONCLUSION

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

BRIAN L. CUMMINGS
Fire Marshal

Mark Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MS:RED:vj



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 SUNSET BLVD.

9 messages

michael grace <mlpgrace@gmail.com>

Tue, Sep 17, 2013 at 3:28 PM

To: michael.logrande@lacity.org, srimal.hewawitharana@lacity.org

Cc: Jonathan Brand <jonathan.brand@lacity.org>, Teddy Davis <teddydavis2000@gmail.com>

To: S. Hewawitharana and M. LoGrande:

Received the notice regarding the above in connection with environmental impact.

Why wouldn't the city enclose information that is available on the developer's website - including a view of the proposed building designed by the San Francisco architect? Or list the developer's website: www.8150susnet.com? It appears your department has erased the developer's website which was on all other copies of the proposed site plan.

I noticed on your letterhead there are many vacancies for the planning commission. Can you please provide a list of the nominees or have they been approved?

Thanks,

Michael L. Grace

310-666-6154

www.michaellgrace.com

PS: Understand that the community (voters) are calling the 8150 Sunset Blvd. project Millennium 2! Amusing, don't you think?

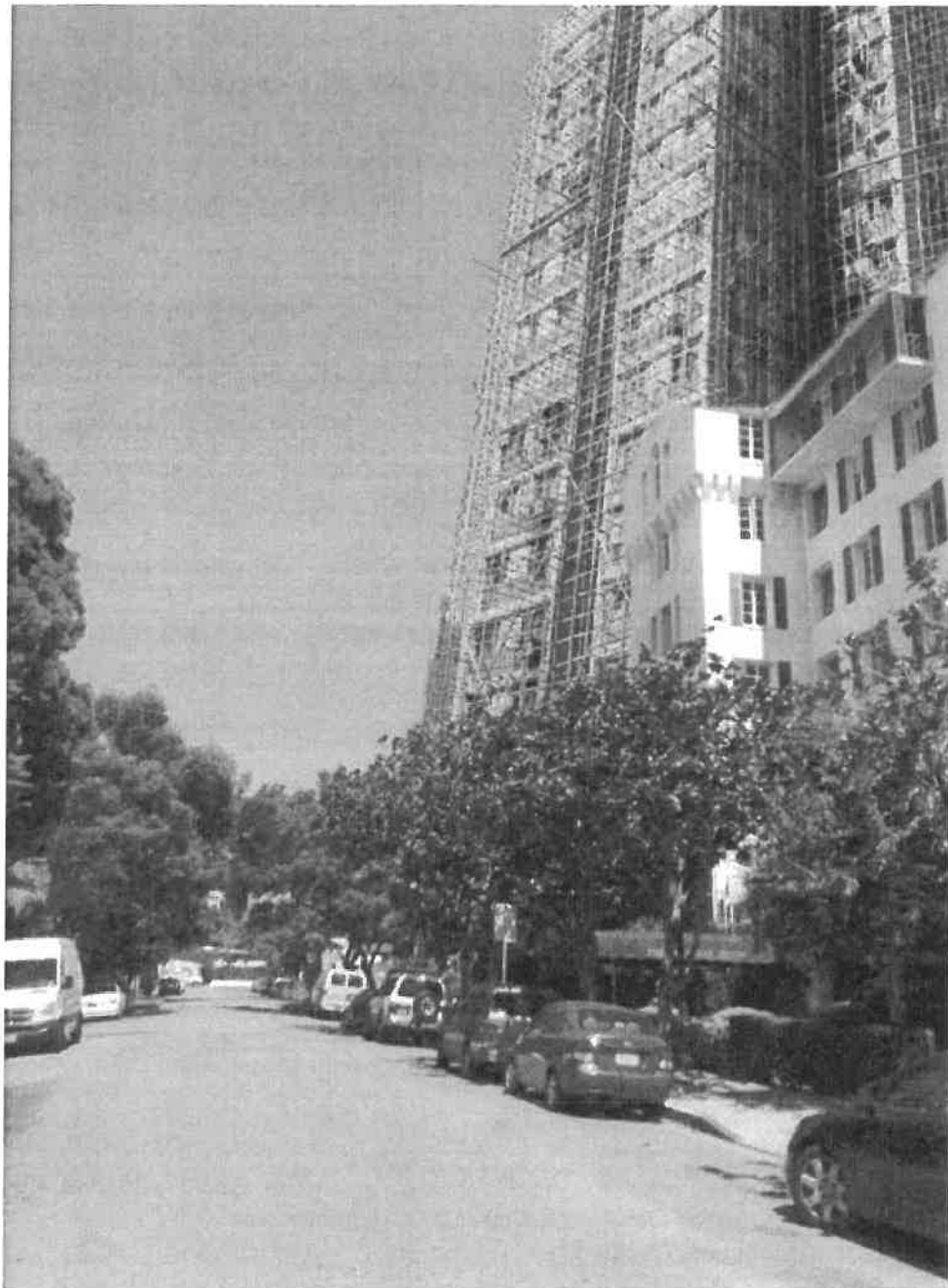
michael grace <mlpgrace@gmail.com>

Tue, Sep 17, 2013 at 4:04 PM

To: Jonathan Brand <jonathan.brand@lacity.org>, Teddy Davis <teddydavis2000@gmail.com>

Cc: michael.logrande@lacity.org, srimal.hewawitharana@lacity.org

A picture is worth a thousand words... don't you think?



Begin forwarded message:

From: michael grace <mlpgrace@gmail.com>
Date: September 17, 2013 3:28:45 PM PDT
To: michael.logrande@lacity.org, srimal.hewawitharana@lacity.org
Cc: Jonathan Brand <jonathan.brand@lacity.org>, Teddy Davis <teddydavis2000@gmail.com>
Bcc: michael grace <mlpgrace@gmail.com>
Subject: 8150 SUNSET BLVD.

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: michael grace <mlpgrace@gmail.com>

Tue, Sep 17, 2013 at 4:34 PM

Dear Mr. Grace,

Thank you for your comments. They will be forwarded to the consultants for consideration in the preparation of the Environmental Impact Report for this project.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrmet.com>

Tue, Sep 17, 2013 at 4:35 PM

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

From: **michael grace** <mlpgrace@gmail.com>

Date: Tue, Sep 17, 2013 at 3:28 PM

Subject: 8150 SUNSET BLVD.

To: michael.logrande@lacity.org, srimal.hewawitharana@lacity.org

Cc: Jonathan Brand <jonathan.brand@lacity.org>, Teddy Davis <teddydavis2000@gmail.com>

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Sep 17, 2013 at 4:35 PM

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

From: **michael grace** <mlpgrace@gmail.com>

[Quoted text hidden]

David Crook <D.Crook@pcrmet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Sep 17, 2013 at 4:36 PM

Saved this in the file. Thank you, Srimal.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, September 17, 2013 4:35 PM
To: David Crook
Subject: Fwd: 8150 SUNSET BLVD.

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

[Quoted text hidden]

Michael Grace <mlpgrace@gmail.com>

Tue, Sep 17, 2013 at 4:37 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, michael.logrande@lacity.org

Cc: Jonathan Brand <jonathan.brand@lacity.org>

You seemed not to have not read my email and failed to answer my questions? Why? I really made no comments.

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>

Tue, Sep 17, 2013 at 4:39 PM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

And this one, too.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Tuesday, September 17, 2013 4:36 PM

To: David Crook

[Quoted text hidden]

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Sep 17, 2013 at 4:47 PM

To: David Crook <D.Crook@pcrnet.com>

You are welcome.

Srimal

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 SUNSET - LA BONGE CONNECTION AND CAROLYN RAMSEY

5 messages

michael grace <mlpgrace@gmail.com>

Thu, Sep 19, 2013 at 8:44 PM

To: Jonathan Brand <jonathan.brand@lacity.org>

Cc: Teddy Davis <teddydavis2000@gmail.com>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, michael.logrande@lacity.org, carolyn.ramsay@lacity.org, joan.pelico@lacity.org, tara@naahq.org, svforaccd@gmail.com

Hey Jonathan,

Are you now unwilling to talk or put in writing why the anti-minority business parking signs were removed 8150 Sunset? Suggest you not continue to call from "private numbers". Not really great idea, since most people won't answer and it appears to be some "unofficial" call from the Los Angeles - a cover-up by LaBonge's office? Why isn't LaBonge open about all this? Why are Labonge and Ramsey making this such a target for the media? I really hope that LaBonge wasn't given campaign contributions by the developers? Can be nasty - if the NY Times gets a hold of it. LA Times should be interested. And "8150 Sunset" becomes a national media thing.

Not local politics. You know - anti-gay, anti-minority business, anti-historical sites- anti- LA conservancy - anti-West Hollywood won't be pleased.

I'm sure you will agree that Adam Nagourney or Steve Lopez will be interested. Not blaming me you - but who is Renee Weitzer?

Anyway, please call or put in writing why the developers were forced to remove the signs - and tried to drive out minority and gay business owners. One went broke - gay.

Teddy Davis has been such a great help in all of this. Why not your office?

Cheers,

Michael

PS: I know you and Carolyn don't mind my sharing this with all of those running for LaBonge's seat? Considering what is happening in Washington DC - we must be up front. I mean national politicians are as popular as Hitler would be in Israel. The following are the declared candidates. They are now public figures. I'm sure they will all have a position on 8150 Sunset!

From: michael grace <mlpgrace@gmail.com>

Date: September 19, 2013 7:00:28 PM PDT

To: Julie Summers <jsumer@aol.com>

Cc: Steve Yoder <SJYODER@AOL.COM>, Rory Barish <n2swimng@aol.com>

Bcc: michael grace <mlpgrace@gmail.com>

Subject: 8150 SUNSET

Just got this from an owner in this area. These are the kind of people running LA.
God help us.

3 attachments

candidates.gif
109K



weho1.jp2
592K



lab2.pdf
842K

Jonathan Brand <jonathan.brand@lacity.org>

Fri, Sep 20, 2013 at 9:37 AM

To: michael grace <mlpgrace@gmail.com>

Cc: Teddy Davis <teddydavis2000@gmail.com>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Michael LoGrande <michael.logrande@lacity.org>, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Joan Pelico <joan.pelico@lacity.org>, tara@naahq.org, svforlaccd@gmail.com

Hi Michael,

I called you twice in the last two days. Once I got a hold of you and you were busy and asked for me to call you back. The second time I left you a voice message. I'll try again today to discuss.

Regards,

Jonathan M. Brand
Deputy Chief of Land Use Planning
Councilman Tom LaBonge
Fourth District
City of Los Angeles
213-485-3337

Receive electronic community updates from Councilmember LaBonge.

[Quoted text hidden]

[Quoted text hidden]

From: michael grace <mlpgrace@gmail.com>

Date: September 19, 2013 7:00:28 PM PDT

To: Julie Summers <jsumer@aol.com>

Cc: Steve Yoder <SJYODER@AOL.COM>, Rory Barish <n2swimng@aol.com>
Bcc: michael grace <mlpgrace@gmail.com>
Subject: 8150 SUNSET

Just got this from an owner in this area. These are the kind of people running LA. God help us.

Michael LoGrande <michael.logrande@lacity.org>

Fri, Sep 20, 2013 at 9:41 AM

To: Jonathan Brand <jonathan.brand@lacity.org>

Cc: Teddy Davis <teddydavis2000@gmail.com>, michael grace <mlpgrace@gmail.com>, tara@naahq.org, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Joan Pelico <joan.pelico@lacity.org>, svforlaccd@gmail.com

Just called you. I am in the office all day.

[Quoted text hidden]

michael grace <mlpgrace@gmail.com>

Fri, Sep 20, 2013 at 10:12 AM

To: Michael LoGrande <michael.logrande@lacity.org>

Cc: Jonathan Brand <jonathan.brand@lacity.org>, Teddy Davis <teddydavis2000@gmail.com>, tara@naahq.org, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Joan Pelico <joan.pelico@lacity.org>, svforlaccd@gmail.com

You did call? When?

[Quoted text hidden]

michael grace <mlpgrace@gmail.com>

Fri, Sep 20, 2013 at 8:19 PM

To: Jonathan Brand <jonathan.brand@lacity.org>

Cc: Teddy Davis <teddydavis2000@gmail.com>, michael grace <mlpgrace@gmail.com>, tara@naahq.org, Carolyn Ramsay <carolyn.ramsay@lacity.org>, Srimal Hewawitharana <srimal.hewawitharana@lacity.org>, Joan Pelico <joan.pelico@lacity.org>, svforlaccd@gmail.com, Michael LoGrande <michael.logrande@lacity.org>, renee.weitzer@lacity.org, scott.levin@lacity.org, Rory Barish <n2swimng@aol.com>

Hey Jonathan,

Received the following from Michael LoGrande. Why did he cc me? Strange and brings up more questions?

Meantime, I called you again today - twice.

Why are we playing phone tag?

Can't you put in writing why Tyler Siegel, along with New York funded Townscape Partners, was forced to take the dangerous parking gates down, that were hitting customers of Chase, at 8150 Sunset Blvd?

You know Siegel and his group were charging \$4.00 plus for fifteen minute parking. The businesses at 8150 have suffered a 50% loss because of the developers tactics. Does LaBonge favor this? Killing anti-minority and gay businesses seems to be condoned by District 4.

Why was Siegel forced to take the signs down? Why are you and LaBonge's office failing to answer this in writing? Perhaps Carolyn Ramsey or Renee Weitzer don't want you to put this in writing? Or is LoGrande or Garcetti part of this? Did Garcetti take campaign contributions from Siegel and Townscape Partners?

You do know the minority businesses were suing Siegel? Understand, according to people who've talked to you about this, you think Siegel and his partner are "nice guys"? Does LaBonge believe this? Nice guys don't destroy minority and gay businesses except in District 4.

So many questions. You know residents are calling this Millennium 2?

With the DWP nightmare, I don't think the City of LA wants a new headache. No matter if Garcetti is close to Obama - the FBI sometimes has to take a look at any possible malfeasance on this scale. Don't you agree?

Great that Teddy Davis and Joan Pelico have been so helpful on this...

Have an awesome weekend.

Cheers,

Michael

PS: Does Ramsey or Weitzer care if I share my concerns with Robert Vincent at the LA Times? I'm sure you've seen the following. Tyler Siegel, as you know, is now a public figure. Like LaBonge, LoGrande and all the candidates for Los Angeles City Council District 4 including Ms. Ramsey.

<http://www.latimes.com/business/la-fi-property-report-20130919,0,1369446.story>

Begin forwarded message:

From: Michael LoGrande <michael.logrande@lacity.org>

Date: September 20, 2013 9:41:44 AM PDT

To: Jonathan Brand <jonathan.brand@lacity.org>

Cc: Teddy Davis <teddydavis2000@gmail.com>, michael grace

<mlpgrace@gmail.com>, tara@naahq.org, Carolyn Ramsay

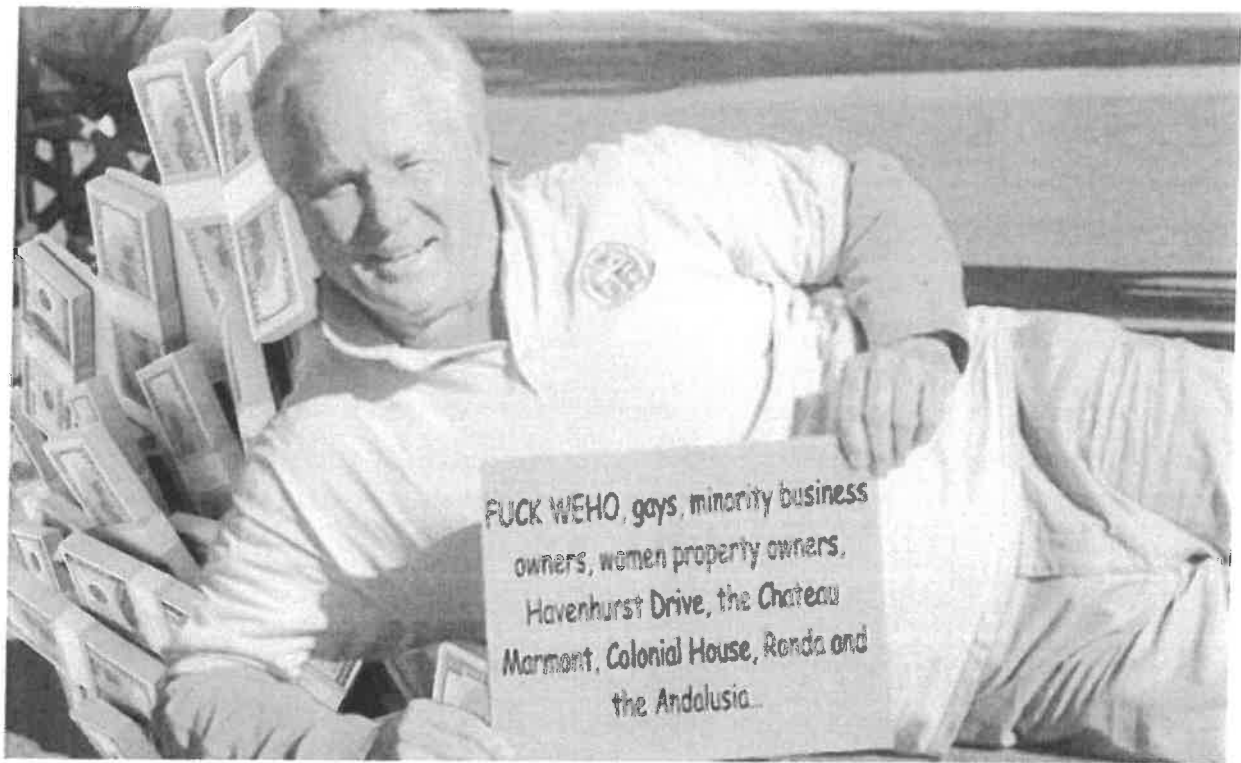
<carolyn.ramsay@lacity.org>, Srimal Hewawitharana

<srimal.hewawitharana@lacity.org>, Joan Pelico <joan.pelico@lacity.org>,

svforlaccd@gmail.com

Subject: Re: 8150 SUNSET - LA BONGE CONNECTION AND CAROLYN RAMSEY

[Quoted text hidden]



FOR SALE: LOS ANGELES COUNCILMAN TOM LABONGE

PRICE: PAYOLA, GRAFT AND POLITICAL CONTRIBUTIONS

ON THE TABLE: 8150 SUNSET BLVD

TERMS: TEAR DOWN CLASSIC MID-CENTURY LYTTON SAVINGS

CREATE A TRAFFIC NIGHTMARE FOR LAUREL CANYON

CREATE A PARKING LOT WITH A THOUSAND CARS

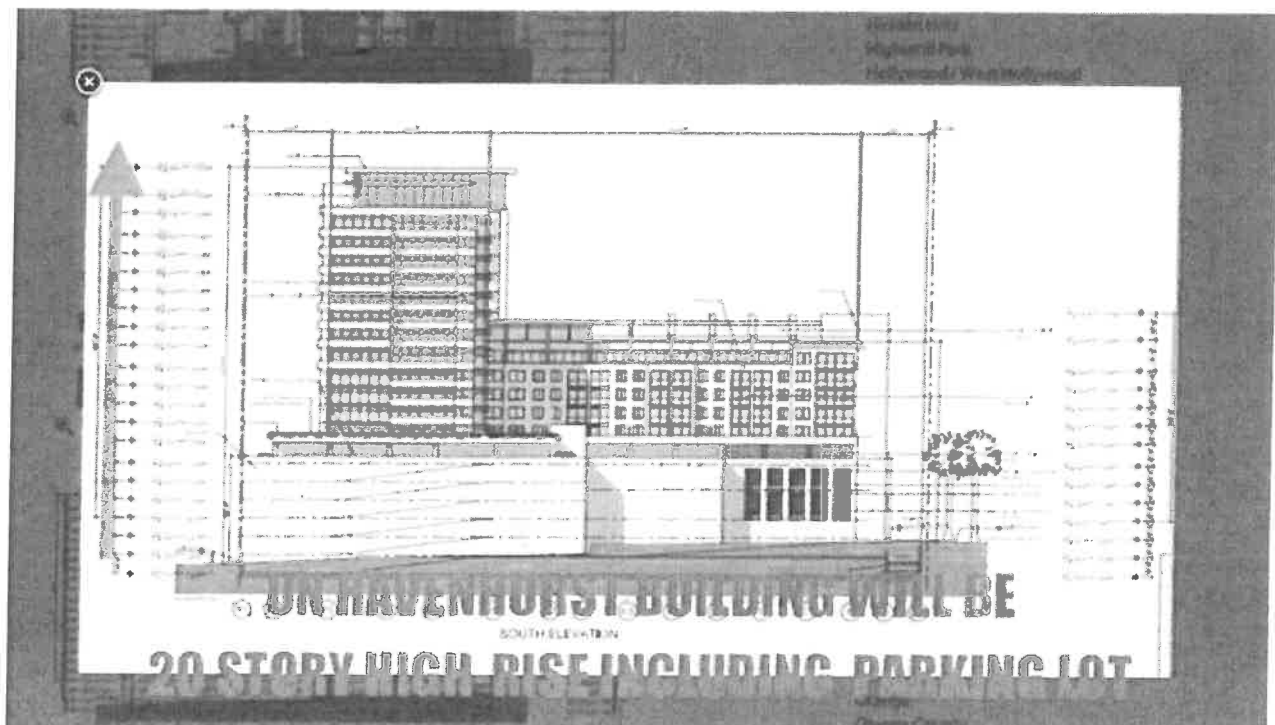
USE SAN FRANCISCO BASED ARCHITECT

LIE TO PUBLIC

BUILDING A 20 STORY HIGH-RISE

DRIVE OUT MINORITY BUSINESSES

AND TO HELL WITH WEST HOLLYWOOD





Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset_Scope Questions

2 messages

Colette Dunwoody <cdunwoody@californiawaters.com>

Tue, Oct 1, 2013 at 10:33 AM

To: srimal.hewawitharana@lacity.org

Hi Srimal,

Would you tell me if there might possibly be a water feature in the plans for 8150 Sunset? We specialize in the design, engineering and construction of fountains and water features.

Thanks for your help,

Colette Dunwoody
California Waters
2909 W. Warner Ave.
Santa Ana, CA 92704
949-528-0900
949-528-0910 fax

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Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 1, 2013 at 11:12 AM

To: Colette Dunwoody <cdunwoody@californiawaters.com>

Hi Colette,

I will find out and get back to you.

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Boulevard Mixed-Use Project-Case Number: ENV-2013-2552-EIR

4 messages

Michael Peretzian <peretzian@gmail.com>

Sun, Sep 29, 2013 at 11:26 AM

To: srimal.hewawitharana@lacity.org

Cc: vicepresident@hhwnc.org, trafficchair@hhwnc.org, Dietrich Nelson <dnelson@dnaepr.com>

Dear Mr. Hewawitharana:

I am very concerned about the proposal captioned above for two reasons:

1. Traffic is already a problem at this intersection, not only because of the north/south and east/west flow, which is already listed as one of the worst traffic intersections in the city, but in evaluating the impact of this project, one should take into account the cause of the existing congestion, which is that when travelling north from this intersection, Crescent Heights goes down from two lanes down to one lane when the road becomes Laurel Canyon Boulevard at Hollywood Boulevard. The possibility of traffic congestion can only become worsened, and while considering the number of cars to be added to this situation should the project be approved, it should also take into account the sheer amount of time it will take each car to successfully navigate this intersection, without cars being caught in the intersection and blocking opposing traffic. This is already a problem during rush hour, and for those coming home from work during rush hour to patronize any of the businesses across the street at the retail spaces at 8000 Sunset Boulevard, such as Trader Joes or Crunch Gym, this will be a nightmare and probably cause them to have to take their business elsewhere.

2. Havenhurst has a number of apartment buildings that have much architectural and historical significance. These are gems of Hollywood in the fifties and sixties, which housed many stars from the entertainment world, such as Bette Davis. This project proposes to use Havenhurst as the point of access by trucks that supply and services the retail spaces of the project, completely eroding the atmosphere and aesthetics of one of the most picturesque and historically significant streets in the city.

I urge you to consider these aspects, and to even visit the site, hopefully during an afternoon rush hour, and see for yourself why many of us, while we welcome the need of smart and compatible development of this property, this proposal is so inappropriate for the safety and beauty of the surrounding neighborhood.

Michael Peretzian

2235 Nichols Canyon Road

Los Angeles, CA 90046

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 1, 2013 at 8:11 AM

To: Michael Peretzian <peretzian@gmail.com>

Dear Mr. Peretzian,

Thank you for your comments. They are being forwarded to the consultants to take into consideration in the preparation of the EIR.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Oct 1, 2013 at 8:12 AM

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Oct 1, 2013 at 8:55 AM

Thanks. This will go in the file with the others.

DC

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, October 01, 2013 8:12 AM
To: David Crook
Subject: Fwd: 8150 Sunset Boulevard Mixed-Use Project-Case Number: ENV-2013-2552-EIR

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset_Questions

3 messages

Ric Abramson <workplaysstudio@gmail.com>
To: srimal.hewawitharana@lacity.org
Cc: Grafton Tanquary <gpt1287@sbcglobal.net>

Fri, Sep 27, 2013 at 10:31 AM

Hello Srimal:

No doubt you are being flooded with inquiries about 8150 Sunset.

Wanted to see if you could point me to the specific L.A.M.C. code citation that describes the property's 1D height district standards. Also, is there any summary language in the Community Plan that relates to the development standards for this specific property that can be prepared for the upcoming EIR Scoping Meeting as an informational handout for the public to better understand the scope, limitations and requests for deviations from the Community Plan?

Thus far the applicant has not been transparent on basic development standard requirements and much of the public commentary is based on ignorance of the actual allowances and requests. Any "information only" FAQ sheet that the City can prepare (as a neutral party) based on the current application would save so much unnecessary chatter and commentary and allow the public process to be much more productive and meaningful. There may actually be some very valuable input if the basics were made available in an understandable way.

Thank you.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: Ric Abramson <workplaysstudio@gmail.com>

Fri, Sep 27, 2013 at 1:11 PM

Hello Ric,

Height district 1D is subject to Ordinance No. 164 714, which amends Section 12.04 of the L.A.M.C. and states that the total floor area of all buildings on a lot shall not exceed one (1) times the buildable area of the lot.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Ric. Abramson <ric@workplays.com>

Sun, Sep 29, 2013 at 5:57 PM

Reply-To: ric@workplays.com

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Srimal:

Thank you very much.

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]

Sent: Friday, September 27, 2013 1:11 PM

To: Ric Abramson

Subject: Re: 8150 Sunset_Questions

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset Blvd ENV-20132552-EIR

3 messages

Emma Sands-Milsom <emmasandsmilsom@gmail.com>

Fri, Sep 27, 2013 at 4:07 PM

To: srimal.hewawitharana@lacity.org, jonathan.brand@lacity.org

To: Srimal Hewawitharana, Los Angeles City Planning Department

From: Emma Sands, West Hollywood Resident

Re: 8150 Sunset Blvd

Dear Srimal,

I wanted to express my full support for the 8150 Sunset development project. I was saddened to learn that some of my fellow West Hollywood residents are opposed to the project - I believe that projects like this one are exactly what this area needs!

It's not a secret that there is a real housing shortage in the area. Rents have only been increasing, and there simply isn't enough supply to keep up with demand. I wouldn't be surprised if many of the opponents of the project own their houses or condos. While I congratulate them on owning their residences, the majority of West Hollywood residents are renters, and we need more projects like this to help fill the holes in our housing market. This project will add 250 new residences to the area, with a portion of those being for low income housing.

Those who work in the area really have two options: pay a premium to live close by (because of the lack of housing), or live far away and be forced to drive into the area every day. As a resident and someone who works in the area, I would much prefer to have neighbors who live close to work and are part of the community rather than ones who simply commute in and commute out. It's projects like this one that allow people to live close to work, which promotes a greater sense of neighborhood and community.

Finally, and most importantly, this project is beautiful! This is a wonderful design with amazing architecture, which is quite refreshing for an area used to boring, cookie-cutter apartment buildings.

Thank you for your work on this project, and warmest regards.

Emma Sands
Sweetzer Avenue Resident
West Hollywood
emmsasandsmilsom@gmail.com

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 4:46 PM

To: Emma Sands-Milsom <emmasandsmilsom@gmail.com>

Dear Ms. Sands-Milsom,

Thank you for your comments on the proposed project. They will be forwarded to the consultants to take into consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Fri, Sep 27, 2013 at 4:46 PM

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset

4 messages

Scott Luecke <slueckela@gmail.com>

Fri, Sep 27, 2013 at 4:00 PM

To: srimal.hewawitharana@lacity.org

I would like to submit several issues and concerns regarding the subject project.

I am a five year resident at 1435 Havenhurst Dr. 305 and part of the Crescent Heights Havenhurst Neighborhood Preservation Association.

1. Aesthetic - the project is over scaled, too high and will obscure sight lines for overlay zone
My building will face a four story parking structure
2. Traffic - residential parking on Havenhurst would add 1400 additional cars each day
lack of visitor parking will increase street parking on Havenhurst
elimination of right merge lane from Sunset to Cresnet will increased traffic
proposed cul-de-sac will spilt our property in two creating an egress problem
for our building i.e. craning water heaters onto our roof and service vehicles
such as fire and medical transport
3. Pollution - four levels of metal louvers will vent exhaust from 849 parking spaces
on to our building comprised of seniors and disabled residents, some with
severe asthma and respiratory issues. Affordable housing alternatives are scarce.
4. Noise - Rooftop dining and special events, alcohol service from 8am to 2am
Neighborhood has history of noise, pollution and crime (shootings) from
clubs and restaurants on Sunset Boulevard such as XIV and Libertine
Helipad, Semi trucks, cars, parking structure doors will make constant noise
5. Historic - truck loading entrance in front of the Andalusia, on the historical register
Lytton Bank, Granville, Colonial House, la Ronda are historically important buildings
in overlay zone

Most neighbors welcome development of the property since it is underutilized but the proposed plan is "too big and has failed a neighborhood filled with architectural gems". Maybe a balance can be struck between under and over development, something in the range of 4-8 stories at street level.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 4:41 PM

To: Scott Luecke <slueckela@gmail.com>

Dear Mr. Luecke,

Thank you for your comments. They are being forwarded to the consultants to take into consideration when preparing the EIR.

Sincerely,

Srimal Hewawitharana

Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcmet.com>

Fri, Sep 27, 2013 at 4:42 PM

[Quoted text hidden]

David Crook <D.Crook@pcmet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 4:45 PM

Got it, thanks

DC

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Friday, September 27, 2013 4:42 PM
To: David Crook
Subject: Fwd: 8150 Sunset

[Quoted text hidden]

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net

September 17, 2013

RECEIVED
CITY OF LOS ANGELES

SEP 23 2013

Srimal Hewawitharana, City Planning Associate

ENVIRONMENTAL
UNIT**City of Los Angeles City Planning Department**

200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: SCH#2013091044 CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the **"8150 Sunset Boulevard Mixed-Use Project;"** located in the City of Los Angeles;; Los Angeles County, California

Dear Srimal Hewawitharana:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s). The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

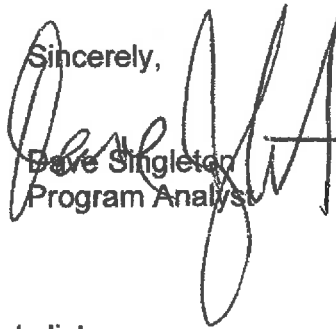
If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a

separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is stylized and overlaps the printed name below it.

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
Los Angeles County
September 17, 2013**

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
Gabrielino Tongva
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmssprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
sgoad@gabrielino-tongva.com
951-845-0443

Gabrielino Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

his list s only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013091044; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project; located in the City of Los Angeles; Los Angeles County, California.

**Native American Contacts
Los Angeles County
September 17, 2013**

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180
Bonsall , CA 92003
Gabrielino

760-636-0854 - FAX

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resorces Director
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
Gabrielino Tongva
909-262-9351

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

his list s only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013091044; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the 8150 Sunset Boulevard Mixed-Use Project; located in the City of Los Angeles; Los Angeles County, California.



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Request

5 messages

grifton tanquary <gpt1287@sbcglobal.net>
To: srimal.hewawitharana@lacity.org

Fri, Sep 27, 2013 at 1:09 PM

If you have a fax, I can send you a copy of the map.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: grifton tanquary <gpt1287@sbcglobal.net>

Fri, Sep 27, 2013 at 1:20 PM

My fax # is: 213-978-1343

[Quoted text hidden]

grifton tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 1:45 PM

Thanks. Will send the map shortly.

From: Srimal Hewawitharana
Sent: Friday, September 27, 2013 1:20 PM
To: grifton tanquary
Subject: Re: Request

My fax # is: 213-978-1343

On Fri, Sep 27, 2013 at 1:09 PM, grifton tanquary <gpt1287@sbcglobal.net> wrote:

If you have a fax, I can send you a copy of the map.

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: grifton tanquary <gpt1287@sbcglobal.net>

Fri, Sep 27, 2013 at 3:29 PM

I took a look at the map you faxed and the code and checked with several of my colleagues, as well. The code doesn't appear to be planning-related and it is not included in the City Clerk's land map. Since this is a County Assessor's map, it might be a County Assessor's code and you need to contact the County Assessor's office to ask about the code.

Sincerely,

Srimal Hewawitharana

[Quoted text hidden]

grifton tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
Cc: Rick Abramson <ric@workplays.com>

Fri, Sep 27, 2013 at 3:37 PM

Thanks. Will do so.

From: Srimal Hewawitharana
Sent: Friday, September 27, 2013 3:29 PM
To: grafton tanquary
Subject: Re: Request

I took a look at the map you faxed and the code and checked with several of my colleagues, as well. The code doesn't appear to be planning-related and it is not included in the City Clerk's land map. Since this is a County Assessor's map, it might be a County Assessor's code and you need to contact the County Assessor's office to ask about the code.

Sincerely,

Srimal Hewawitharana

On Fri, Sep 27, 2013 at 1:45 PM, grafton tanquary <gpt1287@sbcglobal.net> wrote:

Thanks. Will send the map shortly.

From: Srimal Hewawitharana
Sent: Friday, September 27, 2013 1:20 PM
To: grafton tanquary
Subject: Re: Request

My fax # is: 213-978-1343

On Fri, Sep 27, 2013 at 1:09 PM, grafton tanquary <gpt1287@sbcglobal.net> wrote:

If you have a fax, I can send you a copy of the map.



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

8150 Sunset proposal

3 messages

grafton tanquary <gpt1287@sbcglobal.net>
To: srimal.hewawitharana@lacity.org

Fri, Sep 27, 2013 at 11:15 AM

Tract number 33691 adjoins the proposed development at 8148/8150 Sunset Boulevard. There is a note "Code 183" associated with tract 33691. What is the meaning of this note?

Thanks for your help,

Grafton P. Tanquary
for The Crescent Heights – Havenhurst Neighborhood Preservation Association
1287 N. Crescent Heights Blvd.
West Hollywood, CA 90046

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: grafton tanquary <gpt1287@sbcglobal.net>

Fri, Sep 27, 2013 at 12:51 PM

I was unable to locate tract number 33691 in a search in ZIMAS; could you please provide me with a street address for this property?

Sincerely,

Srimal Hewawitharana
Environmental Specialist II
[Quoted text hidden]

grafton tanquary <gpt1287@sbcglobal.net>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 1:04 PM

I will drive by and obtain this information for you. Thanks.

From: Srimal Hewawitharana
Sent: Friday, September 27, 2013 12:51 PM
To: grafton tanquary
Subject: Re: 8150 Sunset proposal

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

ENV-20132552-EIR - 8150 Sunset

5 messages

Sean Knecht <sean@pridebites.com>

Fri, Sep 27, 2013 at 8:18 AM

To: srimal.hewawitharana@lacity.org

To whom it may concern,

I recently saw the renderings for the project to replace the hideous center at the corner of Sunset and Crescent Heights, and I wanted to write and express my full support for the project. As someone who has to drive the area a lot, I do somewhat understand the traffic concerns raised by the community in recent articles in the LA Times.

That said, there is traffic everywhere, and this part of Hollywood is in no way special - we have traffic on the westside, we have traffic downtown, and we have traffic in the mid city area. Using a slight increase in traffic as the basis to oppose a project that will better the area, and most importantly increase our tax base, is ridiculous.

I am the owner of a small business, and we desperately need more business activity in Los Angeles. This \$200 million project will help the city fill pot holes and pave roads and lift up smaller businesses like mine. We shouldn't let the NIMBY mentality stop sensible projects like this one that help Los Angeles on so many levels.

Thank you,

Sean Knecht
11525 Ohio Ave #3
Los Angeles, CA 90025

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 9:52 AM

To: Sean Knecht <sean@pridebites.com>

Dear Mr. Knecht,

Thank you for your comments. They are being forwarded to the consultants to be taken into consideration in the preparation of the environmental documents.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Fri, Sep 27, 2013 at 9:52 AM

To: David Crook <D.Crook@pcrnet.com>

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>

Fri, Sep 27, 2013 at 9:59 AM

To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Thanks, Srimal. Were you okay with the changes/updates I made to the Scoping Meeting materials? If so, I will send the boards to the printer. Thanks

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Friday, September 27, 2013 9:53 AM
To: David Crook
Subject: Fwd: ENV-20132552-EIR - 8150 Sunset

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Fri, Sep 27, 2013 at 10:22 AM

Hi David,

Yes, I just sent you an e-mail with my response; the boards are fine; I just made 2 minor changes (deletions) to the scoping meeting logistics document.

Srimal

[Quoted text hidden]



Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Opposition to development of Sunset Blvd. and Crescent Heights

4 messages

Kama Hayes <kamahayes@yahoo.com>

Tue, Sep 24, 2013 at 2:59 PM

Reply-To: Kama Hayes <kamahayes@yahoo.com>

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

Hi there - I am a lifelong resident of Los Angeles, and specifically the West Hollywood neighborhood.

I am 100% opposed to the proposed development at the old Garden of Allah corner of Sunset Boulevard and Crescent Heights.

There are a number of giant developments in the area, including four on LaBrea Avenue. There is also a development planned at the current Trader Joes site at Movietown Plaza on Santa Monica Boulevard at Poinsettia Place. There is also the proposed Millennium Project with two skyscraper buildings at the Capitol Records site. Another is planned at the old Fairfax Theatre site at Fairfax and Beverly.

I just honestly don't think the neighborhood can withstand another influx of construction, residents and monumental traffic. My goodness, how can these developments be popping up constantly, and they are all within about a five mile radius - this is truly tragic.

Please, please, please do not let the plan go through. Los Angeles does not need another multi-unit, mixed use development.

This is a 911 Emergency!

Sincerely,
Kama Hayes

Kama Hayes
Art Department Coordinator
UROK Productions
(213) 534-3825 (tel)
(213) 534-3885 (fax)

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Sep 24, 2013 at 4:37 PM

To: Kama Hayes <kamahayes@yahoo.com>

Dear Kama Hayes,

Thank you for your comments on the proposed project. They will be forwarded to the consultants to take into consideration in the preparation of the Environmental Impact Report.

Sincerely,

Srimal Hewawitharana
Environmental Specialist II

[Quoted text hidden]

Srimal Hewawitharana <srimal.hewawitharana@lacity.org>
To: David Crook <D.Crook@pcrnet.com>

Tue, Sep 24, 2013 at 4:38 PM

Forwarding comments.

Srimal

[Quoted text hidden]

David Crook <D.Crook@pcrnet.com>
To: Srimal Hewawitharana <srimal.hewawitharana@lacity.org>

Tue, Sep 24, 2013 at 4:41 PM

Got it, thanks. Just to give you an update, I should have the Scoping Meeting materials to you for your review before the end of the week, hopefully by Thursday. I will keep you posted.

Dave

From: Srimal Hewawitharana [mailto:srimal.hewawitharana@lacity.org]
Sent: Tuesday, September 24, 2013 4:39 PM
To: David Crook
Subject: Fwd: Opposition to development of Sunset Blvd. and Crescent Heights

[Quoted text hidden]



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

CASE#ENV-20132552-EIR

1 message

Susan Cuscuna <scuscuna@mac.com>

Wed, Oct 2, 2013 at 10:03 AM

To: luciralia.ibarra@lacity.org

To Whom It May Concern:

As a thirty-two year resident of Lookout Mountain, I must admit to becoming weary, distressed and angry over the endless assault on the lives of those of us who inhabit this tiny canyon. We have had to survive the building of the mall on the Southeast corner of Laurel and Crescent (where lies about that intersection's traffic impact can be experienced daily); the Kirkwood Bowl developer's immoral fiasco; the permit that allowed ONE80 to turn the Air Force base into a fancy rehab center with both LIVING for dozens and THERAPY (against promises made to the community about usage); and NOW, we must live through a protracted battle with the insane developers of the Southwest corner of Laurel and Crescent Heights as they beyond overbuild, and again, invent unrealistic studies on traffic impact; PLUS, this tons of dirt haul removal to make our horrendous Laurel Canyon Boulevard traffic even MORE intolerable!!! Who gave the original permits for building on top of the ridge that has caused this tremendous and dangerous landslide?

Or perhaps the Millenium development in Hollywood, where crooks and nepotistic liars have fudged reports endangering the lives of thousands by building skyscrapers on an earthquake fault? Is this what you people call planning and development?

Should this enormous property tax increase for the city fathers jeopardize the daily lives of the citizenry? Please reconsider this endless development that will provide more housing, restaurants and shops that we do NOT need in our neighborhood. Why am I paying my taxes to have my Hollywood and its Hills destroyed?

Sincerely,
Susan H. Cuscuna
8938 Holly Place
LA CA 90046



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Sunset Development

1 message

Eileen Kim <ekim.bean@gmail.com>
To: luciralia.ibarra@lacity.org

Tue, Oct 8, 2013 at 4:31 PM

Dear Ms. Ibarra,

I wanted to write to you to express support for the 8150 Sunset project I recently learned about via a CurbedLA post. I've lived in Tom LaBonge's district near the Grove for the last three years. I love spending time on many of the east-west streets in my neighborhood, including 3rd, Beverly, Melrose, and Santa Monica. Each has their own unique and interesting character. I wish I could say the same for the portion of Sunset closest to me – I hardly ever go there, and when I do I almost always spend time west of La Cienega.

This new project will bring vibrancy and life to a long-neglected portion of Sunset. This project improve the immediate area around Sunset and Crescent Heights (it's terrible as it is now), and will serve as an anchor and hopefully encourage other properties in the area to clean up their act.

If you haven't had a chance to visit the project's website at www.8150sunset.com, I highly suggest you do. Unfortunately, the prevalence of boring, low-flung apartment and condo projects in our area has dramatically increased. These projects are not consistent with modern urban planning principles that generally stress open space and ease of access to automobiles, bicyclists, and pedestrians alike. Luckily, the developers of this project get 'it'. Based on their plans, they are committed not only to building a successful project, but also contributing to their surrounding neighborhood and the overall urban environment of Los Angeles.

I look forward to seeing this project come to fruition, and I thank you for your public service and commitment to making our city a better place.

Warmest regards,

Eileen Kim

447 N. Stanley Ave.
Los Angeles, CA 90036



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

Support for "8150 Sunset"

1 message

Martin Turnbull <emailme@martinturnbull.com>

Fri, Oct 11, 2013 at 5:08 PM

To: Luciralia.Ibarra@lacity.org

Dear Ms. Ibarra,

Please find attached my letter of support for the "8150 Sunset" project (Case Number: ENV-20132552-EIR)

Also sent to

- Tom LaBonge
- Jonathan Brand
- Srimal Hewawitharana

All the best,
MARTIN TURNBULL
The Garden of Allah novels
www.MartinTurnbull.com
Facebook
Twitter
Blog

 **8150Sunset support letter-IBARRA.pdf**
84K



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

8150 Sunset Blvd Mixed Use Project - ENV -2013-2552-EIR

Marian Dodge <president@hillsidefederation.org>
To: "Luciralia.Ibarra@lacity.org" <Luciralia.Ibarra@lacity.org>

Tue, Oct 15, 2013 at 5:37 PM

Dear Ms. Ibarra,

Attached is a copy of the letter from the Hillside Federation regarding the Initial Study for
8150 Sunset Blvd Mixed Use Project - ENV -2013-2552-EIR
that was submitted to Srimal yesterday. I understand that you are the Planner who will be assigned to the
project.

Marian Dodge, President
Federation of Hillside and Canyon Associations
www.hillsidefederation.org

2 attachments

 **pastedGraphic.pdf**
29K

 **HF ltr 8150 Sunset Blvd. 101413.pdf**
141K

P.O. Box 27404
Los Angeles, CA 90027
323-663-1031
president@hillsidefederation.org



PRESIDENT
Marian Dodge
CHAIRMAN
Charley Mims
VICE PRESIDENTS
Mark Stratton
Wendy-Sue Rosen
SECRETARY
Carol Sidlow
Donna Messinger
TREASURER
Don Andres

Srimal Hewawitharana, Environmental Review Coordinator
Department of City Planning
City Hall, Room 750
200 N. Spring Street
Los Angeles, CA 90012

October 14, 2013

Beachwood Canyon Neighborhood
Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Brentwood Hills Homeowners
Brentwood Residents Coalition
Cahuenga Pass Property Owners
Canyon Back Alliance
Crests Neighborhood Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
Lake Hollywood HOA
Laurel Canyon Assn.
Lookout Mountain Alliance
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Oaks Homeowners Assn.
Outpost Estates Homeowners
Pacific Palisades Residents Assn.
Residents of Beverly Glen
Roscomare Valley Assn.
Shadow Hills Property Owners
Sherman Oaks HO Assn.
Studio City Residents Assn.
Sunset Hills Homeowners Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Upper Nichols Canyon NA
Whitley Heights Civic Assn.

CHAIRPERSONS EMERITUS
Shirley Cohen
Jerome C. Daniel
Patricia Bell Hearst
Alan Kishbaugh
Gordon Murley
Steve Twining
Polly Ward

CHAIRMAN IN MEMORIUM
Brian Moore

Re: 8150 Sunset Blvd Mixed Use Project - ENV -2013-2552-EIR

Dear Mr. Hewawitharana:

The Federation of Hillside and Canyon Associations, Inc., founded in 1952, represents 41 homeowner and residents associations spanning the Santa Monica Mountains, from Pacific Palisades to Mt. Washington. The Federation's mission is to protect the property and quality of life of its over 200,000 constituents and to conserve the natural habitat and appearance of the hillside and mountain areas in which they live.

The Federation heard a presentation on the proposed development at 8150 Sunset Blvd at its October 2013 meeting. The Board was concerned about many aspects of the project, especially the height, density, traffic and potentially negative impacts to the many hillside communities which surround this proposed development. The Board passed a motion to express some of the concerns discussed in the Initial Study to the Department of City Planning for the preparing of the project's Draft EIR.

The areas of concern that must be addressed in the Draft EIR are:

Geology and Soils - As this site is located on the Hollywood Fault, special attention must be given to the Geology and Soils review.

Historic Resources - The Los Angeles Conservancy position is that the Chase Bank Building (formerly Lytton Savings) is covered under the Historic Resources provision of CEQA and should be considered as such.

Height - The two buildings proposed to be built for this development are the highest buildings (108 feet and 191 feet) in the area and will negatively impact the surrounding multi-residential and single family neighborhoods in and around the subject site. Alternative designs which will lower the height of the buildings to be compatible with neighborhood character must be proposed and reviewed in the the DEIR so that the development fits the neighborhood.

Due to the proposed height of these two buildings, a roof-top helipad would be necessary for emergency purposes. All impacts regarding the potential use of helicopters on top of these tall buildings must be addressed and mitigated in the DEIR .

Traffic Impacts - As this proposed development sits at the mouth of one of the most traveled intersections in Los Angeles, Sunset Blvd. and Crescent Heights, and is

surrounded by several hillside areas, including Laurel Canyon – a major North/South canyon route for over 40,000 commuters – the traffic impacts are exponential. The parking circulation plan in the Initial study is inadequate and an alternative plan must be included in the DEIR that addresses turn lanes; ingress and egress in and out on Crescent Heights and Sunset Blvd., as well as impacts to Hayvenhurst Avenue.

Compatibility with the Hollywood Community Plan - This area is not classified as a "regional center" in the new Hollywood Community Plan but the development, as currently proposed, appears to be designed for a regional center. The zoning for the area is C4-1D (or is it C2-1D?) and is currently designated as "Neighborhood Office Commercial" which is generally in a lower rise and lower density area serving a smaller neighborhood and not a destination location. The Hollywood Community Plan encourages large development to be around transportation nodes which this is not.

Cumulative Impacts - CEQA requires that all impacts which are individually limited but cumulatively considerable must be combined with the impacts of related projects in proximity to the project site as the impacts are greater than those of a single project. This proposed development must be viewed in relation to the over 1 million square feet of current and future development along Sunset Boulevard in both Los Angeles and the City of West Hollywood – less than a mile away from the proposed development at 8150 Sunset Blvd. Some of the current and proposed developments are: 8430 Sunset Blvd. at Olive (House of Blues development); 8474 - 8544 Sunset Blvd. at La Cienega; 8950 Sunset Blvd. at Hilldale; 8955 Santa Monica Blvd. at Crescent Heights; and 9040 Sunset Blvd. at Doheny.

Density: The plans and currently proposed designs for this property will result in an increase in density in the area and the surrounding residential neighborhoods. Four restaurants totaling over 22,000 square feet; a gym/studio of over 8,000 square feet; and a 25,000-square foot organic grocery store will most definitely impact the density in an area that does not have the infrastructure or emergency services to handle such an increase.

Parking - The developer's request for a Variance to increase the number of compact parking spaces from 40% allowed by the LAMC to 60% is a concern as it would require tenants to have a particular size of car (compact-sized) to make this parking concept effective. In addition, the rationale of having 900 + bicycle parking spaces instead of car parking spaces appears to be unrealistic. Parking alternative plans need to be included in the DEIR. The use of valets and valet assisted only is a concern. The applicant's representatives stated at a public meeting that the development is NOT a "destination" location. If that is the case, why would there be a need for only Valet parking or Valet assisted parking and no self-parking? An alternative to Valet and Valet-assisted parking only must be included in the DEIR.

Noise impacts - As the proposed development will include four restaurants and outdoor dining at one of the restaurants including live entertainment, the increase of noise levels to the residential areas in and around the site must be addressed in the DEIR.

In conclusion, the 8150 Sunset project as currently proposed is out of scale and character for the neighborhood. The increased traffic alone would have a devastating effect on the residents in the local hillside neighborhoods. The Hillside Federation strongly urges the Department of City Planning to consider only those alternatives that are lower with less density so as to reduce the impact on and disruption in the community.

Sincerely,

Marian Dodge

Marian Dodge

cc: Tom LaBonge
Carolyn Ramsay
Jonathan Brand
Michael LoGrande



Luciralia Ibarra <luciralia.ibarra@lacity.org>

8150 Sunset

3 messages

grafton tanquary <gpt1287@sbcglobal.net>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Fri, Oct 25, 2013 at 10:06 AM

Many of the issues raised in the submissions to Srimal regarding 8150 Sunset are probably not within the province of the EIR analysis, e.g. the number of compact parking spaces, whether the proposed parking would be enough to allow conversion of the units to condominiums, the operation of the valet system, loading areas, etc.

Instead, I expect they would be of concern to you as planner. Will you take these issues into account when preparing your report to the Planning Commission? If not, should we raise these issues with you now or wait until you submit your staff report to the Commission?

Luciralia Ibarra <luciralia.ibarra@lacity.org>
To: grafton tanquary <gpt1287@sbcglobal.net>

Tue, Oct 29, 2013 at 8:50 AM

Good Morning,

These issues can certainly be raised during the EIR process. I will keep this in the file for the record and for consideration, but please know that you can certainly raise them again during the entitlement process.

Thank you,

Luci

On Fri, Oct 25, 2013 at 10:06 AM, grafton tanquary <gpt1287@sbcglobal.net> wrote:

Many of the issues raised in the submissions to Srimal regarding 8150 Sunset are probably not within the province of the EIR analysis, e.g. the number of compact parking spaces, whether the proposed parking would be enough to allow conversion of the units to condominiums, the operation of the valet system, loading areas, etc.

Instead, I expect they would be of concern to you as planner. Will you take these issues into account when preparing your report to the Planning Commission? If not, should we raise these issues with you now or wait until you submit your staff report to the Commission?

Luciralia Ibarra
City Planner
Major Projects
Department of City Planning

11/14/2014

City of Los Angeles Mail - 8150 Sunset

200 N. Spring Street, Rm 750
Los Angeles, CA 90012
Ph: 213.978.1378
Fx: 213.978.1343

grafon tanquary <gpt1287@sbcglobal.net>
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>

Tue, Oct 29, 2013 at 9:35 AM

Thank you.

From: Luciralia Ibarra
Sent: Tuesday, October 29, 2013 8:50 AM
To: grafon tanquary
Subject: Re: 8150 Sunset

[Quoted text hidden]



Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

8150 Sunset

1 message

grifton tanquary <gpt1287@sbcglobal.net>

Fri, Dec 20, 2013 at 2:48 PM

To: Jonathan Brand <jonathan.brand@lacity.org>, Luciralia Ibarra <Luciralia.Ibarra@lacity.org>

At 1:40 pm this afternoon I drove north over Laurel Canyon to the valley. Traffic southbound was stop and go from Dona Dorotea north of Mulholland to Sunset. There was no accident, no significant construction, and all the lights were working. Adding more traffic on this street is insane.



Luciralia Ibarra <luciralia.ibarra@lacity.org>

Mixed-Use Development at 8150 W Sunset Blvd (CPC-2013-2551-CUB-ZV-DB-SPR/ENV-2013-2552-EIR)

Eileen Hunt <eileen.hunt@lacity.org>

Fri, Feb 28, 2014 at 3:25 PM

To: Karen Hoo <karen.hoo@lacity.org>

Cc: Renee Weitzer <renee.weitzer@lacity.org>, Jonathan Brand <jonathan.brand@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>, Jeannie Shen <jeannie.shen@lacity.org>, Rudy Guevara <rudy.guevara@lacity.org>, Taimour Tanavoli <taimour.tanavoli@lacity.org>, Gregg Vandergriff <gregg.vandergriff@lacity.org>, Ron Hirsch <ron@hgtraffic.com>, Tomas Carranza <tomas.carranza@lacity.org>

Attached please find LADOT's assessment of the traffic analysis for the proposed mixed-use project at 8150 W Sunset Blvd.

Eileen Hunt, Transportation Engineering Associate II
Metro Development Review
City of Los Angeles
Department of Transportation
100 S. Main St., 9th Fl.
Los Angeles, CA 90012
213-972-8481


 **CEN 13-41328_mixed-use_8150 Sunset_ltr.pdf**
4255K

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8150 W Sunset Bl
DOT Case No. CEN 13-41328

Date: February 28, 2014

To: Karen Hoo, City Planner
Department of City Planning



From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR A MIXED-USE DEVELOPMENT
LOCATED AT 8150 WEST SUNSET BOULEVARD (CPC-2013-2551-CUB-
ZV-DB-SPR/ENV-2013-2552-EIR)**

The Department of Transportation (DOT) has reviewed the traffic analysis (dated November 2013) and subsequent revisions prepared by Hirsch/Green Transportation Consulting, Inc., for a mixed-use development located at 8150 West Sunset Boulevard. The project is located on the southwest corner of Sunset Boulevard and Crescent Heights Boulevard in the City of Los Angeles. The project's southern edge and a portion of the western edge of the project site abut the boundaries of the City of West Hollywood.

In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria¹, the traffic study included the detailed analysis of 13 intersections: four in the City of Los Angeles and 11 in the City of West Hollywood. The traffic study determined that the project would not result in any significant traffic impacts within the City of Los Angeles but may potentially impact an unsignalized intersection within the City of West Hollywood. The results of the traffic impact analysis are summarized in **Attachment 1**. The study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will demolish the existing active shopping center and construct a new mixed-use development with 249 residential apartments (including 28 affordable units) and 111,339 square feet of commercial space at 8150 West Sunset Boulevard (see **Attachment 2**). The commercial space would include 51,150 square feet of retail uses, a 24,811 square foot supermarket, 22,189 square feet of quality restaurant space, a 5,094 square foot walk-in bank, and 8,095 square feet of health and fitness uses (dance studio, yoga studio, etc.). The existing 80,000 square foot shopping center

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

includes 14,647 square feet of typical retail uses, a 20,172 square foot walk-in bank, 11,646 square feet of restaurant and fast food uses, a 2,360 square foot dental office, a 3,550 square foot martial arts studio, and a 27,625 square foot art storage facility. The project would provide 849 automobile parking spaces and 985 bicycle spaces in a multi-level (subterranean and above-grade) parking structure. The project proposes to provide access points at approximately the existing three driveways. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of 1,077 daily trips, a net decrease of 82 trips in the a.m. peak hour and a net increase of 216 trips during the p.m. peak hour (see **Attachment 3**). The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar land use developments in suburban areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with DOT's guidelines, the estimated trip generation includes trip credits to account for the existing uses, the mixed-use nature of the project, and for the expected transit mode share.

PROJECT REQUIREMENTS

A. New Traffic Signal (City of Los Angeles - Voluntary Measure)

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Based on the results of a traffic signal warrant analysis included in the traffic study, the applicant proposes to install a new traffic signal at the intersection of **Sunset Boulevard and Havenhurst Drive**. The traffic study indicates that this new signal would facilitate access between Sunset Boulevard and the project's driveway on Havenhurst Drive. However, this requires further review by DOT as described below.

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of this proposed traffic signal, if deemed warranted by DOT, would be required of the applicant. To process the request for a new traffic signal, the applicant should work with DOT's Hollywood/Wilshire District Office. If the new signal is approved, this DOT office will issue a Traffic Control Report (TCR) authorizing the installation of the traffic signal. Then, it would be the responsibility of the applicant to design and construct the new signal through the Bureau of Engineering's B-permit process.

B. New Traffic Signal (City of West Hollywood)

The traffic study indicates that project-related traffic may result in a significant traffic impact at the unsignalized intersection of **Fountain Avenue and Havenhurst Drive**.

This intersection is located south of the project site and within the City of West Hollywood. The traffic study proposes to install a new traffic signal at this intersection to off-set the potential impact. This proposal is subject to review and approval by the City of West Hollywood.

C. Transportation Demand Management (TDM) Program

The project proposes to implement a TDM plan to reduce the number of vehicle trips generated by the site. The purpose of a TDM plan should be to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, a pedestrian-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program should be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- On-site Transportation Coordinator;
- Carpool, Vanpool and Rideshare Matching;
- Preferential parking for rideshare parking;
- A one-time fixed-fee of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed project;
- Transit pass subsidies for eligible project tenants and employees;
- Parking management strategies like parking cash-out and unbundling of the residential parking;
- Loaner bicycles and/or flex-use vehicles on site;
- Guaranteed Ride Home Program;
- Bicycle racks, lockers and showers on site;
- Encourage implementation of bus shelters in area of project;
- Flexible work hours and telecommute opportunities;
- Enhanced wayfinding information and signage.

The study does not take into account the trip reduction credits that are expected from these proposed measures. Due to this conservative approach, the benefits related to these TDM strategies were not quantified; therefore, the reported traffic impacts are likely overstated.

D. Voluntary Intersection Improvement (Sunset Boulevard & Crescent Heights Boulevard)

To enhance and activate the pedestrian environment adjacent to the project, the project proposes to reconfigure the southwest quadrant of the intersection of **Sunset Boulevard and Crescent Heights Boulevard**. The improvement would remove the current sweeping eastbound right-turn lane on Sunset Boulevard that is stop-controlled before merging with southbound Crescent Heights Boulevard, and install a typical exclusive right-turn lane at the intersection. The unused "triangle" section would then be reconfigured to provide a new public "plaza" area adjacent to the northeast corner of the project site as illustrated in **Attachment 4**.

To accommodate the exclusive eastbound right-turn lane, the south side of Sunset Boulevard would be widened and the west side of Crescent Heights Boulevard between Sunset Boulevard and the project's driveway would be reconstructed. Conceptually, this improvement is acceptable to DOT; however, to ensure optimal efficiency and safety of the intersection's operations for all modes, the existing bus stop on the eastbound approach should be relocated from the near-side and the traffic signal may need to be upgraded to install northbound left-turn phasing and concurrent eastbound right-turn phasing (subject to review by DOT's Hollywood/Wilshire District Office). These design issues should be discussed with DOT prior to the commencement of the engineering plans for this improvement.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours, as feasible.

F. Highway Dedication and Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **Sunset Boulevard** and **Crescent Heights Boulevard** are both designated Major Highways Class II which require a 40-foot half-width roadway within a 52-foot half-width right-of-way. **Havenhurst Drive** is designated as a Local Street which requires a 20-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements, if any, for this project.

G. Implementation of Improvements

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through BOE's B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

H. Parking Analysis

As referenced in the Project Description section above, the project will provide up to 849 automobile parking spaces and 985 bicycle spaces. The applicant should check with the Department of Building and Safety on the number of Code-required or Specific Plan-required parking spaces needed for this project.

I. Site Access and Circulation

The proposed project will provide vehicular access via three driveways: Sunset Boulevard (left-turn and right-turn entry only), Crescent Heights Boulevard (two-way full access), and Havenhurst Drive (full service entry for residential traffic only, plus right-turn only exit for both residential and commercial traffic) as illustrated in **Attachment 5**. The project also proposes separate driveways providing truck access to the on-site loading dock facilities: an ingress only driveway on Havenhurst Drive and an egress only driveway on Crescent Heights Boulevard. The project also proposes a passenger pick-up/drop-off loading area along the Crescent Heights Boulevard frontage. However, it is unclear from the attached illustration how pedestrians would be accommodated through this section of the street. It is recommended that the applicant work with DOT to explore different passenger loading schemes for the project to establish a design that can safely accommodate pedestrians, minimize conflict points with southbound traffic on this curved section of Crescent Heights Boulevard, and provide the site with its valet parking/passenger loading needs.

Review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. Prior to the commencement of building or parking layout design efforts, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively.

J. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2014\CEN 13-41328_mixed-use_8150 Sunset_itr.docx

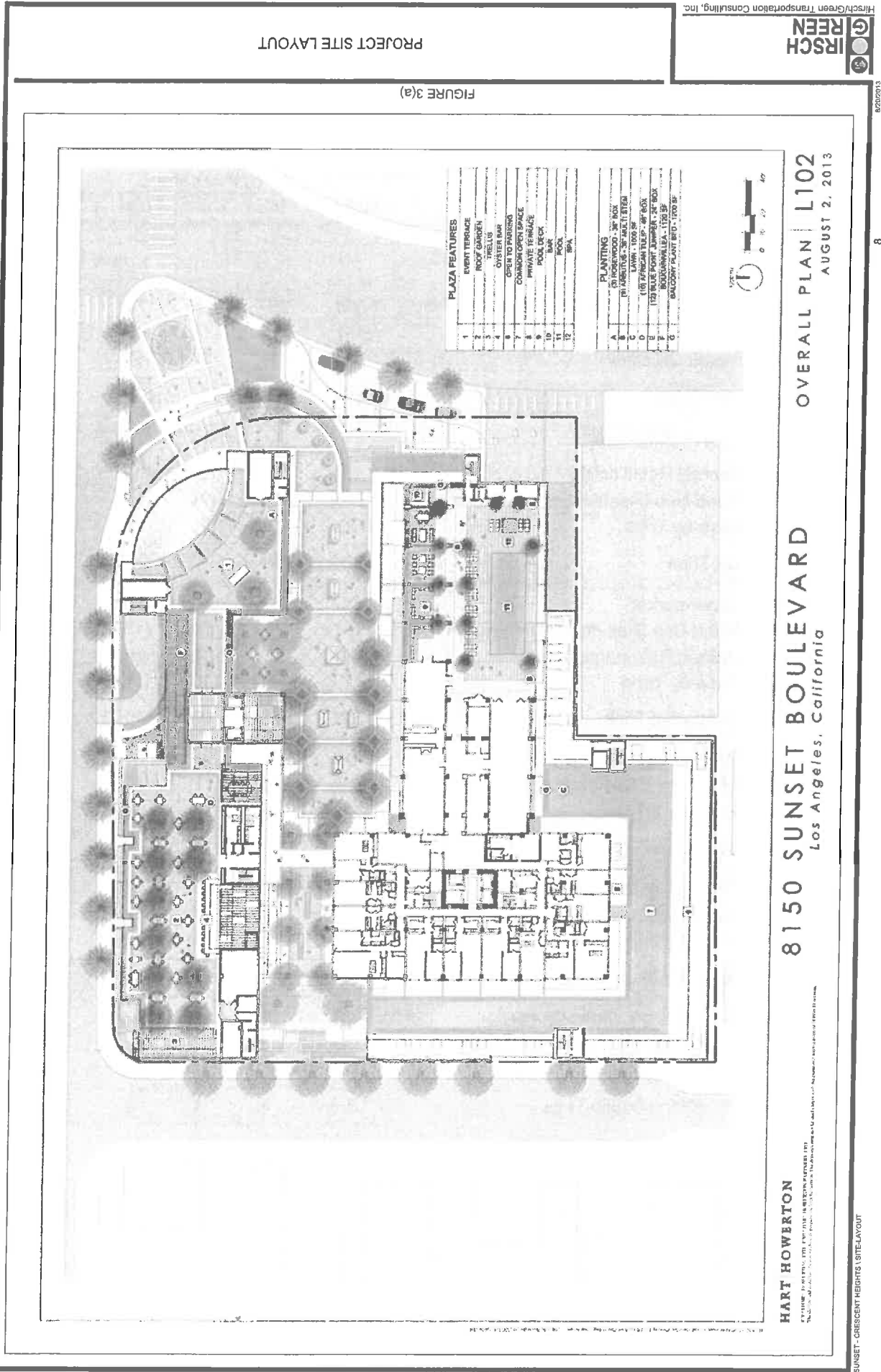
- c: Renee Weitzer/Jonathan Brand, Council District 4
Luci Ibarra, City Planning
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Rudy Guevara, Western District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

Table 9(a)
Critical Movement Analysis ("CMA") Summary
(City of Los Angeles Intersections Only)
Existing (2013) and Future (2018) Without and With Project Conditions

Int. No.	Intersection	Peak Hour	Year 2013 Conditions						Year 2018 Conditions					
			Without			With Project			Without			With Project		
			CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Hollywood Boulevard and Laurel Canyon Boulevard	AM	0.517	A	0.517	A	0.000	0.613	B	0.614	B	0.001		
		PM	0.554	A	0.558	A	0.004	0.694	B	0.697	B	0.003		
2	Hollywood Boulevard and Fairfax Avenue	AM	0.896	D	0.893	D	-0.003	0.969	E	0.966	E	-0.003		
		PM	0.755	C	0.758	C	0.003	0.817	D	0.820	D	0.003		
5	Sunset Boulevard and Crescent Heights Boulevard	AM	0.936	F ^[1]	0.918	F ^[1]	-0.018	1.147	F ^[1]	1.129	F ^[1]	-0.018		
		PM	0.756	F ^[1]	0.761	F ^[1]	0.005	0.988	F ^[1]	0.994	F ^[1]	0.006		
6	Sunset Boulevard and Fairfax Avenue	AM	0.746	F ^[1]	0.741	F ^[1]	-0.005	0.859	F ^[1]	0.854	F ^[1]	-0.005		
		PM	0.953	F ^[1]	0.955	F ^[1]	0.002	1.047	F ^[1]	1.049	F ^[1]	0.002		

Notes:

- [2] Intersection "existing" and "future" level of service manually adjusted to LOS F based on observations of existing conditions.
- *** Significant impact per City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures, June 2013 (if applicable).



HART HOWERTON

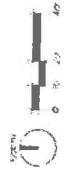
ARCHITECTS

8150 SUNSET BOULEVARD
Los Angeles, California

OVERALL PLAN L102
AUGUST 2, 2013

PLAZA FEATURES	
1	EVENT TERRACE
2	ROOF GARDEN
3	WELLB
4	OUTLET MARK
5	CONCOURSE SPACE
6	PRIVATE TERRACE
7	POOL DECK
8	BAR
9	POOL
10	BBQ

PLANTING	
A	BLACKWOOD - 36" POT
B	LAUREL - 18" POT
C	LAUREL - 1000 SF
D	(18) AFRICAN TULIP - 48" POT
E	(12) BLUE POINT JASMINE - 24" POT
F	BOUGAINVILLEA - 1700 SF
G	BALCONY PLANT BED - 1700 SF



PROJECT SITE LAYOUT

FIGURE 3(a)

Table 2(a)
Proposed Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project							
<i>Residential Component</i>							
249 -unit Apartments (including 28 affordable units)	1,656	25	102	127	100	54	154
Less 0.6% "Affordable" Unit Discount	(10)	0	(1)	(1)	(1)	0	(1)
Less 5% Transit Utilization	(82)	(1)	(5)	(6)	(5)	(3)	(8)
Total Apartment Trips	1,564	24	96	120	94	51	145
<i>Retail/Commercial Components</i>							
51,150 sq. ft. General Retail (total)	2,184	30	19	49	91	99	190
Less 10% Mixed-Use (Residential) Interaction	(218)	(3)	(2)	(5)	(9)	(10)	(19)
Less 40% Pass-by Trips	(786)	(11)	(7)	(18)	(33)	(35)	(68)
Subtotal Retail Trips	1,180	16	10	26	49	54	103
24,811 sq. ft. Supermarket	2,537	52	32	84	120	115	235
Less 15% Mixed-Use (Residential) Interaction	(381)	(8)	(5)	(13)	(18)	(17)	(35)
Less 5% Walk-in Patronage	(108)	(2)	(2)	(4)	(5)	(5)	(10)
Less 40% Pass-by Trips	(819)	(17)	(10)	(27)	(39)	(37)	(76)
Subtotal Supermarket Trips	1,229	25	15	40	58	56	114
5,094 sq. ft. Walk-in Bank	764	22	9	31	27	35	62
Less 5% Mixed-Use (Residential) Interaction	(38)	(1)	(1)	(2)	(1)	(2)	(3)
Less 20% Pass-by Trips	(145)	(4)	(2)	(6)	(5)	(7)	(12)
Subtotal Walk-in Bank Trips	581	17	6	23	21	26	47
22,189 sq. ft. Quality Restaurants (total)	1,996	11	7	18	111	55	166
Less 10% Mixed-Use (Residential) Interaction	(200)	(1)	(1)	(2)	(11)	(6)	(17)
Less 10% Pass-by Trips	(180)	(1)	(1)	(2)	(10)	(5)	(15)
Subtotal Quality Restaurant Trips	1,616	9	5	14	90	44	134
8,095 sq. ft. Dance/Yoga Studios (total)	267	5	6	11	17	12	29
Less 5% Mixed-Use (Residential) Interaction	(13)	0	(1)	(1)	(1)	0	(1)
Less 20% Pass-by Trips	(51)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal Dance/Yoga Studio Trips	203	4	4	8	13	9	22
Total Proposed Retail/Commercial Trips	4,809	71	40	111	231	189	420
<i>Total Proposed Retail/Commercial Trips at Adjacent I/S</i>	<i>6,790</i>	<i>105</i>	<i>61</i>	<i>166</i>	<i>321</i>	<i>276</i>	<i>597</i>
Total Proposed New Project Trips	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	<i>8,354</i>	<i>129</i>	<i>157</i>	<i>286</i>	<i>415</i>	<i>327</i>	<i>742</i>

Table 2(b)
Existing Site Uses Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Uses (Removed)							
14,647 sq. ft. General Retail (total)	625	9	5	14	26	28	54
Less 50% Pass-by Trips	(313)	(4)	(3)	(7)	(13)	(14)	(27)
Subtotal Retail Trips	312	5	2	7	13	14	27
27,625 sq. ft. Art Storage Facility (Metro Art Storage)	69	2	2	4	4	3	7
11,786 sq. ft. Walk-in Bank - Banking Uses (1st floor)	1,768	50	21	71	63	80	143
8,386 sq. ft. Bank Offices/Ancillary Space (2nd floor)	92	11	2	13	2	10	12
Less 20% Pass-by Trips (Banking Uses Only)	(354)	(10)	(4)	(14)	(13)	(16)	(29)
Subtotal Walk-in Bank Trips	1,506	51	19	70	52	74	126
2,056 sq. ft. Restaurant (Kuru Sushi) ^[1]	196	-----	n/a	-----	12	8	20
Less 20% Pass-by Trips	(39)	-----	n/a	-----	(2)	(2)	(4)
Subtotal Restaurant Trips	157	-----	n/a	-----	10	6	16
800 sq. ft. Ice Cream Parlor ^[1]	76	-----	n/a	-----	5	3	8
Less 20% Pass-by Trips	(15)	-----	n/a	-----	(1)	(1)	(2)
Subtotal Ice Cream Parlor Trips	61	-----	n/a	-----	4	2	6
5,070 sq. ft. Fast Food (with drive-thru) - McDonalds	2,515	117	113	230	86	80	166
Less 50% Pass-by Trips	(1,258)	(59)	(56)	(115)	(43)	(40)	(83)
Subtotal Fast Food (with drive-thru) Trips	1,257	58	57	115	43	40	83
3,720 sq. ft. Fast Food (without drive-thru) (total)	2,664	98	65	163	49	48	97
Less 35% Pass-by Trips	(932)	(34)	(23)	(57)	(17)	(17)	(34)
Subtotal Fast Food (without drive-thru) Trips	1,732	64	42	106	32	31	63
2,360 sq. ft. Dental Office	85	5	1	6	2	6	8
3,550 sq. ft. Health Club (Martial Arts)	117	2	3	5	7	6	13
Total Existing Site Trips	5,296	187	126	313	167	182	349
Total Existing Site Trips at Adjacent I/S	8,207	294	212	506	256	272	528

Note:

[1] Use not open during AM peak hours (prior to 10:00 AM).

Table 2(c)
Summary of Proposed Project, Existing Site Uses, and Net Project Trip Generation Estimates

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Summary of Proposed Project Trips - from Table 2(a)							
<i>Total Net Residential Component</i>	1,564	24	96	120	94	51	145
<i>Total Net Retail/Commercial Components</i>	4,809	71	40	111	231	189	420
<i>Retail/Commercial Trips at Adjacent I/S</i>	6,790	105	61	166	321	276	597
Total Proposed New Project Trips	6,373	95	136	231	325	240	565
<i>Total Proposed New Project Trips at Adjacent I/S</i>	8,354	129	157	286	415	327	742
Summary of Existing Uses Trips - from Table 2(b)							
<i>Total Existing Site Trips</i>	5,296	187	126	313	167	182	349
<i>Total Existing Site Trips at Adjacent I/S</i>	8,207	294	212	506	256	272	528
Net New Project Retail/Commercial Trips	(487)	(116)	(86)	(202)	64	7	71
<i>Net Retail/Commercial Trips at Adjacent Intersections</i>	(1,417)	(189)	(151)	(340)	65	4	69
Net New Project Residential Trips (same at Adj. I/S)	1,564	24	96	120	94	51	145
Total Net New Project Trips	1,077	(92)	10	(82)	158	58	216
<i>Total Net New Project Trips at Adjacent Intersections</i>	147	(165)	(55)	(220)	159	55	214

As shown in Table 2(a), once completed and occupied, the proposed project itself is expected to result in a total of approximately 6,373 trips per day (a 24-hour period beginning at midnight), including approximately 231 trips (95 inbound, 136 outbound) during the AM peak hour, and approximately 565 trips (325 inbound, 240 outbound) during the PM peak hour. Of these total trips, most are the result of the retail/commercial components (except during the AM peak hour when many of the retail and restaurant uses are closed), which are expected to generate a total of approximately 4,809 daily trips, including approximately 111 trips (71 inbound, 40 outbound) during the AM peak hour and approximately 420 trips (231 inbound, 189 outbound) during the PM peak hour, while the proposed residential component of the project will account for the remaining approximately 1,564 daily trips, 120 (24 inbound, 96 outbound) AM peak hour trips, and 145 (94 inbound, 51 outbound) PM peak hour trips.

However, the demolition of the existing on-site development to construct the proposed project will also result in the removal of its associated trips from the "existing" area traffic volumes, offsetting some of the traffic generated by the new development. As shown in Table 2(b), the

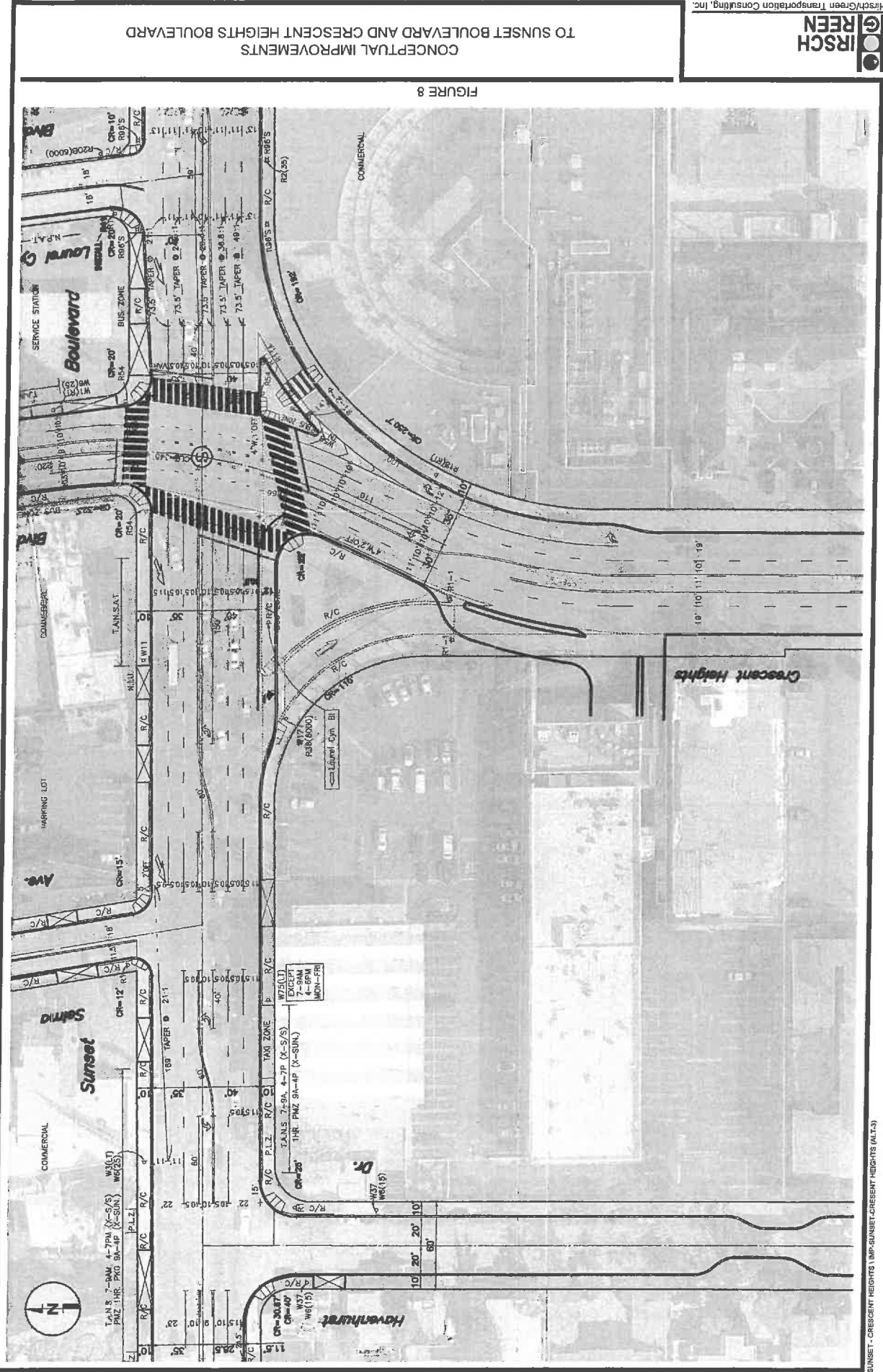


FIGURE 8

CONCEPTUAL IMPROVEMENTS TO SUNSET BOULEVARD AND CRESCENT HEIGHTS BOULEVARD

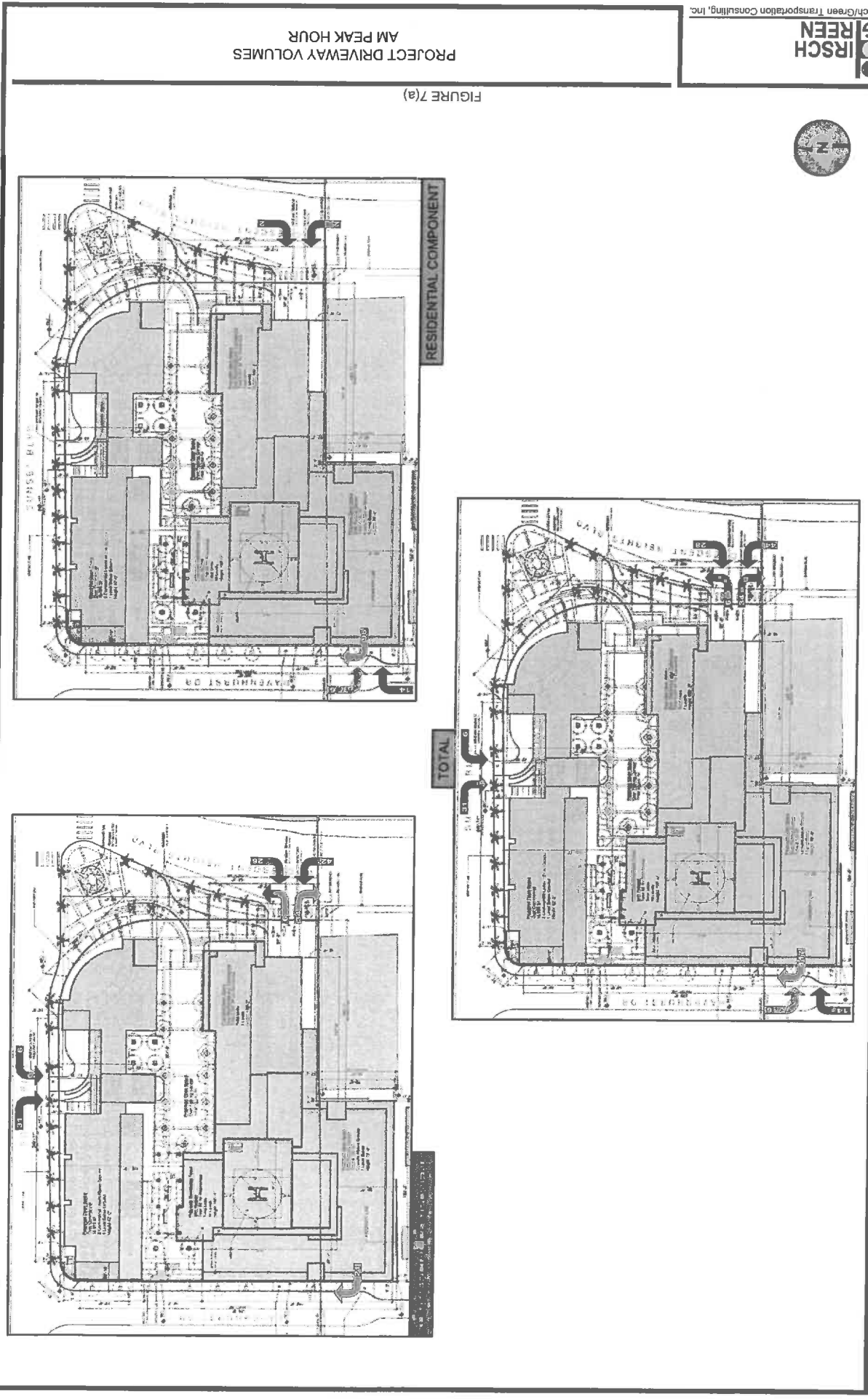


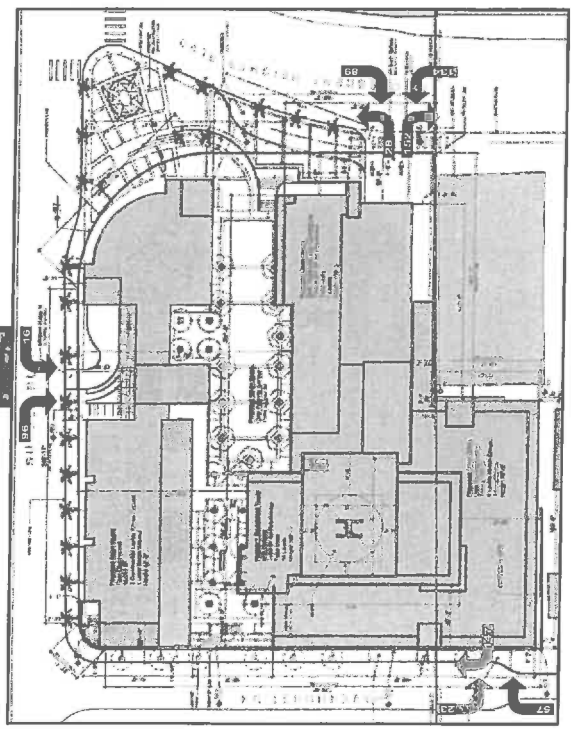
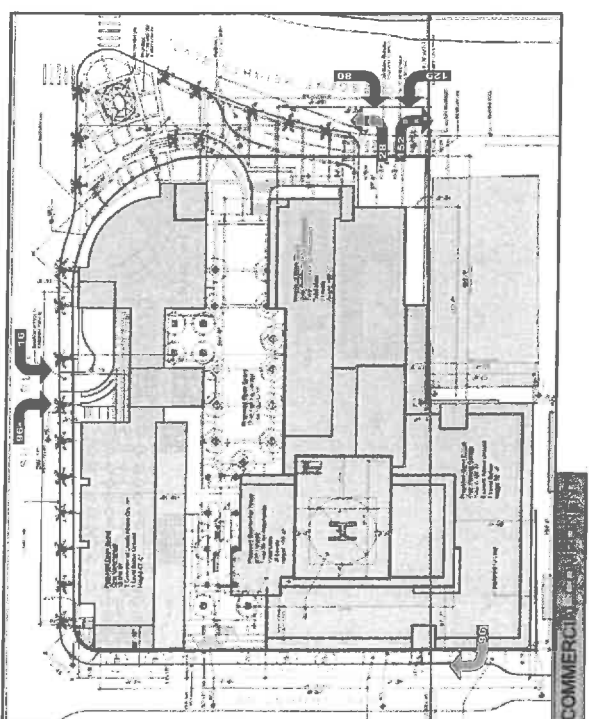
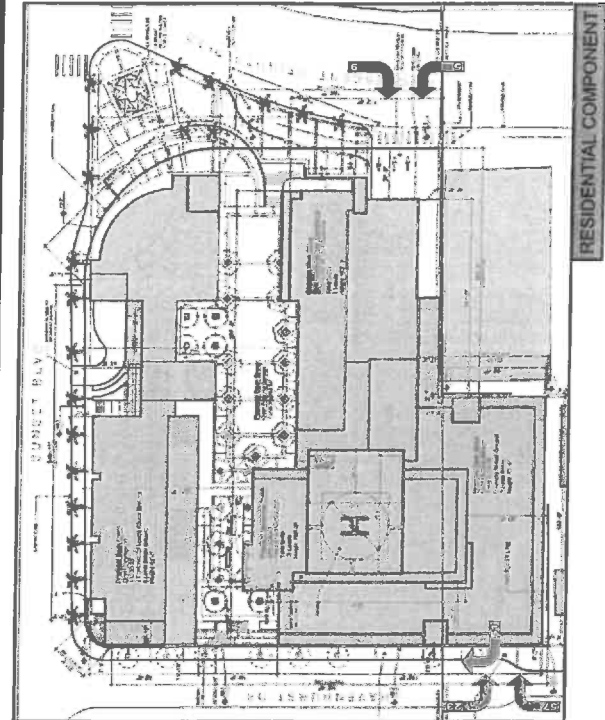
FIGURE 7(a)

PROJECT DRIVEWAY VOLUMES
AM PEAK HOUR



PROJECT DRIVEWAY VOLUMES
PM PEAK HOUR

FIGURE 7(b)





Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Tract Report from WCSD/SANITATION

John Park <john.park@lacity.org>

Tue, Oct 14, 2014 at 9:05 AM

To: Darlene Navarrete <darlene.navarrete@lacity.org>, Mary Crowell <Mary.Crowell@lacity.org>, Dwayne Wyatt <dwayne.wyatt@lacity.org>, Planning Expedited <planning.expedited@lacity.org>

Please find a tract report from WCSD, Bureau of Sanitation.
No hard copy will be mailed to your division.

**DO NOT FORWARD THIS INTER-
DEPARTMENTAL CORRESPONDENCE TO
APPLICANTS.**

If you have any problems with attached report, please contact me.

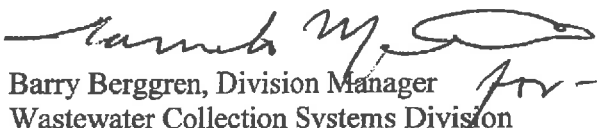
—
John Park, P.E.
Environmental Engineering Associate III
City of Los Angeles
Bureau of Sanitation
Wastewater Collection Systems Division
(Tel)323-342-6033
(Fax)323-342-6013

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

DATE: October 10, 2014

TO: David Weintraub
Maya Zaitzevsky
Deputy Director of Planning
Department of City Planning

FROM: 
Barry Berggren, Division Manager
Wastewater Collection Systems Division
Bureau of Sanitation

SUBJECT:	TRACT MAP NO. 72370	8150 Sunset Blvd
	AA-2014-3532-PMLA	6649 N. Cleon Ave
	TRACT MAP NO. 71929-NC	2011-2015 ½ Barry Ave
	TRACT MAP NO. 73103-CN	1100 S. Corning Street
	TRACT MAP NO. 72379-SL	14614 & 14618 W. Vanowen St
	TRACT MAP NO. 72725-CN	5258 Hermitage Ave
	AA-2014-1758-PMLA	6611 N. Reseda Blvd

Our office has reviewed the sewer/storm drain lines serving the subject tracts/areas, and found no potential problems to our structures or potential maintenance problem.

Note: This Approval is for the Tract Map only and represents the office of the Bureau of Sanitation/WCSD. The applicant may be required to obtain other necessary Clearances/ Permits from the Bureau of Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact John Park at (323) 342-6033.



Luciralia Ibarra <Luciralia.ibarra@lacity.org>

Tract Nao Ni, 72370

Veronica Jaimez <veronica.jaimez@lacity.org>

Wed, Oct 22, 2014 at 10:16 AM

To: Darlene Navarrete <darlene.navarrete@lacity.org>, City Planning <planning.expedited@lacity.org>

Hi Darlene,

I am e-mailing you a copy for the report Tract Map No. 72370.

Thank you,

Veronica Jaimez

Hydrants and Access Unit

(213) 482-6540



tr72370 10-22-14 T. O'Connell.doc

66K

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

October 22, 2014

TO: Michael J. LoGrande, Director of Planning
Department of City Planning
Attention: Darlene Navarrete

FROM: Fire Department

SUBJECT: **TRACT MAP NO. 72370 (8150 Sunset Boulevard)**

Subject property has been investigated by members of the Fire Department.

Submit plot plans for Fire Department approval and review prior to recordation of Tract Action.

RECOMMENDATIONS:

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Adequate public and private fire hydrants shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Darlene Navarrete
October 22, 2014
Page 2

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

RALPH M. Terrazas
Fire Chief

Mark I. Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MIS:TW'O:vj
TR-72370
Map No: 148-177