
Appendix A2

Scoping Letters

NATIVE AMERICAN HERITAGE COMMISSION

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October 26, 2016

Scott Lunceford
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

sent via e-mail:
slunceford@weho.org

RE: SCH# 2016101063; 7811 Santa Monica Boulevard Project, Notice of Preparation for Draft Environmental Impact Report, Los Angeles County, California

Dear Mr. Lunceford:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)). *This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an 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.
 - a. 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.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 16, 2016

**Scott Lunceford, AICP, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216**

RE: 7811 Santa Monica Boulevard Project – Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. Lunceford:

Thank you for the opportunity to comment on the proposed mixed-use project located at 7811 Santa Monica Blvd in the City of West Hollywood. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Project Description

The proposed project would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. The structure would consist of a 78-room hotel, a restaurant, 88 residential units, and an art gallery. A total of 264 parking spaces would be provided.

Metro Comments

Bus Stop Adjacency

Metro Local bus line 4 and Metro Rapid line 704 operate on Santa Monica Blvd, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

Transit Orientation

Considering the proximity of the Project to the Metro and local bus lines along Santa Monica Blvd, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to the Metro Local and Rapid bus stops, including orienting pedestrian pathways toward the public realm along Santa Monica Blvd.
2. Metro would like to inform the Project sponsor of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.
3. Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.
4. With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the station including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
5. The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting bus stops with housing and employment concentrations. For reference, we would like to direct City staff to view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
6. Metro encourages the City to work with the Project sponsor to promote bicycle use through adequate short-term bicycle parking such as ground level bicycle racks for guests and secure long-term bicycle parking for residents and employees.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,



Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ☐ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ☐ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ☐ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ☐ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ☐ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ☐ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ☐ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ☐ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ☐ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ☐ Evidence that affected transit operators received the Notice of Preparation.
- ☐ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ☐ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ☐ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ☐ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- ☐ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- ☐ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- ☐ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- ☐ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- ☐ Any project contribution to the improvement, and
- ☐ The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

November 17, 2016

Scott Lunceford, Associate Planner
City Of West Hollywood
Community Development Department
8300 Santa Monica Blvd.
West Hollywood, CA 90069-6216

Dear Mr. Scott Lunceford:

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT,
PUBLIC NOTICE & SCOPING MEETING, "7811 SANTA MONICA BLVD. PROJECT",
IT WOULD INVOLVE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY
269, 484 SQ. FT. MIXED-USE STRUCTURE, 7811 SANTA MONICA BLVD, 1114 &
1118 N. ORANGE GROVE AVE., & 1125 N. OGDEN DR., WEST HOLLYWOOD,
FFER 201600177**

The notice of preparation of a draft environmental impact report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the Draft EIR.

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDALE
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA-FLINTRIDGE

LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA

LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT

PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMead
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

2. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
4. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.
5. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage.
6. The development may require fire flows up to 8,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration, as outlined in the 2014 County of Los Angeles Fire Code Appendix B. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
10. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.
11. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) Provide 34 feet in-width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
 - b) Provide 42 feet in-width, when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map, and final building plans.

- d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
12. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
 13. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 foot width does not allow for parking, and shall be designated as a "Fire Lane", and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
 14. The 28 feet in width shall be increased to:
 - a) 34 feet in width when parallel parking is allowed on one side of the access way.
 - b) 36 feet in width when parallel parking is allowed on both sides of the access way.
 - c) Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING- FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
 15. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a) A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.

- b) The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.
 - c) A Fire Department approved turning area shall be provided at the end of a cul-de-sac.
16. All access devices and gates shall comply with California Code of Regulations, Title 19, Articles 3.05 and 3.16.
17. All access devices and gates shall meet the following requirements:
- a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.
 - e) Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.
18. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.
19. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.
20. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

Scott Lunceford, Associate Planner
November 17, 2016
Page 6

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comment regarding the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ac



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

JIM McDONNELL, SHERIFF



November 21, 2016

Scott Lunceford, Associate Planner
City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, California 90069

Dear Mr. Lunceford:

**REVIEW COMMENTS
INITIAL STUDY AND NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
7811 SANTA MONICA BOULEVARD PROJECT
CITY OF WEST HOLLYWOOD**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Initial Study and Notice of Preparation (ISNOP) of a Draft Environmental Impact Report, dated October 24, 2016, for the 7811 Santa Monica Boulevard Project (Project). The proposed Project is located on Santa Monica Boulevard, between Orange Grove Avenue and Odgen Drive, in the City of West Hollywood.

The proposed Project is located within the service area of the Department's West Hollywood Station (Station). Accordingly, the Station reviewed the ISNOP and authored the attached review comments, dated November 8, 2016.

Should you have any questions, please contact me at (323) 526-5657, or your staff may contact Mr. Lester Miyoshi of my staff, at (323) 526-5664.

Sincerely,

JIM McDONNELL, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

A Tradition of Service
— Since 1850 —

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: November 8, 2016

FILE:



FROM: HOLLY M. PEREZ, CAPTAIN
WEST HOLLYWOOD STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: REVIEW COMMENTS ON THE INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR 7811 SANTA MONICA BOULEVARD PROJECT

West Hollywood Sheriff's Station reviewed the Initial Study and Notice of Preparation (ISNOP) of a Draft Environmental Impact Report (Draft EIR), dated October 24, 2016, for the 7811 Santa Monica Boulevard Project. The proposed Project is located on Santa Monica Boulevard, between Orange Grove Avenue and Ogden Drive, in the City of West Hollywood, and is within the sheriff's station's service area.

The proposed project will construct a 269,484 square foot mixed-use structure consisting of apartments (88 units), hotel (78 guest rooms), restaurant, art gallery, and subterranean parking (264 spaces). Existing structures and a surface parking lot will be demolished and removed from the proposed project site including a 10,000 square foot commercial building and seven multi-family residential units. The proposed project is expected to generate a resident population of 137 persons plus an undisclosed increase to the local workforce population.

According to Section 4.14 of the ISNOP, the proposed project is expected to have a potentially significant impact on law enforcement services provided by the sheriff's station. The station neither concurs with nor disputes this conclusion. Our assessment of project-related impacts will be prepared after further analyses of the proposed project is conducted and findings are reported in the Draft EIR. The station is particularly interested in reviewing descriptions of site amenities, security systems, and analyses related to land use intensification, population, employment, and traffic generation.

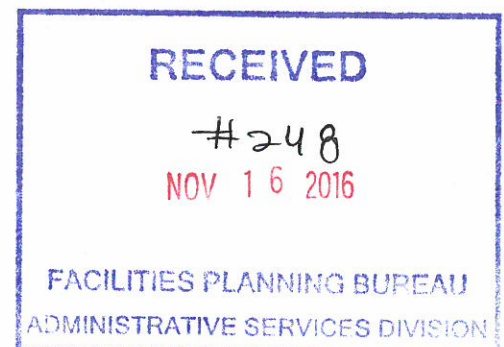
Notwithstanding our assessment of the proposed Project, the station remains concerned that continued development in and around the City of

November 8, 2016

West Hollywood will ultimately contribute to a significant cumulative impact on our ability to maintain adequate levels of law enforcement services. Being able to meet the demand of anticipated growth will require the dedication of additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets (patrol vehicles, other support vehicles, communications equipment, weaponry, office furnishings, computer hardware, etc.). At this time, the station estimates six additional deputy personnel could address current and near-term staff deficiencies (two deputies per three daily shifts). Of course, such assessments are subject to change, and must be continuously re-evaluated. Lastly, the station itself is an aged and undersized structure that has been operating above-capacity for many years. In order to accommodate additional staff and assets, the station itself will require substantial modernization, expansion, or replacement.

Thank you for including the West Hollywood Sheriff's Station in the environmental review process for the proposed Project. Should you have any questions of the station regarding this matter, please contact me or any member of my operations staff at (310) 885-8850.

HMP:DTW:tdm





COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

November 30, 2016

Ref. Doc. No.: 3917469

Mr. Scott Lunceford, AICP, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

Dear Mr. Lunceford:

Response to NOP for the 7811 Santa Monica Boulevard Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on October 25, 2016. The proposed project is located within the jurisdictional boundaries of District No. 4. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Fairfax Avenue Trunk Sewer, located in Fairfax Avenue at Santa Monica Boulevard. The Districts' 10-inch diameter trunk sewer has a capacity of 2.2 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2013.
2. Wastewater generated by the proposed project will be treated by the City of Los Angeles Hyperion Treatment System. Questions regarding sewerage service for the proposed project should also be directed to the City of Los Angeles' Department of Public Works.
3. The expected increase in average wastewater flow from the proposed project, described in the document as 88 residential apartment units and a 78 room hotel, is 19,136 gallons per day, after all structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the

Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Sullivan
M. Tatalovich

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Tuesday, November 22, 2016 9:19 AM
To: Nicole Cobleigh
Subject: FW: 7811 Project
Attachments: 7811 Project.docx

Hi Nicole,

Here's a neighbor's comment letter and email.

Happy Holidays!

Scott Lunceford, AICP
Associate Planner
Current and Historic Preservation Planning City of West Hollywood slunceford@weho.org
323-848-6427

-----Original Message-----

From: Mike [mailto:mcaltc@roadrunner.com]
Sent: Thursday, November 17, 2016 10:06 AM
To: Scott Lunceford
Subject: 7811 Project

Hi Scott, Who are the attorneys who are litigating the San Vicente hotel project and whom are the parties they are representing?

For the record, enclosed is my opinion of the 7811 project. I'll look forward to meeting with you on the Wednesday before Thanksgiving.

I think Public Safety should get a copy of this but I don't have a direct email address for Kristin.

Mike Carter
323-717-5545
mcaltc@roadrunner.com
1123 N Ogden Drive
West Hollywood, 90046

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Tuesday, November 22, 2016 9:21 AM
To: Nicole Cobleigh
Subject: FW: Project at 7811 Santa Monica Blvd

Here's another neighborhood comment letter.

-----Original Message-----

From: Vanessa Dunn [mailto:vanaydunn@gmail.com]
Sent: Thursday, November 17, 2016 8:24 PM
To: Scott Lunceford
Subject: Project at 7811 Santa Monica Blvd

Hello,

My name is Vanessa Dunn. I live at 1119 N Ogden Dr, West Hollywood CA 90046- in the direct impact zone of this project.

I work Wednesday evenings and was not be able to attend the scope meeting.

I vehemently oppose this project. If this building is approved my house will literally be in the center of all the building. I work a lot from my house, which will be near impossible to do during construction. And beyond the construction period there will still be a major increase in noise pollution. My home will now be surrounded by tall buildings , limiting sunlight, and my overall quality of life. Air quality and pollution is a major concern as well. My bedroom window is literally less than 3 feet from the proposed loading zone driveway. In addition, I do not feel my residence as well as surrounding structures are safe to withstand the pressures that will be placed on them during this major construction project.

Parking - another major concern- the parking situation on Ogden Dr. is already a huge issue. And with the proposed hotel and additional condo units parking will be a total nightmare. I also understand the parking lot on Orange Grove that mostly acts as overflow for Whole Foods, will also be demolished. Where are you expecting all of these cars to go?

This project to me seems completely unfit for the location. Santa Monica Blvd is already so congested, frequently causing gridlock.

I understand as a city you want to entice visitors to West Hollywood- but I don't believe it should be at the expense of residents. 3 of my immediate neighbors have lived here for over 20 years each- these are the people that make West Hollywood a great place to live! The building directly behind me is slated to be demolished with this project- putting senior citizens, disable persons, and a veteran out of a home.

Running these citizens out of their homes only to create transient activity will do nothing for the charm, character or reputation of West Hollywood. Transient people do not add to the neighborhood, they do not care about the safety, integrity, or appearance of a neighborhood.

Homes should not be subject to commercial building right next door....Isn't that the whole point of zoning regulations!

The last point I want to make is concerning city emergency services- with increased population must come increased fire/police/medical services- to my knowledge these services are already stretched quite thin. And with increased traffic and gridlock this sounds like a disaster waiting to happen.

I plead with the great city of West Hollywood to rethink this project. Please do not forego the quality of life of your longtime residents for a buck.

Thank you for your time.

Vanessa Dunn

Sent from my iPhone

11/28/16

Dear Mr. Lunceford,

I live in one of the first duplex houses at 1122 N. Ogden Dr. For the past four years, this has been my place of peace, solitude and my own little sanctuary in our crazy Los Angeles concrete jungle. I have chosen to live in West Hollywood because of the love and respect our diverse community has for each other, and for the small city atmosphere that we try and keep.

When I heard that a mega-building including 78-hotel rooms, 88 residential units, a restaurant and an art gallery is going to be built across the street from me- I knew that this would be the beginning of an end to a community that has fought so hard to stay in its original form. Many building and houses remain rent controlled, and many of the buildings built back in the 1950s-1970s still stand. I live in one of them.

I work as a kidney and pancreas transplant social worker at Cedars-Sinai Medical Center. I lead a very stressful job and having my own place of peace (ie. My home) is critical for my sanity and well-being. Living on Ogden Dr. allows for a quick and easy commute to/from work, which has given me many hours of my life back and improved my quality of life. I also am a young single woman who needs a safe community where I do not have to worry about walking my 2 dogs at any hour of the night. I have not had any of these worries until now, and I consider my home as being very tranquil and peaceful.

I knew my community was becoming more gentrified when a 5-condo complex was built one building north of me. Each condo sold for 1.2 million dollars. I am so appreciative that a hard working middle-class social worker like myself was able to afford living in our West Hollywood community when I moved in. I now could not even find a studio or bachelor apartment in my community for the price I pay for rent. I work hard, budget, and save to be able to live here. It is a sad reality that hard working individuals like me are no longer able to live in our community with the gentrification that is occurring and driving rental prices up. Pushing out individuals like me changes the culture and climate of our community for the negative and not the positive.

Trump becomes president and we are now going to allow a Trump-like tower to dominate a core part of West Hollywood? We all should know better than this. The building proposal including 1125 N. Ogden Dr. will bring a mega complex into an already peaceful and happy neighborhood that will be forever destructed. My quality of life will be destroyed with a gross amount of traffic and more people. During this building's construction, I will have to say farewell to my beloved weekend mornings where I quietly get to sleep in and have coffee out on my outside patio. I can also say farewell to walking my dogs safely up Ogden and down Orange Grove, as I will be risking my life daily as I cross the streets to try and avoid the construction workers. Are we going to become the next Las Vegas or Orlando? Or are we going to keep the integrity of a community who will in turn continue to cherish, value and appreciate what we have. We

have a diamond in the rough now. What is being proposed is a landmine in peaceful territory.

Please help me and my fellow neighbors in halting, delaying and/or ending the building of this Trump-like tower. I plead for your attention and action. Together it is possible, and I would gladly help partner with you and others who can help the real people who this will directly affect... which includes me.

Thank you kindly for your attention and I implore you to help me and my community.

Sincerely,



Jennifer C. Kriendler, MSW, LCSW
1122 N. Ogden Dr.
West Hollywood, CA 90046
Ph: (415) 730-1302

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:00 AM
To: Nicole Cobleigh
Subject: FW: 7811 Santa Monica Building

FYI

From: Baker, Elizabeth [mailto:EBaker@mednet.ucla.edu]
Sent: Monday, November 28, 2016 5:53 PM
To: Scott Lunceford
Subject: 7811 Santa Monica Building

Hi Mr. Lunceford,

I am writing you to let you know that as a resident of West Hollywood, I am very opposed to the new building project that has been proposed on 7811 Santa Monica Blvd. I currently live on N Orange Grove and believe this project would negatively affect the lives of those living in the neighborhood. Please see my notes below:

Impairments to Quality of Life

-This area of east West Hollywood is currently a peaceful, quiet neighborhood. We are friendly with one another, we take in homeless animals who need help, and we alert one another to suspicious activity. This would be completely affected by the droves of tourists who would litter our street with this proposed hotel.

Traffic Increases

-As is, it can take a very long time to commute through West Hollywood. Though I love Whole Foods; each morning, there is a large delivery truck blocking access to Santa Monica Blvd. Problems such as this would continually increase if we added a large hotel. Residents are left feeling frustrated with the lack of respect for our streets currently and we hope to minimize this.

Less Available Parking

-Despite the luxury of living on a street with parking permits, it can still be hard to find a space to park. My building does not have parking for all residents, and thus my only option is to park on Orange Grove. I worry how the availability of parking will shift during (1) construction and (2) with hotel guests.

In conclusion, this hotel is ill-conceived when thinking of local residents and the character of the neighborhood.

Thank you
Liz

Liz Baker
Research Coordinator, Jeste EEG Lab
UCLA Center for Autism Research and Treatment
760 Westwood Plaza, Semel Institute, Room A7-461
Tel: 310-825-0180
ebaker@mednet.ucla.edu
www.jestelab.org

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Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 8:56 AM
To: Nicole Cobleigh
Subject: FW: 7811 CEQA Input

Good Morning Nicole,

I'll be sending these to you throughout the day. ☺

Let me know if you have any questions or comments.

Thanks,

Scott Lunceford, AICP
Associate Planner
Current and Historic Preservation Planning
City of West Hollywood
slunceford@weho.org
323-848-6427



Download the "Power Tool" that can help get things fixed quickly



From: jfeuer@insidesaleslab.com [mailto:jfeuer@insidesaleslab.com]
Sent: Monday, November 28, 2016 2:58 PM
To: Scott Lunceford
Subject: Re: 7811 CEQA Input

Resending with all addresses corrected: Jeff.

On Nov 28, 2016, at 10:54 AM, jfeuer@insidesaleslab.com wrote:

Mr. Lundsford:

I am part owner of the property on 7825/7823 Santa Monica Boulevard, the parcel immediately to the west of the new Faring Capital proposed project at 7811 Santa Monica Boulevard.

Thank you for the return call on Wednesday. As we discussed, I would like the following items added into the environmental study for the new project:

- Quiet Enjoyment During Construction:

- * Construction noise during the anticipated 2-year construction period.
- * Dust and debris in and around the property. In particular there are two open air patios that are fully exposed to the construction site. These are located at the rear of the property — bordering on the proposed construction site.
- * Roof function. The roof on my property has skylights and air conditioning units that must function during and after construction.
- * Privacy. The construction site looks down into the open-air patios.
- * Parking in the area including street parking and the loss of the current public parking lot.
- * Traffic into and out of the construction site. How do we assure convenient access to all during heightened traffic?
- * Sidewalk entrance and egress. How will foot traffic enter and exit my parcel?
- * Lost rent should a tenant depart due to construction activity.

- Structural Integrity:

- * Drilling and digging around my parcel could adversely effect the structural integrity of the building. How will this risk be mitigated? How will damage be compensated?
- * Water table. Will construction expose underground water that could adversely affect my building? How will this risk be mitigated? How will damage be compensated?
- * Utility lines. Will construction compromise water, power, telephone, gas, internet, or other utilities into my building? How will this risk be mitigated? How will damage be compensated?

- Post Construction Issues:

- * Parking availability for users of the new project. It is essential that the new project fully accommodate cars that visit it. Otherwise street parking will be overwhelmed.
- * Traffic. What measures will assure that area traffic will flow as it does today (or better)?
- * Privacy. What will overlook the open-air patios at the rear of my parcel?

Please confirm receipt of this email and know that I welcome your comments and input.

Finally, please add me to the mailing list of notices related to the project at the address in my signature block.

Regards, Jeff

Jeff Feuer
309 South Camden Drive
Beverly Hills, CA 90212
Cell 310 497 0207
email: jfeuer@insidesaleslab.com

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:04 AM
To: Nicole Cobleigh
Subject: FW: FYI - Upcoming Public Scoping Meeting for 7811 Santa Monica

FYI

From: emily.gable@gmail.com [mailto:emily.gable@gmail.com] **On Behalf Of** Emily Gable
Sent: Wednesday, November 30, 2016 11:43 PM
To: Scott Lunceford
Subject: Re: FYI - Upcoming Public Scoping Meeting

Hello Scott,

Here are my comments/questions regarding the initial study for 7811 Santa Monica Boulevard. I would appreciate receiving emailed notices of EIR milestones and public hearings as the project progresses.

- In the traffic study and Transportation section of the EIR, I think it's important to address construction-period impacts to pedestrian flow and safety around the project. Sidewalk closures for any length of time that force pedestrians to cross to the south side of Santa Monica Blvd would be inconvenient at best and dangerous at worst (crossing Santa Monica as a pedestrian is neither convenient nor particularly safe). Accommodations should be made for pedestrians throughout the construction period in this highly-trafficked area.
- I would be interested to see one of the alternatives evaluated in the EIR be a project with the same envelope that replaces the hotel component with residential units.
- I am not well-versed in the WeHo zoning code, but there seem to be unexplained differences between the proposed project and what appears to be allowed by-right. For instance, Table 2 on page 4 and the map on page 21 show that zone CC2 has an allowed FAR of 2.0 and allowed height of 45'4 stories. However, page 2 identifies the proposed FAR of 3.47 as "slightly less than what is allowable for the project site." So, what is the allowed FAR for the project site? The list of required approvals on page 5 does not identify which of the approvals may allow additional floor area or a height of 71.5'.
- Is the hotel restaurant proposed to be open to the public or for hotel guests only?

Thank you for your time and attention.

Best,
Emily Gable

WeHo Resident

On Mon, Nov 21, 2016 at 3:42 PM, Scott Lunceford <SLunceford@weho.org> wrote:

Hi Emily,

Attached is a pdf copy of the initial study, which is also available on the City's website. The comment period end on November 30, 2016.

Please don't hesitate to contact me if you have any additional questions. Also, I can meet with you here at City Hall if you would like to review the project plans.

Best Regards,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



Download the "Power Tool" that can help get things fixed quickly



From: emily.gable@gmail.com [mailto:emily.gable@gmail.com] **On Behalf Of** Emily Gable

Sent: Friday, November 18, 2016 8:52 AM

To: Scott Lunceford

Subject: Re: FYI - Upcoming Public Scoping Meeting

Hello Scott,

I couldn't make it to the scoping meeting but I'm interested to learn more about the proposed development at 7811 Santa Monica Boulevard. Can you send me the initial study or is it posted somewhere on the WeHo website? Is the NOP comment period over at the end of November?

Thank you,

Emily Gable

On Tue, Nov 15, 2016 at 11:45 AM, Garen Srapyan <GSrapyan@weho.org> wrote:

Dear Eastside Working Group members,

I hope this note finds you well. As a resident and/or business owner on the Eastside, I thought you might be interested in attending an upcoming public scoping meeting for a proposed mixed-use project on **7811 Santa Monica Boulevard**. The meeting is tomorrow, November 16, 2016, from 6:30p.m.-8p.m., at Plummer Park.

Attached is the detailed public notice. Residents and businesses located within a 500' radius of the proposed project were mailed notices on October 31, 2016.

Project Title: 7811 Santa Monica Boulevard Project

Project Applicant: Faring Capital LLC; 8899 Beverly Boulevard, Suite 812; West Hollywood, CA 90048

Project Location: The approximately 0.92-acre project site is located within the City of West Hollywood in Los Angeles County at the following addresses: 7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, 1118 North Orange Grove Avenue and 1125 North Ogden Drive; West Hollywood, California 90048.

Project Description: The proposed project would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. The structure would consist of a 78-room hotel, a restaurant, 88 residential units, and an art gallery. A total of 264 parking spaces would be provided.

Potential Environmental Effects: Potentially significant environmental impacts have been identified in the following issue areas: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Transportation and Traffic, and Utilities and Services Systems. These impacts, together with other CEQA-mandated analyses, including Alternatives, Cumulative Effects, and Growth Inducement, will be addressed in the EIR.

Scoping Meeting: As part of the EIR scoping process, the City of West Hollywood will hold a public scoping meeting on **Wednesday, November 16, 2016, from 6:30 p.m. to 8:00 p.m., at Plummer Park, located at 7377 San Monica Boulevard in West Hollywood.** The purpose of the scoping meeting is to describe the proposed project and provide the public the opportunity to comment on the scope, or what is to be included in the contents of the Draft EIR.

If you have any specific questions on the proposed project, please don't hesitate to contact the project planner, Scott Lunceford at slunceford@weho.org.

With best regards,

Garen

Garen Gary Srapyan

Associate Planner, Long Range and Mobility

† 323.848.6827 w weho.org/lrmp

City of West Hollywood



Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:01 AM
To: Nicole Cobleigh
Subject: FW: Scoping Meeting Comments - 7811 Santa Monica

FYI

From: Laura Boccaletti [mailto:lboccaletti@yahoo.com]
Sent: Wednesday, November 30, 2016 3:13 PM
To: Scott Lunceford
Subject: Scoping Meeting Comments

7811 Santa Monica Boulevard Mixed-Use Project EIR
Scoping Meeting Comments

Name: Laura Boccaletti
Agency/Organization: Resident
Address: 1145 N Ogden Drive, Apt 202
City, State, Zip Code: West Hollywood, CA 90046

Would you like to remain on our mailing list to receive future project updates? YES

Comments:

The proposed project of 78 hotel rooms and 88 residential units is vastly overscale for the location.

1. The boulevard is only two lanes, with a short left turn lane at Fairfax. Two bus lines stop at Fairfax, just past the entrance/exit to the Whole Foods plaza. The intersection is one of the most congested in the city at most times. It cannot safely handle the added cars, entrances and exits the proposed project would add. It is already very difficult for fire and emergency vehicles from the nearby fire station to get to the intersection. I just saw a fire engine having to use the opposite lane of traffic to get to Fairfax and that was at midday.
2. Orange Grove is too narrow to handle hotel traffic and the eventual cut through traffic that would result, in addition to its present residential traffic and Whole Foods delivery driveway. This would present a traffic nightmare worse than the present.
3. 88 residential units added to Ogden is more than excessive. The first 12 buildings, six on either side, barely have 88 units among them. The street cannot handle the added traffic, nor the further strain on already limited parking.
4. Where is the water coming from? We are in the fifth year of a drought with no end in sight. We are being constantly advised and encouraged to conserve water. How can adding 78 hotel rooms and 88 residential units even be considered?
Where is the water going to come from?

West Hollywood, November 30,2016

City of West Hollywood

7300 Santa Monica Blvd.

West Hollywood , CA 90069

Mr. Scott Lunceford

I oppose to the project location :7811 Santa Monica Blvd., 1114 and 1118 Orange Grove Ave , and 1125 N.Ogden Dr. West Hollywood Ca 90046.

I live right behind the wall with Brick Gym and my bungalow is shaking badly when people in the gym are weight lifting. I cannot imagine what will be with my bungalow when a heavy equipment will work.

I am afraid ,that my bungalow unsuitable for that kind of traffic will be quickly made uninhabitable .

I am handicapped and this will cause me grate discomfort.

I have lived there more than 20 years I cannot afford to move to a new place.

Sincerely,

Wieslawa Jordan

1119 N .Ogden Dr.

West Hollywood , CA 90046

Dear Ogden Drive/Orange Grove Neighbor,

Within one year a seven story one acre hotel project will be built around us. There will be 88 residential units and 78 hotel rooms. For a year or more Ogden Drive and Orange Grove will be used as a staging area for heavy equipment and trucks during demolition and construction. After that our streets will be used for huge delivery trucks supplying the hotel complex. We will suffer as a community because the effects of 7811 will increase traffic and gridlock, increase danger to pets, pedestrians and children, have a negative effect on parking and cause a continuous flow of transient tourists along with their noise and trash. Employees and hotel guests will seek parking on our streets. 7811 is a mixed use project that will spill over onto an area of Ogden Drive zoned as residential. The complex will be a venue for continual events and parties. 7811 will pose unending problems for the entire neighborhood. It will be like Halloween in West Hollywood only 365 days a year.

Please read the speech I gave at the scope/impact meeting held at Plummer Park on November 16th. Those of your neighbors who were present applauded this speech! Please write something of your own and make your opinion of this project known to the City officials and developers. We must present a united front against this project. As a community we can make a difference.

If you are unable to write something of your own, please do the following:

1. ***Print and Sign your Name***
2. ***Include your return address on the return envelope, (very important)***
3. ***Mail your response before November 30th***

Sincerely,

Your Neighbor Mike

1123 N. Ogden Drive

323-717-5545

If we live anywhere near the impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

We can say hello to increased gridlock, hundreds of transient tourists who care nothing about our neighborhood, truck traffic, microclimates, parking problems and stretched services including fire, law enforcement, traffic enforcement and first responders to emergencies.

This project has no precedent of its kind anywhere in this City. It straddles two residential neighborhoods and should not be allowed to set any kind of realistic example if it is within our power to halt this type of reckless development now. 7811 will cut into and through our neighborhood in cookie cutter fashion in an attempt by developers to put a square peg in a round hole. Scores of parking spaces will be lost. An establishment that serves alcohol will be butted up against a school.

Compliance is not an easy do. 7811 outpaces available enforcement necessary to provide compliance with new and existing ordinances and covenants between the City and new businesses. Enforcement for the sake of compliance is already stretched in our City. 7811 stretches further the ratio of our law enforcement personnel to resident, the ratio of traffic officers to vehicle and the ratio of first responders to each and every one of us while creating more gridlock which will impede and slow down the arrival of these critical services to the elderly and the rest of us.

I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. First responders have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

7811 will diminish the quality of life and the enjoyment of the neighborhood for some while destroying it for others within the immediate impact zone and beyond. Picture residential trash trucks, commercial trash trucks and commercial delivery trucks all lining up. Hear on Ogden Drive and Orange Grove the sounding of their alarms: beep, beep, beep every morning day in day out in addition to those trucks already servicing Whole Foods.

Scores of our residents, their dwellings and the properties on which we live will be cast into artificial darkness with 2 PM high rise sunsets, will experience the suffocating sensation of the cessation of our westerly breeze and will say a fond goodbye to real sunsets on the western horizon which will vanish behind over seventy feet of concrete and steel. A microclimate will be created because 7811 will dwarf all surrounding structures effectively engulfing them with a fishbowl effect made of steel, concrete and glass.

Residents of Ogden Drive, Orange Grove and Genesee, if we think we have trouble now exiting our neighborhood to get to work in the morning just wait for the inception and completion of 7811. Exit onto SMB from any of these streets is already nearly impossible and many times requires illegal maneuvers of a third world nature.

Structural damage to existing buildings in high impact areas is inevitable because they were not built to withstand the rigors of the construction of 7811. How can the City allow the tearing down of affordable housing where elderly, disabled veterans under rent control abide for sake of 7811 and then query us by email survey about the lack of affordable housing in West Hollywood? Developers have not acquired the proper parcels of land to merit the approval of such a project. A seven story project would not normally be allowed on this site. The reason the developers are able to build 7811 seven stories high is that they included in their plan units of affordable housing, but 7811 will level many units of affordable housing already in existence and occupied by elderly, disabled veterans who are under rent control. By merely

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

When the City parking lot is taken away from Orange Grove where will the droves of Whole Foods patrons park? The lot available to them is already a cluster and the truth is that 7811 is perfect for the corner of SMB and Fairfax BUT NOT straddling Ogden Drive and Orange Grove. The encroachment upon residents right to maintain their quality of life, the enjoyment of their property and the character of their neighborhood by the City and its developers must cease. Our quality of life shall not be taken in trade for your dollar. 7811 is ill-conceived, misplaced, misbegotten and should never leave it's planning stages unless it is moved to a proper location where peoples lives and their quality of life will not be destroyed.

I, MICHAEL E. YANAK, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated NOV 22 2016

Address 1211. N. OGDEN DRIVE # 201

If we live anywhere near impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

We can say hello to increased gridlock, hundreds of transient tourists who care nothing about our neighborhood, truck traffic, microclimates, parking problems, and stretched services including fire, law enforcement, traffic enforcement and first responders to emergencies.

This project has no precedent of its kind anywhere in this City, straddling two residential neighborhoods, so why should we allow it to set any kind of realistic example if it is in our power to halt it now. 7811 will cut into and through our neighborhood in cookie cutter fashion in an attempt by developers to put a square peg in a round hole. Scores of parking spaces will be lost. An establishment that serves alcohol will be butted up against a school.

Compliance is not an easy do. The 7811 project outpaces available enforcement necessary to provide compliance with new and existing ordinances and covenants between the City and new businesses. Enforcement for the sake of compliance is already stretched in our City. The project stretches further the ratio of our law enforcement personnel to resident, the ratio of traffic officers to vehicles and the ratio of first responders to each and every one of us while creating more gridlock

which will impede and slow down the arrival of these critical services to the elderly and others. I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. They have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

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I, Steve Weinstein, am a

resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed

Stu Weinst

Dated

11/21/2016

Address

1134 N. Ogden #4 W. Hollywood 90046

Please Keep our street liveable for residents.
Thank you

If we live anywhere near the impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

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I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. First responders have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

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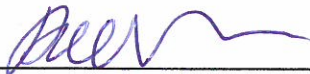
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We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Elizabeth M Brandeis, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/20/2016.

Address 1133 N. Ogden Dr Apt 10
W. Hollywood CA 90046.

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Cheryl Dorf, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Cheryl Dorf

Dated 11.20.2016

Address 1134 N. Ogden West. Calif
90046

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I, Jaime Cruz, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jaime Cruz

Dated 11/29/16

Address 1133 N. Ogden Dr. #7

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

When the City parking lot is taken away from Orange Grove where will the droves of Whole Foods patrons park? The lot available to them is already a cluster and the truth is that 7811 is perfect for the corner of SMB and Fairfax BUT NOT straddling Ogden Drive and Orange Grove. The encroachment upon residents right to maintain their quality of life, the enjoyment of their property and the character of their neighborhood by the City and its developers must cease. Our quality of life shall not be taken in trade for your dollar. 7811 is ill-conceived, misplaced, misbegotten and should never leave it's planning stages unless it is moved to a proper location where peoples lives and their quality of life will not be destroyed.

I, GARY TROIANO, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/28/2016

Address 1120 N. Ogden, West Hollywood, CA

90046

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I, Daniel Hunter Jones, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed DH 11-29-2016

Dated 11/ 11-29-2016

Address 1133 N. Ogden Dr. Apt. 8 West Hollywood CA,
90046

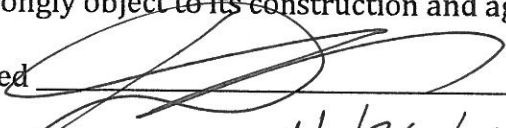
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I, Deborah Venegas-Clem, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/26/16

Address 1140 N. Ogden Dr. #6 90046

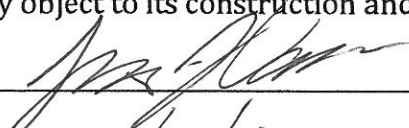
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I, JAMES VANA, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/20/16

Address 1119 1/2 N. OGDEN DR. W.H.

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Ron Pennywell, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Ron Pennywell

Dated 11/22/16

Address 1211 N. OGDEN DR. #201
West Hollywood, 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Vincent Wong, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Vincent Wong

Dated Nov 23, 2016

Address 1133 N Ogden Dr #5

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Wieslawa Jordan, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11-23-2016

Address 1119 N. Ogden Dr., West Hollywood, CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, STEVEN E. DIAMANT, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Steven Diamant

Dated 11/21/16

Address 1220 N. ORANGE GROVE #12 N Hollywood CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, TERRY DILLON, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Terry Dillon

Dated 11/21/16

Address 1220 N. ORANGE GROVE #12 W. Hollywood

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We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Jack Adams, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jack Adams

Dated 11.20.2016

Address 1134 N. OGDEN DR #5 WEST HOLLYWOOD, CA, 90046

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I, Claire Lehrer, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Claire Lehrer

Dated 11/21/16

Address 1134 N. Ogden dr #2
W. Hollywood, CA. 90046

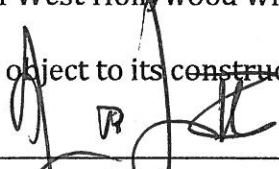
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I, Alfred Smith, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/19/16

Address 1119 3/4 N OGDEN DR

WEST HOLLYWOOD CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, _____, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Boza Stojkovic and MIRIANA Stojkovic

Dated 11-30-2016

Address 1135, N. OGDEN, DR. West Hollywood

#. 10 - # 6

AP+

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, Kelley Stiglmeier, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Kelley Stiglmeier

Dated 11/22/16

Address 1125 North Ogden Drive, #3
West Hollywood 90046

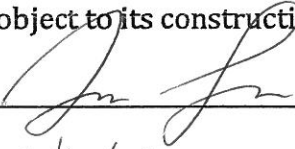
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I, JASON SHERADSKY, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/29/16

Address 1201 N. OGDEN DR., APT. 3, WEST HOLLYWOOD, CA 90046

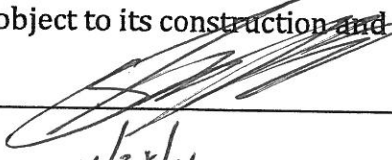
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I, SHANE HORAC, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/22/16

Address 1145 N OGDEN DR 90046

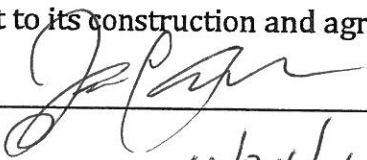
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I, Brett Womack, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/24/16

Address 1240 N Orange Grove 90416

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, BARBARA KRUPA, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Barbara Krupa

Dated 11-27-16

Address 1161 NO OGDEN DR

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, JASON FULK, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jason Fulk

Dated 11-28-16

Address 1231 N OGDEN #2

WEST HOLLYWOOD CA

90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Louis Yaroshefsky, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Louis Yaroshefsky

Dated 11-24-16

Address 1160 N. Ogden Dr. #203

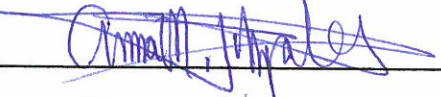
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I, ANNA FITZWATER, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11.23.16

Address 1067 N. FAIRFAX AVE.

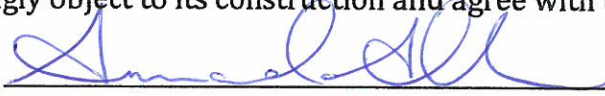
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When the City parking lot is taken away from Orange Grove where will the droves of Whole Foods patrons park? The lot available to them is already a cluster and the truth is that 7811 is perfect for the corner of SMB and Fairfax BUT NOT straddling Ogden Drive and Orange Grove. The encroachment upon residents right to maintain their quality of life, the enjoyment of their property and the character of their neighborhood by the City and its developers must cease. Our quality of life shall not be taken in trade for your dollar. 7811 is ill-conceived, misplaced, misbegotten and should never leave it's planning stages unless it is moved to a proper location where peoples lives and their quality of life will not be destroyed.

I, AMANDA ALLEN, am a
resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated NOVEMBER 23, 2016

Address 1031 N. HARPER Ave. WeHo, CA 90046

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I, Lindsay Baker, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed [Signature]

Dated 11/20/16

Address 1133 N. OGDEN DR #1

IF THIS PROJECT HAPPENS... I WILL BE MOVING OUT!!
THANK YOU ^{MIKE} FOR TAKING THE LEAN IN WNTESTING
THIS PROJECT. I STRONGLY OPPOSE, SINCE THE
MOMENT I HEARD ABOUT IT. SOUNDS LIKE A
COMPLETE DISASTER FOR US!! -LINDSAY BAKER

**7811 Santa Monica Boulevard Mixed-Use Project EIR - Scoping Meeting
November 16, 2016**

City of West Hollywood

	Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
1.	Andrew Rakos	Fountain Day School	1128 N. Orange Grove	W.H, CA 90046	Yes: ☒	No: ☐
2.	Nathan Brunsell	Resident	1125 N Ogden Drive	WH, CA 90046	Yes: ☒	No: ☐
3.	Laura Boccaletti	Ogden resident	1145 N. Ogden Dr.	WH 90046	Yes: ☒	No: ☐
4.	Mike Jackson	Ogden,	11881 Ogden Dr	WH 90046	Yes: ☒	No: ☐
5.	DAVID GOLDMAN	EXECUTIVE CAR LEASING	7807 SUN BLVD	WH 90046	Yes: ☒	No: ☐
6.	Lois Branson	SELF	1145 N. Ogden Dr	WH 90046	Yes: ☒	No: ☐
7.	Michael Dolan	PFC	7280 1/2 Fountain	WH 90046	Yes: ☐	No: ☒
8.	JEFF FEUER	self	3095. CAMDEN DR	BH 90212	Yes: ☒	No: ☐
9.	Chad Blum		1245 N Formosa Ave	WH 90046	Yes: ☐	No: ☐
10.	Alex Zavarokhovskiy	resident	1133 N. Ogden dr	WH 90046	Yes: ☒	No: ☐
11.	Celia Arxinyan	resident	7501 Lexington Ave	WH 90046	Yes: ☐	No: ☐
12.					Yes: ☐	No: ☐
13.					Yes: ☐	No: ☐
14.					Yes: ☐	No: ☐
15.					Yes: ☐	No: ☐

**7811 Santa Monica Boulevard Mixed-Use Project EIR - Scoping Meeting
November 16, 2016**

City of West Hollywood

	Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?	
					Yes:	No:
31.	MICHAEL W. JTKIEWICZ		1060 N. SERRA DOWIA AVENUE	WEST HOLLYWOOD CA 90046	☒	☐
32.	CATHY BLANAS		1143 N Vista St	WEST HOLLYWOOD 90046	☐	☒
33.	SHAWN MIMBS		1206 N DETROIT ST	WEST HOLLYWOOD 46	☒	☐
34.	Carlos Florez		1209 N. Formosa Ave. #3	WEHO CA 90046	☐	☒
35.	Jeff Meyen		1201 N Ogden dr		☐	☒
36.					☐	☐
37.					☐	☐
38.					☐	☐
39.					☐	☐
40.					☐	☐
41.					☐	☐
42.					☐	☐
43.					☐	☐
44.					☐	☐
45.					☐	☐

**7811 Santa Monica Boulevard Mixed-Use Project EIR
Scoping Meeting Comments**

(please hand in to City staff at the meeting or mail back by Wednesday, November 30, 2016)

Name:

Andrew Rakos

Agency/Organization:

Fountain Day School

Address:

1128 N. Orange Grove Ave

City, State, Zip Code:

LA CA 90046

Phone (optional):

323-654-8958

E-mail (optional):

Boithird@aol.com

Would you like to remain on our mailing list to receive future project updates? Yes ☒ No ☐

Comments:

We are pro development but we will
be severely impacted by this development

We are looking to negotiate mitigation to

case - traffic

- parking

- noise

- dirt/dust

- loss of income

- shading on property

Comment Card

Name: Jeff Foyer

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Davis Solomon

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: SHAWN MIMBS

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Andrew Rakos, Fountain Day School

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Michael Wobner

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Kathy Reims

(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: MICHAEL POLAN
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Chad Blouin
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Michael T. Carter
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Jason Elloulion
(Please print clearly)

Comments will be limited to 3 minutes.

781 I Santa Monica Boulevard Mixed-Use Project

Scoping Meeting Verbal Comments November 16, 2016

- Affects to neighboring school: traffic concerns, traffic safety concerns, parking, traffic flow on Orange Grove
- Suggestion of valet parking
- Concerns regarding hazardous materials in soil from neon lighting
- Construction-related concerns (dust) on nearby sensitive receptors
- Traffic safety on Ogden (traffic speeds, left turns)
- Concern that streetlight on Ogden does not solve traffic safety issues
- Parking issues at nearby auto leasing lots
- Concerns regarding size of project and number of units along Ogden
- Support for design of project
- Suggestion for smaller units at a higher density
- Concern regarding retail spaces that do not serve or are not accessible to local businesses
- Concerns regarding traffic flow and parking – concern that there is not enough parking to support the proposed residences.
- Concern that the proposed parking is not sufficient (underparked)
- Concern that the project will take parking away from the surrounding neighborhood
- Ingress/egress from project – concern regarding creation of bottlenecks at entrances and exits
- Concern regarding loss of existing housing and displacement of existing residences
- Concern regarding affordable housing
- Concern regarding public outreach to existing residents on the project site
- Concern regarding changes in traffic from existing traffic along Ogden
- Affects to existing residents along Ogden
- Concern regarding increased development intensity at the project site
- Access through residential neighborhood
- Traffic in nearby residential neighborhood
- Concern regarding impacts of overall development in West Hollywood on infrastructure
- Concern regarding proposed land uses and scale (height and massing) and visual affects to surrounding residential neighborhoods
- Concern regarding design of ingress/egress and traffic flow
- Relationship between existing land uses and proposed land uses, as well as surrounding land uses
- Concern regarding hazardous materials in soil related to surrounding auto uses
- Relationship between existing and proposed number of parking spaces
- Suggestion for architectural variation (setbacks at higher levels)
- Support for proposed hotel land use -- support for bringing business to the east side of West Hollywood
- Parking concerns
- Proximity of a restaurant serving alcohol to a school
- Affects to public services (emergency response, traffic effects to emergency response)
- Intersection affects
- Affects to neighborhood character
- Increased truck traffic (delivery trucks, trash trucks)
- Shade/shadow concerns and blocking views

- Concerns regarding scale of proposed project
- Difficulty exiting neighborhood onto nearby major roadways
- Loss of existing residences and affordable units
- Loss of street parking spaces and increased illegal parking issues
- Parking for Whole Foods patrons – potential for encroachment into residential neighborhoods

