

8850 Sunset Boulevard Project

Draft Environmental Impact Report

State Clearinghouse No. 2019090447

PREPARED BY

City of West Hollywood, 8300 Santa Monica Boulevard, West Hollywood, California 90069.



SEPTEMBER 2021

PREPARED WITH ASSISTANCE FROM

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38 North Marengo Avenue
Pasadena, California 91101

DRAFT ENVIRONMENTAL IMPACT REPORT

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
3D	three-dimensional
AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ACT	Advanced Clean Trucks
AF	acre-feet
AFY	acre-feet per year
AGR	Agricultural Supply
ANSI	American National Standards Institute
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
ATCM	air toxic control measure
BACT	Best Achievable Control Technology
BMP	best management practices
BUG	backlight, uplight, and glare
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Division of Occupational Safety and Health
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Environmental Response, Compensation, and Liability Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CFS	cubic feet per second
CH ₄	methane
CHAB	Cultural Heritage Advisory Board
CHRIS	California Historical Research Information System
CHRSC	California Historical Resources Status Codes
CIWM	California Integrated Waste Management
CNEL	community noise equivalent level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO ₂	carbon dioxide
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DMP	Demolition Permit

Acronym/Abbreviation	Definition
DPH	Department of Public Health
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DVP	Development Permit
EBI	EBI Consulting
ECP	Erosion Control Plan
EDR	Environmental Data Resources, Inc.
EIA	Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EMFAC	Mobile Source Emissions Inventory model
EMS	emergency medical services
EO	Executive Order
EPA	Environmental Protection Agency
EV	electric-vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHWA	the Federal Highway Administration
FP	fault precaution
FP-1	Fault Precaution Zone 1
FP-2	Fault Precaution Zone 2
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWP	global warming potential
HAP	hazardous air pollutant
HASP	Health and Safety Plan
HCFC	hydrochlorofluorocarbon
HFC	hydrofluorocarbon
HHMD	Health Hazardous Materials Division
HPC	Historic Preservation Commission
HRA	health risk assessment
HRG	Historic Resources Group
HVAC	heating, ventilation, and air conditioning
I-10	Interstate 10; Santa Monica Freeway
IND	Industrial Service Supply
IRP	Integrated Resources Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
LACFCD	Los Angeles County Flood Control District
LACFD	Los Angeles County Fire Department
LACM	Museum of Los Angeles County
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LBP	lead based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design

Acronym/Abbreviation	Definition
LID	Low Impact Development
LST	localized significance threshold
MCL	maximum contaminant level
MGD	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MS4	Municipal Separate Storm Sewer System
MT	metric tons
MUN	municipal and domestic supply
MWD	Metropolitan Water District of Southern California
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEHRP	National Earthquake Hazards Reduction Program
NEHRPA	National Earthquake Hazards Reduction Program Act
NF ₃	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PDF	Project Design Feature
PFC	perfluorocarbon
PM ₁₀	particulate matter less than or equal to 10 microns in diameter
PM _{2.5}	particulate matter less than or equal to 2.5 microns in diameter
PPV	peak particle velocity
PRC	California Public Resources Code
PROC	Industrial Process Supply
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RFS	Renewable Fuel Standard
RFS1	original Renewable Fuel Standard program
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gas
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments

Acronym/Abbreviation	Definition
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coast Information Center
SCE	Southern California Edison
SEMS/NIMS	Standardized Emergency Management System/National Incident Management System
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLCP	Short-Lived Climate Pollutant
SLF	Sacred Lands File
SMP	Soils Management Plan
SO ₂	sulfur dioxide
SPA	Specific Plan Amendment
SPCC	spill prevention, control, and countermeasure
SPL	sound pressure level
SRA	Source-Receptor Area
SSP	Sunset Specific Plan
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TBA	tertiary butyl alcohol
T-BACT	best available control technology for toxics
TCR	tribal cultural resource
TDM	transportation demand management
TMDL	total maximum daily load
TNM	Traffic Noise Model
TPA	transit priority area
UNFCCC	United Nations Framework Convention on Climate Change
UST	underground storage tank
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compound
WHMC	West Hollywood Municipal Code
WSDM	Water Surplus and Drought Management

Executive Summary

This section provides a summary of the Draft Environmental Impact Report (EIR) for the proposed 8850 Sunset Boulevard Project (proposed project). The California Environmental Quality Act (CEQA) requires EIRs to contain a brief summary of the proposed project and its consequences. The summary must include each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; areas of controversy known to the lead agency including issues raised by agencies and the public; and, issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects (CEQA Guidelines Section 15123). In accordance with these requirements, this section provides a summary of the proposed project and of project impacts, lists mitigation measures and alternatives, describes areas of known controversy, and discusses issues to be resolved.

ES.1 Introduction

This EIR has been prepared by the City of West Hollywood (City) to evaluate potential environmental effects that would result from development of the proposed project. This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). The City is the lead agency under CEQA.

ES.2 Project Location and Setting

The proposed project site is located along the south side of Sunset Boulevard in the City of West Hollywood. The approximately 39,983-square foot project site is bound by Sunset Boulevard to the north, Larrabee Street to the east, the London Hotel to the south, and San Vicente Boulevard to the west. The addresses associated with the project site consist of 8850–8878 Sunset Boulevard and 1025–1029 Larrabee Street, West Hollywood. The project site is comprised of eight Assessor Parcel Numbers (APNs): 4339-017-001, 4339-017-002, 4339-017-003, 4339-017-004, 4339-017-005, 4339-017-006, 4339-017-007, and 4339-017-008.

Existing uses on the project site consist of four one- and two-story commercial buildings that are currently occupied by the Viper Room nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. The project site also has existing surface parking lots and four billboards. Land uses surrounding the project site include commercial and residential uses. To the immediate north of the project site, on the north side of Sunset Boulevard, are commercial uses located in one- and two-story buildings. Multi-family residential buildings are further to the north of Sunset Boulevard, along Larrabee Street and North Clark Street. To the immediate east of the project site, there are several one- to two-story commercial buildings, and a four-story multi-family residential building. Further east, along Nellis Street, are several multi-story residential uses and a seven-story office building that fronts Sunset Boulevard. The southern project boundary abuts the London Hotel, which is an 11-story luxury hotel with a rooftop pool. To the west of the project site is a gas station and mini-mart, one- and two-story commercial buildings, and two- and three-story multi-family residential buildings.

ES.3 Project Summary

The proposed project consists of the demolition of all existing improvements and construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood (project site). The new mixed-use hotel and residential building would contain approximately 240,000 square feet of floor area (420,000 gross square feet including below grade components) and 15 stories (approximately 200 feet measured from the lowest point of the site on the southwest corner and 189 feet measured from Sunset Boulevard) and would incorporate new digital and static billboard signage on Sunset Boulevard. The commercial portion of the project would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. A publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden (that itself would not be accessible) would be provided three to four stories above Sunset Boulevard. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The proposed project also would include an emergency helicopter landing facility for police and fire services only, and five subterranean levels, four of which would primarily be used as a parking garage, providing 240 spaces.

ES.4 Project Objectives

The underlying purpose of the project is to revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential. The proposed project's specific objectives are provided below.

- Contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project.
- Concentrate increased height and density on a designated Target Site in the Sunset Specific Plan, a designation used for sites that have been deemed suitable for increased height and/or density.
- Enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area.
- Develop new market-rate and affordable residential units to increase the housing supply with a mix of options.
- Reinvigorate the Sunset Strip by developing a distinctive building with a landmark design.
- Develop a project that maximizes the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates publicly accessible and publicly visible outdoor landscaped spaces.
- Redevelop an urban infill site in a designated transit priority area with a mixed-use development that would achieve Leadership in Energy and Environmental Design (LEED) Gold or equivalent standards for sustainability and that would achieve the City's sustainability goals through its Green Building Program.
- Provide high-quality, off-site advertising signage that meets the requirements and overall design vision set forth in the City's Sunset Boulevard Off-Site Signage Policy.
- Provide temporary construction jobs during project development, permanent living-wage jobs during project operation, and new commercial space for businesses to operate in a prominent location.
- Generate new revenues for the City through transient occupancy tax, consumer sales tax, and digital signage revenue share.

ES.5 Areas of Controversy/Issues to be Resolved

The City issued a Notice of Preparation (NOP) to prepare an EIR for the proposed project. Issuance of the NOP began the scoping process for proposed project. The purpose of scoping is to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project. During the scoping period, a public scoping meeting was held at West Hollywood Park Library Community Meeting Room on October 10, 2019. Approximately 40 people attended the scoping meeting and comment letters were received in response to the Notice of Preparation and Initial Study. Copies of the comment letters, the Initial Study, and the NOP are provided in Appendix A. The primary areas of controversy identified by the public and agencies included the following potential issues (the EIR section that addresses the issue raised is provided in parentheses):

- Potential impacts associated with height, scale, and massing of the proposed building, including shade/shadow effects and glare (Section 3.8, Land Use and Planning and Section 3.15, Aesthetics).
- Potential air quality impacts due to construction activity, dust produced during construction, and operational traffic (Section 3.1, Air Quality).
- Potential impacts to cultural and historic resources due to loss of the Viper Room and the associated music history (Section 3.2, Cultural Resources).
- Potential for earthquake and liquefaction hazards on the site and associated concerns regarding the structural stability of the proposed building (Section 3.4, Geology and Soils).
- Potential impacts related to increased congestion on Sunset Boulevard and associated concerns regarding emergency evacuation, emergency response, and overall reduced traffic and parking conditions for residents (Section 3.6, Hazards and Hazardous Materials; Section 3.12, Transportation).
- Potential noise and safety effects of the proposed emergency helicopter landing facility and potential conflicts between the proposed helicopter landing facility and a nearby Los Angeles County Sheriff helipad (Section 3.6, Hazards and Hazardous Materials; Section 3.9, Noise).
- Potential impacts associated with increased water, electrical, and gas use at the site, as well as solid waste production (Section 3.7, Hydrology and Water Quality; Section 3.14, Utilities and Service Systems).
- Potential for long-term noise impacts from additional traffic and the proposed nightclub use (Section 3.9, Noise).
- Potential conflicts with the character of the area and with the Sunset Specific Plan (Section 3.8, Land Use and Planning).
- Potential issues arising from the project's location adjacent to an existing hotel (Section 3.8, Land Use and Planning; Section 3.9, Noise; Section 3.12, Transportation).
- Potential impacts from increased demands on police, fire, and emergency medical services (Section 3.11, Public Services).
- Potential traffic and parking issues, particularly along Larrabee Street (transportation impacts are discussed in Section 3.12, Transportation; parking issues are not generally considered an impact on the environment under CEQA, however, parking code compliance is demonstrated in Appendix L).
- Potential impacts to the nearby West Hollywood Elementary School (construction traffic effects, effects to school bus routes, construction noise, construction air quality) (Section 3.1, Air Quality; Section 3.9, Noise; Section 3.12, Transportation).
- Cumulative impacts of the project, particularly related to increased traffic, increased parking demand, and increased heights in the area (Chapter 4, Cumulative Effects).

- Potential alternatives to the project, particularly alternative sites, a reduced-scale project, alternative designs, and retention of the Viper Room (Chapter 5, Alternatives).

Issues to be resolved by lead agency decision makers include whether to approve the proposed project or one of the proposed alternatives.

ES.6 Summary of Environmental Impacts

The project's potential environmental impacts are summarized in Table ES-1. This table contains a summary of the impacts described in this EIR, as well as the impacts that were addressed in the Initial Study and determined to require no further detailed analysis in the EIR. Table ES-1 also includes a list of the proposed mitigation measures that are recommended in response to the project's potentially significant impacts, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

ES.7 Alternatives to the Proposed Project

The CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the proposed project in an EIR. Several alternatives, including alternate project locations, were considered but rejected from consideration in this EIR. A review of those alternatives and the reasons for rejecting them is provided in Chapter 5.0 of this document. Three alternatives, including the No Project Alternative, are reviewed in detail in Chapter 5.0 of this document. This section summarizes the three alternatives to the project that were analyzed in detail as required under CEQA.

Alternative 1 – No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. As specified in Section 15126.6(e)(3)(B) of the CEQA Guidelines, the no project alternative for a development project consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) further states that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, Alternative 1 assumes the proposed project would not proceed, no new permanent development or land uses would be introduced within the project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing commercial uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or parking areas would be constructed, and no landscaping or streetscape improvements would occur.

Alternative 2 – Reduced Height Alternative

This alternative would be similar to the proposed project, except the height of the proposed building would be reduced and the architectural design would be modified accordingly. The existing commercial buildings and surface parking would still be removed, and a mixed-use hotel and residential building would still be developed on the site. The building would be 152 feet in height, as measured from Sunset Boulevard. This represents a height reduction of 37 feet (or, 3 stories) relative to the proposed project. The building size would be consistent with the square footage of the proposed project. Because the overall square footage of the building would remain the same as that

of the proposed project, the proposed uses within the building would be generally the same. Space for the Viper Room nightclub business would still be included. This alternative would still have an underground parking garage of the same size and design as the proposed project and with the same ingress/egress as the proposed project. Alternative 2 would also include the same streetscape improvements and landscaping as the proposed project and would still incorporate an off-site signage component consistent with the proposed project. However, the building's architectural design would change under Alternative 2. The building would have a more traditional, box-like shape. While Alternative 2 would still provide a void area through an indentation on the building's façade to provide visual interest and variability in massing, due to the height reduction the opening in the building and associated mid-level roof terrace would not be part of the design, resulting in a potential reduction in landscaped area.

Alternative 3 – No Hotel Alternative

The No Hotel Alternative would involve eliminating the hotel use from the project as proposed and replacing it with office space. The existing commercial buildings and surface parking would still be removed under this alternative, and a mixed-use commercial and residential building would be developed on the site. The design under this alternative would be altered to accommodate an efficient, high-quality office, and would be designed around a central core with an approximate 40-foot radius around the core to provide for natural light into the inner areas of the office space. To accommodate natural light necessary for a high-rise office design, additional glass would need to be incorporated into the office tower's façade, which would modify the building's aesthetic appearance and likely would result in a less energy efficient design than the proposed hotel volume. To accommodate the design around a central core, larger floor plates would be required in the office tower as compared to a hotel use, along with internal reconfiguration of the floor plans to accommodate the office spaces. Further, given that modern office buildings typically require floor-to-floor heights of approximately 13 feet or more (at least two feet more than the proposed project's floor-to-floor heights), the number of floors within the office tower would need to be reduced, resulting in two fewer floors than the proposed project. These changes would result in a substantial reduction to the void between the two volumes in the project design, and would eliminate the symmetry that exists in the proposed project's design, as the floors between the office tower and residential volume would no longer line up. Additionally, the hotel lobby space on the ground floor would instead be the lobby/entryway for the office tower. This alternative would include the same streetscape improvements and landscaping as the proposed project, and this alternative would still incorporate an off-site signage component. This alternative would still have an underground parking garage with the same ingress/egress as the proposed project.

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Aesthetics¹</i>			
Would the project have a substantial adverse effect on a scenic vista?	Not applicable	Not applicable	Not applicable
Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Not applicable	Not applicable	Not applicable
In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Not applicable	Not applicable	Not applicable
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Not applicable	Not applicable	Not applicable
Would the project have a cumulative effect on aesthetics?	Not applicable	Not applicable	Not applicable
<i>Agriculture and Forestry Resources²</i>			
Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No impact	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No impact	No mitigation measures are required.	Not applicable
Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No impact	No mitigation measures are required.	Not applicable
Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No mitigation measures are required.	Not applicable
Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No impact	No mitigation measures are required.	Not applicable
Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than significant	No mitigation measures are required.	Not applicable
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than significant	No mitigation measures are required.	Not applicable
Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant	No mitigation measures are required.	Not applicable
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative effect on air quality?	Less than significant	No mitigation measures are required.	Not applicable
Biological Resources²			
Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No impact	No mitigation measures are required.	Not applicable
Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No impact	No mitigation measures are required.	Not applicable
Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No impact	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No impact	No mitigation measures are required.	Not applicable
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact	No mitigation measures are required.	Not applicable
Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Less than significant	No mitigation measures are required.	Not applicable
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially significant	MM-CUL-1: Unanticipated Discovery of Archaeological Resources. All construction crews shall be alerted to the potential to encounter archaeological resources. In the event that archaeological resources (sites, features, and artifacts) are exposed during construction activities involving ground disturbance for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. This avoidance buffer may be adjusted following inspection of this area by that qualified specialist. Prehistoric archaeological deposits may be indicated by the presence of discolored or dark soil, fire-affected material, concentrations of fragmented or whole shell, burned or complete bone, non-local lithic materials, or a characteristic observed to be atypical of the	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		surrounding area. Common prehistoric artifacts may include modified or battered lithic materials; lithic or bone tools that appeared to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; and other items. Historic-age deposits are often indicated by the presence of glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. Feasible options for avoidance must also be considered. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. The archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency for review and approval prior to occupancy of the first building on the site. Once approved, the final report will be filed with the South Central Coast Information Center (SCCIC).	
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially significant	MM-CUL-2: Unanticipated Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2 working days of notification of the discovery,	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete his/her inspection within 48 hours of being granted access to the site. The most likely descendant would then determine, in consultation with the property owner, the disposition of the human remains.	
Would the project have a cumulative effect on cultural resources?	Potentially significant	MM-CUL-1, MM-CUL-2	Less than significant
Energy			
Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant	No mitigation measures are required.	Not applicable
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on energy?	Less than significant	No mitigation measures are required.	Not applicable
Geology and Soils			
Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map	No impact	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?			
b. Strong seismic ground shaking?	Potentially significant	MM-GEO-1: Geotechnical Investigation. The proposed project shall be designed in accordance with the recommendations from the site-specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation. In the event that changes are made in the recommendations set forth in the final geotechnical report, the project design shall be updated in accordance with those changes. Prior to the issuance of a building permit, the applicant shall submit the final design and construction plans for review and approval by the City Building Official or designee and the City Engineer or designee. The final design and construction plans shall show that the recommendations from the Geotechnical Investigation and response to City comments on the Geotechnical Investigation regarding construction and building design (including foundation, site coefficient and seismic zonation, walls below grade, waterproofing and drainage, floor slab support, dewatering and groundwater control, excavation and slopes, and shoring) have been incorporated into the final design and construction plans.	Less than significant
c. Seismic related ground failure including liquefaction?	Potentially significant	MM-GEO-1	Less than significant
d. Landslides?	No impact	No mitigation measures are required.	Not applicable
Would the project result in substantial soil erosion or the loss of topsoil?	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially significant	MM-GEO-1	Less than significant
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No impact	No mitigation measures are required.	Not applicable
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially significant	MM-GEO-2: Paleontological Construction Monitoring. Prior to the commencement of any grading activity, the applicant shall retain a paleontologist, subject to the review and approval of the City of West Hollywood, to ensure the implementation of a paleontological monitoring program. The paleontologist shall meet the requirements of a qualified paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010). The qualified paleontologist shall attend any preconstruction meetings and manage the paleontological monitor(s) if they are not doing the monitoring. A paleontological monitor shall be on site during all excavations below the depth of previously disturbed sediments. The paleontological monitor shall meet the requirements of a qualified paleontological monitor, as defined by the Society of Vertebrate Paleontology (SVP 2010). The paleontological	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		monitor shall monitor construction excavations below a depth of five feet below ground surface in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium as determined by the qualified paleontologist based on the construction plans. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. If sedimentological indicators conducive to the preservation of microvertebrates (as defined by SVP [2010]) are encountered, test sediment samples shall be collected to determine the presence of microvertebrate fossils. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Following the paleontological monitoring program, a final monitoring report shall be submitted to the City of West Hollywood for approval. The report shall summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the proposed project.	
Would the project have a cumulative effect in the category of geology and soils?	Potentially significant	MM-GEO-1, MM-GEO-2	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Greenhouse Gas Emissions			
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	No mitigation measures are required.	Not applicable
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on greenhouse gas emissions?	Less than significant	No mitigation measures are required.	Not applicable
Hazards and Hazardous Materials			
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant	No mitigation measures are required.	Not applicable
Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially significant	MM-HAZ-1: Soils Management Plan (SMP): Prior to demolition and construction, the project applicant shall retain a qualified environmental consultant to prepare a SMP, which will be submitted to the Los Angeles County Fire Department, Health Hazardous Materials Division (HHMD), for review and approval prior to the commencement of excavation activities. The recommendations of the HHMD shall be incorporated in the SMP as applicable. A qualified environmental consultant shall be present on the project site during excavation activities to actively monitor the soils and excavations for evidence of contamination, and shall be on call at other times as necessary to monitor compliance with the SMP. The SMP shall be implemented during excavation and grading activities on the project site to ensure that	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		any contaminated soils are properly identified, excavated, and disposed of off-site, as follows: <i>Soil Testing/Segregation:</i> The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than one hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment. <i>Stockpile Management:</i> During the project excavation phase, the applicant shall remove and properly dispose of contaminated materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the project Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils shall be properly treated and disposed of in accordance with SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		requirements of the California Department of Toxic Substances Control and Los Angeles Regional Water Quality Control Board, with oversight by the Los Angeles County Fire Department HHMD. MM-HAZ-2: Health and Safety Plan (HASP): Prior to initiation of grading and excavations, the applicant shall commission a HASP to be prepared in compliance with Occupational Safety and Health Administration (OSHA) Safety and Health Standards (29 Code of Federal Regulations 1910.120) and California Division of Occupational Safety and Health (CalOSHA) requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the City of West Hollywood Department of Building and Safety. The HASP would address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and excavation. Site workers shall be familiar with the health and safety plan and soil management plan and shall be trained on how to identify suspected contaminated soil. The HASP shall include, at a minimum, the following: • Procedures for restricting access to any contaminated areas except for properly trained personnel; • Procedures for notification and reporting, including internal management and local agencies (e.g., County of Los Angeles Fire Department Health Hazardous Materials Division), as needed;	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		• Health and safety measures for removal and excavation of contaminated soil; • Regulatory considerations; and • Worker health and safety plans for management of contaminated materials.	
Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially significant	MM-HAZ-1, MM-HAZ-2	Less than significant
Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially significant	MM-HAZ-1, MM-HAZ-2	Less than significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less than significant	No mitigation measures are required.	Not applicable
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant	No mitigation measures are required.	Not applicable
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	No impact	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on hazards or hazardous materials?	Potentially significant	MM-HAZ-1, MM-HAZ-2	Less than significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Hydrology and Water Quality</i>			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant	No mitigation measures are required.	Not applicable
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than significant	No mitigation measures are required.	Not applicable
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			
a. result in substantial erosion or siltation on or off site;	Less than significant	No mitigation measures are required.	Not applicable
b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	Less than significant	No mitigation measures are required.	Not applicable
c. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than significant	No mitigation measures are required.	Not applicable
d. impede or redirect flood flows?	No impact	No mitigation measures are required.	Not applicable
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	No impact	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No impact	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on hydrology or water quality?	Less than significant	No mitigation measures are required.	Not applicable
Land Use and Planning			
Would the project physically divide an established community?	No impact	No mitigation measures are required.	Not applicable
Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect in the category of land use and planning?	Less than significant	No mitigation measures are required.	Not applicable
Mineral Resources²			
Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No impact	No mitigation measures are required.	Not applicable
Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No impact	No mitigation measures are required.	Not applicable
Noise			
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise	Potentially significant	MM-NOI-1: Construction Activity Conditions. The City of West Hollywood shall require the construction contractor for the project to implement the following measures as a condition of approving the project:	Significant and unavoidable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
ordinance, or applicable standards of other agencies?		• Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.). • All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded. • Construction operations and related activities associated with the proposed project shall comply with the hours specified in the West Hollywood Municipal Code (WHMC) Noise Control Ordinance. • Construction equipment shall not be idled for extended periods of time (as required by the applicable air quality codes) in the vicinity of noise-sensitive receptors. • Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located as far as possible from noise-sensitive receptors. • Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		density of acoustical barriers shall be specified by a qualified acoustical consultant. • Amplified audio sound (i.e., workers' radios) from the construction site shall not be audible at off-site noise-sensitive receptor locations. MM-NOI-2: Construction Noise Barriers. The City of West Hollywood shall require the construction contractor for the project to adhere to the following measures as a condition of approving the project: • Prior to commencing demolition activities, a temporary and impermeable sound barrier shall be erected along the project's southern property line and along the southern portion of the eastern and western property lines. Along the southern property line, the sound barrier shall be at least 24 feet high. Along the southern portion of the western property line the sound barrier shall be at least 14 feet high. Along the southern portion of the eastern property line the sound barrier shall be at least 20 feet high. The temporary sound barrier shall have a minimum surface weight of 2 pounds per square foot or greater and shall possess a minimum acoustic rating of STC 29. The sound barrier shall be maintained for the duration of project construction and be removed only to allow landscape installation when all other project construction is complete. • At each individual level of the structure, the exterior sheathing of the eastern, western, and southern building facades shall be installed on the framing as soon as practicable in the construction process.	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-NOI-3: Construction Equipment Restrictions. The City of West Hollywood shall require the construction contractor for the project to, to the extent feasible, schedule construction activities to avoid the simultaneous operation of heavy construction equipment so as to minimize noise levels from operating several pieces of high noise level emitting equipment. MM-NOI-4: Stationary Construction Equipment Location/Shielding. The City of West Hollywood shall require the construction contractor for the project to adhere to the following measures as a condition of approving the project: • Temporary electricity generators used for construction shall be located as far as possible from the hotel to the south and residences to the east and west, and temporary electrical power connections to the electrical utility provider shall be established at the earliest feasible point in the construction to prelude the further need for or use of generators. • Within the second and higher building levels, until the exterior cladding is installed on the building facades facing the hotel to the south and residences to the east and west, stationary construction equipment (e.g., compressors, welders, etc.) that generates noise that exceeds 58 dB(A) at the property boundaries shall be individually shielded with a barrier that meets a STC rating of 29. MM-NOI-5: Construction Noise Compliance Verification Reports. The City of West Hollywood shall require the construction contractor for the	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		project to adhere to the following measures as a condition of approving the project: • During construction, the project's contractor shall retain the services of a qualified noise consultant to monitor the noise at the project's property line to the south. If the measured noise levels during construction from 8 A.M. to 9 A.M. exceed 80 dBA (Hourly L_{eq}) at receptor location ST7, the project's contractor shall implement alternative construction methods until 9 A.M. to reduce the project's construction noise levels to 80 dBA (Hourly L_{eq}) at receptor location R1. By limiting the construction noise to 80 dBA (Hourly L_{eq}) at receptor location R1 before 9 A.M., noise from construction activities within the interior of receptor location R1 Level 3 through Level 9 would be further reduced for hotel guests in the morning. • Additionally, 8-hour noise measurements shall be conducted at the hotel to the south and residences to the west and east (i.e., locations ST7, ST3 and ST5 respectively), at the ground level and behind the temporary noise barrier, not less frequently than one construction day per month. The measurement results will be presented each month to the City in a brief memorandum that compares measured noise levels to the threshold of not greater than 10 dBA L_{eq} over ambient noise levels. Should the verification report in any month indicate construction noise levels in excess of the allowable limit, an acoustical consultant shall be retained by the contractor to devise	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		additional noise control methods, such methods shall be implemented, and the noise measurements shall be performed again to verify that measured noise levels during construction do not exceed the threshold of not greater than 10 dBA L_{eq} over ambient noise levels at the identified receptors. MM-NOI-6: Outdoor Amplification Systems: Rooftop Levels. The following sound level limitations shall be maintained for amplified sound systems at the residential amenities terrace and hotel rooftop terrace: • 85 dBA (L_{eq}) at a distance of 25 feet during daytime hours (8 a.m. to 10 p.m.) as measured from the face of the speaker. • 75 dBA (L_{eq}) at a distance of 25 feet during nighttime hours (10 p.m. to 8 a.m.) as measured from the face of the speaker. MM-NOI-7: Crowd Noise and Outdoor Amplification Systems: Level 4. The following shall be incorporated into the Level 4 hotel terrace: • Construction of a permanent 6-foot high clear glass (or other material of comparable mass) parapet noise barrier along the along the south and southeasterly edge of the hotel terrace (Level 4). The noise barrier shall have a minimum surface weight of 2 pounds per square foot or greater, shall possess a minimum acoustic rating of STC 29 and shall be free of gaps, cracks, or openings. • Amplified sound levels during daytime hours (8 a.m. to 10 p.m.) shall be calibrated at the hotel terrace so as to not exceed 80 dBA (L_{eq}) at a	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		distance of 15 feet as measured from the face of the speaker. During nighttime hours (10 p.m. to 8 a.m.), amplified sound levels shall not exceed 65 dBA (L_{eq}) at a distance of 15 feet as measured from the face of the speaker. Occupancy at the hotel terrace during nighttime hours (10 p.m. to 8 a.m.) shall be limited to no more than 100 persons. MM-NOI-8: Mechanical Equipment. Prior to approval of the plans and specifications for the project, City staff shall review and approve the proposed heating, ventilation, and air conditioning (HVAC), outdoor mechanical equipment, and kitchen mechanical equipment unit specifications to ensure that the on-site stationary equipment does not exceed 55 dBA at 50 feet, or otherwise exceed any established noise thresholds for stationary sources.	
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than significant	No mitigation measures are required.	Not applicable
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No impact	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on noise?	Potentially significant	MM-NOI-1, MM-NOI-2, MM-NOI-3, MM-NOI-4, MM-NOI-5, MM-NOI-6, MM-NOI-7, MM-NOI-8	Significant and unavoidable
Population and Housing			
Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No impact	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on housing and/or population?	Less than significant	No mitigation measures are required.	Not applicable
Public Services			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less than significant	No mitigation measures are required.	Not applicable
Police protection?	Less than significant	No mitigation measures are required.	Not applicable
Schools?	Less than significant	No mitigation measures are required.	Not applicable
Parks?	Less than significant	No mitigation measures are required.	Not applicable
Other public facilities?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on public services resources?	Less than significant	No mitigation measures are required.	Not applicable
Recreation²			
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant	No mitigation measures are required.	Not applicable
Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Transportation			
Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than significant	No mitigation measures are required.	Not applicable
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant	No mitigation measures are required.	Not applicable
Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant	No mitigation measures are required.	Not applicable
Would the project result in inadequate emergency access?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on transportation resources?	Less than significant	No mitigation measures are required.	Not applicable
Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on tribal cultural resources?	Less than significant	No mitigation measures are required.	Not applicable
Utilities and Service Systems			
Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than significant	No mitigation measures are required.	Not applicable
Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant	No mitigation measures are required.	Not applicable
Would the project generate solid waste in excess of State or local standards, or in	Less than significant	No mitigation measures are required.	Not applicable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			
Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than significant	No mitigation measures are required.	Not applicable
Would the project have a cumulative effect on utilities and/or service systems?	Less than significant	No mitigation measures are required.	Not applicable
Wildfire²			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant	No mitigation measures are required.	Not applicable
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No impact	No mitigation measures are required.	Not applicable
Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No impact	No mitigation measures are required.	Not applicable
Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No impact	No mitigation measures are required.	Not applicable

Notes:

- ¹ Aesthetics is addressed in this EIR for information purposes only. Pursuant to Senate Bill 743 (Public Resources Code Section 21099(d)(1)), the proposed project's aesthetic impacts are not considered significant impacts on the environment.
- ² These issue areas are discussed in the Initial Study (see Appendix A, which includes the Initial Study) and were scoped out from inclusion in the EIR.

1 Introduction

This Environmental Impact Report (EIR) has been prepared by the City of West Hollywood (City) to evaluate potential environmental effects that would result from development of the proposed 8850 Sunset Boulevard Project (proposed project). This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code Section 2100 et. seq., as amended) and its implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). The City is identified as the lead agency for the proposed project under CEQA.

1.1 Summary of the Proposed Project

The proposed project consists of the demolition of all the existing improvements and construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood (project site). The new mixed-use hotel and residential building would contain approximately 240,000 square feet of floor area (420,000 gross square feet including below grade components) and 15 stories (approximately 200 feet measured from the lowest point of the site on the southwest corner and 189 feet measured from Sunset Boulevard) and would incorporate new digital and static billboard signage on Sunset Boulevard. The commercial portion of the project would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. A publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden (that itself would not be accessible), would be provided three to four stories above Sunset Boulevard. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The proposed project also would include an emergency helicopter landing facility for police and fire services only, and five subterranean levels, four of which would primarily be used as a parking garage, providing 240 spaces.

1.2 CEQA Environmental Process

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of a proposed project. The EIR process is intended to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of a proposed project, and to identify feasible mitigation measures and alternatives that would reduce or avoid the proposed project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to be significant after mitigation.

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation distributed to public agencies and organizations. The purpose of the Notice of Preparation was to provide notification that the City plans to prepare an EIR and to solicit input on the scope and content of the EIR. In accordance with CEQA Guidelines Section 15082, the City distributed the NOP to 35 agencies and organizations, along with a copy of the Initial Study on compact disc. The NOP was also filed with the State Clearinghouse and the County Clerk on September 19, 2019. Additionally, the City sent the NOP to addresses within a 500-foot buffer of the project site and published the NOP in a local newspaper (*Park Labrea New/Beverly Press*). Hardcopies of the NOP and Initial Study were made available for review at the West Hollywood Library and at the City's Planning and Development Services Department. An electronic copy of the NOP and Initial Study were also made available on the City's website. In response to the

NOP, approximately 120 written comment letters were received by the City. These letters and the NOP/Initial Study are included in Appendix A of this EIR.

A public scoping meeting was held on October 10, 2019, at 6:30 pm at the West Hollywood Park Library Community Meeting Room, located at 625 San Vicente Boulevard in West Hollywood. Information regarding the scoping meeting was included in the NOP, which was widely distributed, as described above. The purpose of this meeting was to share information regarding the proposed project and the environmental review process and to receive written comments regarding the scope and content of the environmental analysis to be addressed in the EIR. Approximately 40 people attended the scoping meeting. A summary of the proposed project and the CEQA process was presented at the meeting. Afterwards, attendees spoke with representatives from the City, the applicant, and the consulting firm preparing this EIR (Dudek) to ask questions about the project and the environmental process and to provide comments on the scope and content of the EIR. Attendees at the scoping meeting were informed that verbal comments would not be recorded at the meeting and that only written comments would be accepted. Therefore, only written comments received during the scoping period were entered into the record. (Written comments received by the City during the scoping period are attached to this EIR; see Appendix A.)

This EIR focuses on the environmental impacts identified as potentially significant during the Initial Study process, including the comments received in response to the Notice of Preparation. The issue areas analyzed in detail in this EIR consist of aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems. Other required environmental issue areas have been addressed in the Initial Study, which is included in Appendix A of this EIR, and were determined to require no further detailed analysis in the EIR.

This Draft EIR is being circulated for 45 days for public review and comment. The timeframe of the public review period is identified in the Notice of Availability attached to this Draft EIR. During this period, comments from the general public, organizations, and agencies regarding environmental issues analyzed in the Draft EIR and the Draft EIR's accuracy and completeness may be submitted to the lead agency at the following address:

City of West Hollywood
Planning and Development Services Department
8300 Santa Monica Boulevard
West Hollywood, California 90069
Attention: Doug Vu, ASLA, Senior Planner
Email: dvu@weho.org

General questions about this EIR and the EIR process should also be directed to the email address above. The City will prepare written responses to comments received that raise significant environmental issues, if the comments are submitted in writing and postmarked or emailed during the comment period identified in the Notice of Availability.

Prior to approval of the proposed project or an alternative to the proposed project, the City, as the lead agency and decision-making entity for the project, is required to certify that this EIR has been completed in accordance with CEQA, that the proposed project has been reviewed and the information in this EIR has been considered, and that this EIR reflects the independent judgment of the City. CEQA also requires the City to adopt "findings" with respect to each significant environmental effect identified in the EIR. (Pub. Res. Code Section 21081; Cal. Code Regs., Title

14, Section 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- The proposed project has been altered to avoid or substantially lessen significant impacts identified in the Final EIR.
- The responsibility to carry out such changes or alterations is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations, which make infeasible the mitigation measures or alternatives identified in the Final EIR.

If the City concludes that the proposed project or an alternative to the proposed project will result in significant effects that cannot be substantially lessened or avoided by feasible mitigation measures and alternatives, the City must adopt a “statement of overriding considerations” prior to approval of the proposed project (Pub. Res. Code Section 21081(b)). Such statements are intended under CEQA to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the lead agency concludes that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts acceptable and approve the proposed project.

In addition, the City must also adopt a Mitigation Monitoring and Reporting Program describing the changes that were incorporated into the proposed project or made a condition of project approval in order to mitigate or avoid significant effects on the environment (Pub. Res. Code Section 21081.6). The Mitigation Monitoring and Reporting Program is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the lead agency will be responsible for implementation of the proposed project's Mitigation Monitoring and Reporting Program. This document will be attached to the Final EIR.

1.3 Organization of the EIR

This EIR is organized as follows:

An **Executive Summary** of the EIR is provided at the beginning of this document. This summary contains a brief description of the proposed project and alternatives; a discussion of issues raised by the public and agencies relative to the project and where those issues have been addressed in the EIR; and a table that summarizes the potential environmental impacts in each issue area, the significance determination for those impacts, mitigation measures, and significance after mitigation.

Chapter 1, Introduction, serves as a forward to this EIR, introducing the project, the applicable environmental procedures, and the organization of the EIR.

Chapter 2, Project Description, provides a thorough description of the proposed project elements, the purpose and need for the project, project objectives, and required discretionary approvals. This chapter also includes a description of the intended uses of the EIR and public agency actions.

Chapter 3, Environmental Analysis, describes the potential environmental effects of the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts. The discussion in Chapter 3.0 is organized by 14 environmental issue areas and also includes a section with information on aesthetics:

- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Aesthetics

For each environmental issue area, the analysis and discussion are generally organized into seven subsections as described below:

- **Environmental Setting** – This subsection describes the physical environmental conditions in the vicinity of the proposed project at the time of publication of the NOP. The environmental setting establishes the baseline conditions, which were used by the City to determine whether specific project-related impacts would be significant.
- **Relevant Plans, Policies, and Ordinances** – This subsection describes the regulatory setting applicable to the environmental issue area and the proposed project at the time of publication of the NOP.
- **Thresholds of Significance** – This subsection identifies a set of thresholds by which the level of impact is determined. Thresholds that were eliminated from further review in the EIR as part of the Initial Study analysis will be identified here.
- **Methodology** – This subsection describes how the analysis was conducted.
- **Impacts Analysis** – This subsection provides a detailed analysis regarding the environmental effects of the proposed project, and whether the impacts of the proposed project would meet or exceed the significance thresholds.
- **Mitigation Measures** – This subsection identifies potentially feasible mitigation measures that would avoid or substantially reduce significant adverse project impacts.
- **Level of Significance After Mitigation** – This subsection discusses whether project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR. If applicable, this subsection also identifies any residual significant and unavoidable adverse effects of the proposed project that would result even with implementation of mitigation measures.

In addition to the seven subsections listed above, full citations for all referenced documents are included at the end of each section or chapter.

Chapter 4, Cumulative Effects, discusses the cumulative effects of the project in combination with the effects of other projects in the vicinity.

Chapter 5, Alternatives, discusses alternatives to the proposed project, including a No Project Alternative. This chapter describes the rationale for selecting the range of alternatives discussed in the EIR and identifies the alternatives considered by the City that were rejected from further discussion as infeasible during the scoping process. Chapter 5 also includes a discussion of the environmental effects of the alternatives that were carried forward for analysis and identifies the environmentally superior alternative.

Chapter 6, Other CEQA Requirements, addresses significant environmental effects that cannot be avoided, significant irreversible environmental changes that would result from implementation of the proposed project, and growth-inducing impacts.

Chapter 7, List of Preparers, gives names and contact information of those responsible for writing this EIR.

Appendices include various technical studies prepared for the proposed project, as listed in the Table of Contents.

The City, as the lead agency for the proposed project, is responsible for enforcing and verifying that each mitigation measure is implemented as required. As part of the Final EIR process, a mitigation monitoring and reporting program will be prepared.

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2 Project Description

This chapter provides a description of the proposed 8850 Sunset Boulevard Project, referred to in this document as the proposed project. Pursuant to Section 15124 of the State CEQA Guidelines, this chapter describes the location, objectives, and characteristics of the proposed project, followed by a statement describing the intended uses of this EIR.

2.1 Project Overview

The proposed project consists of the demolition of all the existing improvements and construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood (project site). The new mixed-use hotel and residential building would contain approximately 240,000 square feet of floor area (420,000 gross square feet including below grade components) and 15 stories (approximately 200 feet measured from the lowest point of the site on the southwest corner and 189 feet measured from Sunset Boulevard) and would incorporate new digital and static billboard signage on Sunset Boulevard. The commercial portion of the project would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. A publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden (that itself would not be accessible), would be provided three to four stories above Sunset Boulevard. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The proposed project also would include an emergency helicopter landing facility for police and fire services only, and five subterranean levels, four of which would primarily be used as a parking garage, providing 240 spaces.

2.2 Project Location

The proposed project site is located on the Sunset Strip, in the City of West Hollywood. Below is a description of the regional location and project site, followed by a description of the environment that immediately surrounds the project site.

Regional Location

The project site is located in the City of West Hollywood. The City covers 1.9 square miles in the Los Angeles Metropolitan Area. The City is located within the County of Los Angeles (County), approximately 7.5 miles northwest of downtown Los Angeles. Regional access to the project site is provided via U.S. Route 101 (US 101, Hollywood Freeway), located approximately 4.4 miles east of the project site. Figure 2-1 shows the regional location of the project site, as well as the project site within the context of Sunset Boulevard. Local access is provided via major north-south and east-west oriented roads including Sunset Boulevard, which forms the northern boundary of the project site; La Cienega Boulevard, located approximately 0.5 miles east of the project site; Santa Monica Boulevard, located approximately 0.3 miles south of the project site; and San Vicente Boulevard, which forms the western boundary of the project site.

Project Site

The approximately 39,983-square foot project site is bound by Sunset Boulevard to the north, Larrabee Street to the east, the London Hotel to the south, and San Vicente Boulevard to the west. The addresses associated with the project site consist of 8850–8878 Sunset Boulevard and 1025–1029 Larrabee Street, West Hollywood. The project site is comprised of eight Assessor Parcel Numbers (APNs): 4339-017-001, 4339-017-002, 4339-017-003, 4339-017-004, 4339-017-005, 4339-017-006, 4339-017-007, and 4339-017-008.

2.3 Environmental Setting

Existing Land Uses

The project site is located on the Sunset Strip, which is a highly urbanized area within the City and an internationally known corridor, historically recognized for its entertainment uses, restaurants, and billboards. It contains a mix of low- and high-rise buildings most of which front directly onto the street. A high level of pedestrian activity and “urban village” ambience results from the types of uses, siting of the structures on the sidewalks, and design characteristics on the street level that invite pedestrian observation and use. The Sunset Strip is also known for its wide array of large and colorful billboards and tall wall signs.

As shown on Figure 2-1, the project site is currently developed with four one- and two-story commercial buildings totaling approximately 21,000 square feet. The existing buildings are currently occupied by the Viper Room nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. The project site also has existing surface parking lots totaling 27,450 square feet and four existing billboards. The existing commercial buildings appear to be one-story along Sunset Boulevard with the second story daylighting in the back (south side) due to the slope of the project site. The surface parking lots are located on the southern portion of the project site. On the east end of the project site, located above the liquor store at 8850 Sunset Boulevard, is a roof-mounted, east-facing 14-foot by 48-foot billboard. The billboard is 54 feet above Sunset Boulevard and is visible to westbound traffic. On the west end of the project site, there are three roof-mounted billboards. One east-facing 14-foot by 48-foot billboard is 54 feet above Sunset Boulevard, visible to westbound traffic on Sunset Boulevard. One west-facing 14-foot by 48-foot billboard is 45 feet above Sunset Boulevard, visible to eastbound traffic on Sunset Boulevard. One south-facing 14-foot by 48-foot billboard is 41 feet above Sunset Boulevard, visible to northbound traffic on San Vicente Boulevard.

Surrounding Land Uses

Land uses surrounding the project site include commercial and residential uses. To the immediate north of the project site, on the north side of Sunset Boulevard, are commercial uses located in one- and two-story buildings. Multi-family residential buildings are further to the north of Sunset Boulevard, along Larrabee Street and North Clark Street. The multi-family residential buildings range in height from approximately two stories to five stories. However, the project area slopes up towards the north, and multi-family residential uses to the north appear greater in height from the project site level. At the northeast corner of Larrabee Street are a four-story office building, one-story commercial building, and surface parking lot. To the immediate east of the project site, there are several one- to two-story commercial buildings, and a four-story multi-family residential building. Further east, along Nellis Street, are several multi-story residential uses and a seven-story office building that fronts Sunset Boulevard. The southern project boundary abuts a property that is developed with the London Hotel, which is an 11-story luxury hotel with a rooftop pool. To the west of the project site is a gas station and mini-mart, one- and two-story commercial

buildings, and two- and three-story multi-family residential buildings. Transit stops are located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard. Additionally, the project site is located approximately 0.4 mile from a major transit stop at the intersection of San Vicente Boulevard and Santa Monica Boulevard.

The Sunset Strip is characterized by buildings ranging from one story in height to well over 100 feet in height. The 9000 Sunset Boulevard building, located about 700 feet west of the project site, is approximately 14 stories (194 feet) in height. Further to the west, the building at 9229 Sunset Boulevard is 144 feet in height, the building at 9200 Sunset Boulevard is 195 feet in height, and the building at 9201 Sunset Boulevard is 140 feet in height. To the east of the project site, the Mondrian hotel building at 8440 Sunset Boulevard is 147 feet in height, and the Andaz West Hollywood hotel building at 8401 Sunset Boulevard is 150 feet in height. Additionally, several recently approved projects also rise over 100 feet above the Sunset Strip. The Edition Hotel, located on the corner of Sunset Boulevard and Doheny Drive (9040 Sunset Boulevard; about 1,000 feet west of the project site) is 14 stories in height. This project was approved in 2010 and opened at the beginning of September 2019. The Arts Club Project (8920 Sunset Boulevard) was approved in 2018 and will be approximately 120 feet in height (9 stories). A hotel that would be approximately 248 feet in height (22 stories) is being proposed at 9034 Sunset Boulevard, between the 9000 Sunset Boulevard building and the Edition Hotel.

Existing Land Use and Zoning Designations

According to the City's General Plan, the project site is located within the Sunset Boulevard Commercial Subarea and has a zoning and land use designation of Sunset Specific Plan (SSP). The general intent of the SSP designation is to accommodate quality development that meets market demand while preserving the eclectic nature of the Sunset Strip. The SSP distributes the total allowable increase in development among eight specific geographic areas along the Sunset Strip, and each geographic area has been assigned a portion of the allowable development along the Sunset Strip. Density increases for each area are assigned based on the current and anticipated character of development envisioned for the SSP. The project site is located in Geographic Area 6-E (City of West Hollywood 1996, 2011).

Existing Stormwater Flows

Existing stormwater runoff from the project site is conveyed via sheet flow and curb drains to the adjacent streets. The existing site slopes mostly towards the south with an approximately 11% gradient. Additionally, there is an easterly slope of approximately 2.5% across the existing site. The project site is located within the Federal Emergency Management Agency (FEMA) Flood Zone X, which denotes an area where the potential for flooding is minimal. There are no surface water bodies in the project vicinity.

2.4 Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description of an EIR shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the project is to revitalize an

underutilized block on the Sunset Strip in a manner that maximizes infill development potential. The proposed project's specific objectives are provided below.

- Contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project.
- Concentrate increased height and density on a designated Target Site in the Sunset Specific Plan, a designation used for sites that have been deemed suitable for increased height and/or density.
- Enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area.
- Develop new market-rate and affordable residential units to increase the housing supply with a mix of options.
- Reinvigorate the Sunset Strip by developing a distinctive building with a landmark design.
- Develop a project that maximizes the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates publicly accessible and publicly visible outdoor landscaped spaces.
- Redevelop an urban infill site in a designated transit priority area with a mixed-use development that would achieve LEED Gold or equivalent standards for sustainability and that would achieve the City's sustainability goals through its Green Building Program.
- Provide high-quality, off-site advertising signage that meets the requirements and overall design vision set forth in the City's Sunset Boulevard Off-Site Signage Policy.
- Provide temporary construction jobs during project development, permanent living-wage jobs during project operation, and new commercial space for businesses to operate in a prominent location.
- Generate new revenues for the City through transient occupancy tax, consumer sales tax, and digital signage revenue share.

2.5 Project Design

Building Characteristics

The proposed project would involve removal of the existing site uses and construction of an approximately 420,000 gross square-foot mixed-use hotel and residential building. The building would have 15 aboveground stories and would be approximately 200 feet in height (including an emergency helicopter landing facility), as measured from the lowest point at the southwest corner of the site. This height equates to approximately 189 feet above Sunset Boulevard. The building would also have five belowground levels, generally extending approximately 68 feet below grade along Sunset Boulevard (with maximum excavation of 74 feet below grade) and approximately 40 feet below grade along the south boundary of the project site. The aboveground portion of the building would be 239,895 square feet in size and the belowground portion of the building would be 179,703 square feet in size. The building would have floor area ratio (FAR)¹ of 6:1. (Per the City's definition of FAR, the building square footage used for the FAR calculation is 240,000 square feet.)

¹ The City defines floor area ratio (FAR) as the ratio of floor area to total lot area. FAR restrictions are used to limit the maximum gross floor area allowed on a site (including all structures on the site). The maximum gross floor area of all structures permitted on a site is determined by multiplying the FAR by the total area of the site (FAR x Site Area = Maximum Allowable Gross Floor Area). Basement area is not included in calculation of floor area ratio.

Proposed Uses

The commercial portion of the project would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail, as well as a new nightclub space for the Viper Room. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. Table 2-1 shows the proposed uses within the building, as well as the existing uses to be removed from the site. Figure 2-2, Figure 2-3, and Figure 2-4 show the conceptual site plan, conceptual project design, and project elevations, including the locations of the different proposed uses within the building. The preliminary project plan set is provided in Appendix B.

Table 2-1. Existing & Proposed Site Uses

	Land Use Type	Size
Existing Uses Proposed for Removal ¹	Commercial uses (retail, office, restaurant)	13,862 sf
	Nightclub (Viper Room)	3,019 sf
	Surface Parking	27,450 sf
	Signage	4 static billboards
Proposed Uses ²	Residential	136,751 sf (41 units and amenities)
	Hotel	128,400 sf (115 rooms and amenities)
	Nightclub (Viper Room)	6,119 sf
	Quality Restaurant	21,139 sf
	High-turnover Restaurant	8,141 sf
	Lounge/Bar	3,496 sf
	Subterranean Parking	164,378 sf
	Landscaping	12,419 sf
	Pool ³	4,301 sf
	Signage	1,000 sf digital; 500 sf static sign face

Source: City of West Hollywood 2020.

Notes:

sf= square feet

¹ For the existing square footage on the site, the gross estimate of 21,000 sf will be used to calculate the impacts of building demolition. However, the net leasable numbers shown in this table will be used to calculate the existing vehicle trips, energy use, water consumption, etc.

² Total proposed square footage in this table exceeds the total building size because outdoor areas have been included.

³ This number represents the square footage of the water surface of the pools only (for the purposes of calculating energy consumption from heating the pools).

Architectural Style

The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, visible along the Sunset Boulevard facade, that would wrap around the east and west facades of the structure. The predominantly glass volume would include the hotel lobby, the entry to the Viper Room, a restaurant/bar, and café that would activate the street level during the day and night and would incorporate a multi-dimensional digital and static off-site sign. Above this lower portion would be two separate rectilinear volumes that would house the residential and hotel uses, which would be set apart from each other by an approximately 120-foot opening. By locating these two separate volumes on the east and west sides of the building, the design provides a large view corridor between them in the center of the building (i.e., an open volume of approximately 166,150 square feet in area) allowing for north-south views through the site and providing an architectural element for the project. The

focal point of the opening would be a landscaped roof with publicly accessible terraces that would be visible from Sunset Boulevard. The building would be capped with a bridge connecting the residential volume and the hotel volume at the top floor (level 15). The bridge would house a publicly accessible restaurant, bar, and terrace. Pools for hotel guests also would be located on the roof of the bridge component, while a separate pool for residents and their guests would be located on the roof of the residential volume.

Programming

The proposed uses for each of the building levels are described below.

Subterranean Levels & Street Level

- **Levels B5, B4, B3, and B2:** These levels would provide subterranean parking for the proposed project, with approximately 158 parking spaces for the hotel and commercial uses and 82 spaces for the residents and their guests.
- **Level B1:** This level would be primarily below grade on the north side of the project site and partially above grade (daylight) on the south side of the project site. Vehicle ingress to the site would be provided at this level, off San Vicente Boulevard. Egress from the site would be onto Larrabee Street, also from this level. Valet areas, including hotel and residential reception lounges, would also be provided on this level. The reception lounges would be open air but completely covered by Level 1, which will create a roof overhang.
- **Level 1 (Sunset Level):** The hotel lobby, a restaurant with outdoor dining, a café with outdoor dining, and the lobby for the Viper Room would all open onto Sunset Boulevard. This level would also include a hotel lounge, kitchens, and hotel back-of-house administration spaces.

Beyond Level 1, the building would divide into the two volumes described above (one with residential uses and the other with hotel uses). These volumes are thus described separately below.

Residential Portion (Eastern Volume)

The residential portion of the project would have approximately 6,743 square feet of common open space, in addition to 7,500 square feet of landscaping and 6,100 square feet of hardscape. The residential units would range in size from one-bedroom units to four-bedroom units. Each residential unit would have a balcony of at least 120 square feet in size. The levels of the residential portion of the building would include the following:

- **Level 2:** A terrace for the residents would be on this level, on the south side of the building.
- **Levels 3–14:** The residential units would be on these levels with the 10 income-restricted units located on the third level.²
- **Level 15 and Roof:** The residential pool and pool terrace would be on the fifteenth level. The emergency helipad for the entire building would be located on the roof of the residential portion of the project.

² Note that Chapter 19.22 of the West Hollywood Municipal Code (WHMC) requires affordable housing units to be interspersed with market-rate units. However, clustering of affordable housing units is allowable under WHMC Section 19.22.030 if the review authority for the project (in this case, the City Council) determines that such clustering provides a documented public benefit, or due to circumstances unique to the project size, location or design otherwise better serves the affordable housing needs of the City. As such, the proposed affordable housing units would be clustered subject to City Council approval.

Hotel Portion (Western Volume)

- **Level 2:** This level would contain a lounge and a pre-function area, a banquet hall that could accommodate up to 500 seats, four meeting rooms, the hotel spa and gym, back-of-house spaces, and an outdoor terrace for the ground-floor cafe.
- **Levels 3–13:** Hotel guestrooms would be located on these levels. The fourth level would also have a terrace cafe and an outdoor terrace for hotel guests.
- **Level 14:** The hotel restaurant and outdoor dining terrace would be on this level with an exterior stair continuing up to the rooftop pools and pool deck.
- **Level 15 and Roof:** This level would contain changing rooms for the hotel pool and mechanical space. The hotel pools and pool deck would be on the roof of the bridge component connecting the hotel portion of the project to the residential component.

Access, Circulation, and Parking

Vehicle ingress into the project site would be from San Vicente Boulevard at the B1 Level. All egress from the project site would be onto Larrabee Street at the B1 Level.

The WHMC requires 240 parking spaces for the proposed project, and the project would provide 240 parking spaces in a subterranean garage. The subterranean parking levels (Levels B5, B4, B3, and B2) would provide 158 parking spaces for the hotel and commercial uses and 82 spaces for the residents and their guests. The parking area (including loading space) would be approximately 164,500 square feet in size.

Landscaping

The drought tolerant plant pallet utilized as part of the proposed project would comply with WHMC Section 19.26.060. The proposed project would provide 12,419 square feet of landscaped area on Levels B1, 1, 3, 4, and the roof. The proposed project would incorporate a privacy wall vine planting at the southern boundary of the project site on Level B1, adjacent to the London Hotel. At Level 1 (Sunset Level), the proposed project would incorporate street trees along the northern, eastern, and western project boundaries. On Levels 3 and 4, the approximately 120-foot opening would contain terraced landscaping with native plantings. The roof landscaping would consist of ground cover native plants and short palm trees near the pool.

Signage

In 2019, the City adopted the Sunset Boulevard Off-Site Signage Policy, which regulates the development and operation of off-site advertising signage along the Sunset Strip. The policy allows for new off-site signage as part of new development projects of certain sizes. The proposed project includes the following off-site signage elements:

- East-facing billboard: 500 sf static (i.e., non-digital) advertising sign surrounded with a 1,000-sf area of architectural lighting.
- West-facing billboard: 1,000 sf digital advertising sign surrounded with a 500-sf area of architectural lighting.

The proposed project, as evaluated in this EIR, is assumed to include the new off-site signage, which ensures a worst-case-scenario situation for the environmental impact analysis. (Digital signage results in greater energy usage and lighting impacts relative to static signage.) See Appendix C for details.

Lighting

In addition to the proposed off-site signage and surrounding architectural lighting elements described above, the proposed project would have outdoor and indoor lighting. Outdoor lighting would include surface-mounted flood lights for landscaping, linear landscape luminaries, lit bollards, in-ground up-lights, and pathway lights for safety and wayfinding. Outdoor lighting would be used on the exterior of the building's street level, the landscaped roof situated between the hotel and residential volumes, and the roof of the bridge connecting the two volumes. All on-site exterior lighting would be automatically controlled to illuminate only when necessary and would be shielded or directed toward areas to be illuminated, thereby limiting spillover onto neighbors.

Interior lights would shine through the project's glass windows at night, causing additional illumination of the building. As described above, the lower portion of the proposed building would be predominantly glass. The residential and hotel towers (particularly the residential portion) would also have exposed glass windows, which would emit light during the nighttime. See Appendix B for more details on the project's conceptual lighting plans.

Engineering Design

Stormwater Flows

Stormwater runoff from the project site would be retained on site, filtered, and discharged into the street or storm drain main pipe in Sunset Boulevard. The proposed method of stormwater retention would be biofiltration systems consisting of hard bottom biofilters with layers of mulch, soil, and gravel. These systems would retain and treat stormwater through biofiltration before discharge. The biofiltration systems could be located on the podium decks of the proposed building and would either be planter boxes or proprietary devices. Additional details regarding plans for stormwater runoff can be found in Section 3.7 of this EIR and in Appendix H.

Building Foundation

The subterranean portion of the project would extend below the historic high groundwater levels identified for the project site. As such, particular geotechnical design recommendations have been provided for the project to address potential hydrostatic pressures that can result from high groundwater levels.

In order to resist the potential hydrostatic pressures, the project would be supported on a reinforced concrete mat foundation system, which would derive support in competent alluvial soils that are found at and below the proposed excavation bottom. The foundation would be designed to resist both lateral and uplift hydrostatic forces. Additionally, the excavation bottom would be stabilized with a layer of crushed rock or concrete. Subterranean walls and slabs below the water table would be waterproofed, and the waterproofing would be designed and installed to avoid moisture issues or water seepage. See Section 3.4 of this EIR and Appendix F for more details on the proposed building foundation design.

Building Equipment

On Level B2 of the proposed building, there would be an emergency generator, boilers, and high-efficiency chillers to support building operations. Cooling towers for the building would be located on the roof.

Supporting Public Services and Utilities

The public service facilities and utilities that would serve the proposed project are listed in Table 2-2. More information regarding these service providers can be found in Section 3.11 and Section 3.14 of this EIR.

Table 2-2. Public Services & Utilities

Service Type	Service Provider
Fire protection	Los Angeles County Fire Department
Police protection	Los Angeles County Sheriff's Department
Schools	Los Angeles Unified School District
Library	West Hollywood Library (owned by City of West Hollywood; operated by the County of Los Angeles Public Library System)
Water supply	Beverly Hills
Sewer service	City of West Hollywood & Los Angeles County Sanitation District
Gas supply	Southern California Gas Company
Electric supply	Southern California Edison
Telecommunications	AT&T, Frontier Communications, and HughesNet
Stormwater drainage	City of West Hollywood & Los Angeles County Flood Control District
Solid waste collection and disposal	Athens Services

Sustainable Design Features

The proposed project would include energy saving and sustainability goals, aiming to optimize building performance and enhance interior environments to promote health and well-being. Targeted sustainable design strategies, in addition to meeting the requirements of California's Building Energy Efficiency Standards and Green Building Standards Code, would include achieving LEED Gold or equivalent green building standards, and a Green Star rating. Natural lighting and airflow would be used whenever practicable to reduce energy use. Landscaping and the proposed green roof would use water-saving native plantings and contribute to passive cooling strategies. Additionally, the project applicant has committed to an exceedance of Title 24³ water efficiency requirements by 35% and an exceedance of Title 24 energy requirements by 20%. Durable, locally sourced materials, such as cast in place concrete and precast concrete would be used to improve building longevity and reduce the energy footprint. Smart building systems would be utilized to monitor building performance to ensure sustainability systems are functioning and to optimize user comfort. The proposed project also would include 28 electric vehicle charging stalls.

The proposed project has also been designed to comply with the West Hollywood Green Building Program. The green building program includes a point system for new construction. The points received by the proposed project are shown in Appendix B on the "green building checklist." Some of the proposed green design components from the checklist that would be incorporated into the proposed project are as follows: use of recycled content mulch or other landscape amendments; installation of exterior shading devices on south- and/or west-facing windows; incorporation of flyash or slag ash in concrete for the building foundation; insulation of all hot water pipes; installation of water efficient faucets in kitchens and bathrooms; installation of water efficient toilets; installation of water efficient urinals; use of formaldehyde-free, recycled-content insulation; installation of cellulose, cotton batt, bio-based foam in walls and ceilings; exceedance of Title 24 energy code requirements by at least 5%; installation

³ Title 24 of the California Code of Regulations includes California's Building Energy Efficiency Standards and the California Green Building Standards Code.

of energy star lighting, exit signs, and programmable thermostats; use of timers or photo sensors for exterior lights; use of non-volatile organic compound (VOC) paints on interior applications; use of low-VOC sealants and adhesives; installation of an energy star or cool roof; installation of a durable roof; incorporation of a green roof; use of durable exterior finishes (e.g., integral-color or uncolored unpainted stucco, fiber-cement panels or siding, metal panels or siding, composite wood panels, glass, and other similar durable finishes); use of exposed concrete as finished floor; and use of resource-efficient flooring.

2.6 Project Construction

Proposed project construction would entail demolition and grading of the entire project site, followed by construction of the proposed uses. Construction of the proposed project is anticipated to commence in 2022 and would conclude in 2025. Construction activities would include demolition, grading/excavation, building construction, paving/finishing, tenant improvements, and building commissioning. Off-road construction equipment that would be used during construction would include excavators, loaders, air compressors, fork lifts, and a crane. Below are additional construction details.

Excavation. It is estimated that the project would require excavation up to approximately 74 feet below Sunset Boulevard. The total cut for the project would involve approximately 84,000 cubic yards (cy) of earthwork materials, which would be exported from the project site. No import of earthwork material is anticipated.

Encroachments. Construction may require temporary encroachments into the public right-of-way and temporary lane closures. Any encroachments would be limited and scheduled in coordination with the City.

Workers. The maximum number of worker vehicle trips per day is anticipated to be 156 one-way trips (during building construction). Parking for workers would be secured in the vicinity of the project site, at an appropriate location approved by the City. Restrictions would be put in place to ensure that workers do not park in the public right-of-way near the project site. Workers would typically be required to arrive on site before the morning peak commute period (i.e., before 7:00 a.m.). Workers would depart before 4:00 p.m. or after 6:00 p.m.

Haul Trucks. Haul truck activity would generally occur outside of peak commute hours. The haul routes would require review and approval by the City. The likely haul route from the project site would be for construction vehicles to travel east on Sunset Boulevard or south on San Vicente Boulevard, south on La Cienega Boulevard to I-10, and eastbound on I-10 for depositing soil. Empty trucks returning to the project site after dumping their loads would return from I-10 and travel north on La Cienega Boulevard and west onto Santa Monica Boulevard, and then north on San Vicente Boulevard. For more detailed construction information, see Section 3.1 of this EIR.

Construction Site Management. The applicant would be required to comply with Chapter 9.70 of the West Hollywood Municipal Code. Requirements include proper site maintenance, construction worker parking restrictions, noise restrictions, traffic control provisions, fencing and security, community outreach, stormwater quality protections, erosion control measures, and construction site signage.

2.7 Operations

The project is expected to begin operating in 2025. During operation, the commercial component of the project is anticipated to be supported by approximately 219 employees. This would include hotel employees, restaurant employees, nightclub employees, parking attendants, maintenance staff, etc. The residential component of the

project is anticipated to support approximately 66 residents. (Support and calculations for the anticipated number of employees and residents is provided in Section 3.10 of this EIR.)

Table 2-3 presents the hours of operation for the proposed project uses.

Table 2-3. Hours of Operation

Location	Hours
<i>Hotel Operations and Guestrooms</i>	
Hotel Operations	24 hours, Daily
Banquet and Meeting Rooms – Operation and Food	24 hours, Daily
Banquet and Meeting Rooms – Alcohol	7:00 am to 2:00 am, Daily
Guestrooms Room Service – Food Service	24 hours, Daily
Guestrooms Room Service – Alcohol Sales & Service	7:00 am to 2:00 am, Daily (Minibars 24 hours, Daily)
Residential Units Service – Food Service	24 hours, Daily
Residential Units Service – Alcohol Sales & Service	7:00 am to 2:00 am, Daily
<i>Level B1</i>	
Viper Room	7:00 am to 2:00 am, Daily
<i>Level L1 (Sunset Level)</i>	
Hotel Lobby Lounge	7:00 am to 2:00 am, Daily
Restaurant – Interior Dining and Alcohol	6:00 am to 2:00 am, Daily
Restaurant – Outdoor Dining and Alcohol	7:00 am to 2:00 am, Daily
Café – Interior Dining and Alcohol	6:00 am to 2:00 am, Daily
Café – Outdoor Dining and Alcohol (L1 & L2)	7:00 am to 2:00 am, Daily
<i>Level L4</i>	
Terrace Café – Indoor Dining and Alcohol	7:00 am to 2:00 am, Daily
Terrace Café – Outdoor Dining and Alcohol	7:00 am to 2:00 am, Daily
<i>Level 14</i>	
Hotel Pools and Pool Deck – Operation, Food and Alcohol	7:00 am to 2:00 am, Daily
<i>Level 15</i>	
Restaurant – Interior Dining and Alcohol	7:00 am to 2:00 am, Daily
Restaurant – Outdoor Dining and Alcohol	7:00 am to 2:00 am, Daily
Residential Pool and Pool Deck - Operation, Food and Alcohol	7:00 am to 2:00 am, Daily

2.8 Intended Uses of this EIR

An EIR is a public document used by a public agency to analyze the potential environmental effects of a project and to disclose possible ways to reduce or avoid potentially significant environmental impacts, including alternatives to the proposed project. As an informational document, an EIR does not make recommendations for or against approving a project. The main purpose of an EIR is to inform public agency decision makers and the public about potential environmental impacts of the project (CEQA Guidelines Section 15121). This EIR will be used by the City, as the lead agency under CEQA, in making decisions with regard to the proposed project described above and the related approvals required for the project.

City Permits and Approvals

The proposed project would require a number of discretionary permits and approvals from the City, listed below. These permits are subject to CEQA.

- Specific Plan Amendment (SPA) to establish development standards for Sunset Specific Plan Geographic Site 6-E for the proposed project.
- Development Permit (DVP) to allow development of a new mixed-use hotel and residential project of approximately 420,000 gross square feet including below grade components (240,000 FAR square feet).
- Demolition Permit (DMP) to allow demolition of the four existing one- and two-story commercial buildings totaling approximately 21,000 square feet, in conjunction with the requested Development Permit and other entitlements.
- Conditional Use Permit for a hotel with ancillary alcohol sales, service, and on-site consumption throughout the hotel including lounges, associated outdoor hotel dining/lounge areas, outdoor pool deck, room service, and in-room mini-bars, and to also allow the sale of alcohol for off-site consumption (California ABC License Type 21) intended for the project's residential uses as an accessory use within the hotel from an approximately 100-square foot space adjacent to the ground floor restaurant.
- Conditional Use Permit for the Viper Room nightclub.
- Minor Conditional Use Permit for a restaurant with ancillary alcohol sales, service, and on-site consumption.
- Vesting Tentative Tract Map to merge and re-subdivide the site for residential and commercial condominium purposes.
- Sign Permit to allow digital and static off-site signage on the building's Sunset Boulevard frontage, which may replace the four static billboard faces that currently exist on the property.
- Administrative Permit for outdoor dining, lounge terraces, and the pool deck.

Approvals and Review from Other Agencies

Approvals from other agencies may also be required and are listed below. These permits would be administrative in nature and are not expected to be subject to CEQA. As such, no responsible or trustee agencies have been identified for this project.

- Los Angeles Regional Water Quality Control Board – Applicant must submit a Notice of Intent to discharge groundwater during construction and to comply with the General Permit
- Los Angeles County Fire Department – Plan approval
- Los Angeles County Sheriff's Department – Plan approval
- Utility providers – Utility connection permits

Related Environmental Review and Consultation Requirements

Related environmental review and consultation requirements for the proposed project include the following:

- Assembly Bill 52 Tribal Consultation: Pursuant to Assembly Bill 52, the City sent notification letters to tribal groups that are known to be traditionally or culturally affiliated with the geographic area of the project. Several tribes responded requesting consultation. Tribal correspondence and the results of consultation are contained in Section 3.13 of this EIR.

- Senate Bill 18 Tribal Consultation: Pursuant to Senate Bill 18, the City contacted the Native American Heritage Commission and obtained a list of tribes to be notified of the project under Senate Bill 18. The City sent notification letters to this list of tribes. Tribal correspondence and the results of consultation are contained in Section 3.13 of this EIR.

2.9 References

City of West Hollywood. 1996. *Sunset Specific Plan*. Adopted July 1996.

City of West Hollywood. 2011. West Hollywood General Plan 2035. September 6, 2011. <https://www.weho.org/city-government/download-documents/-folder-155>.

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Source: Google Earth (2019)

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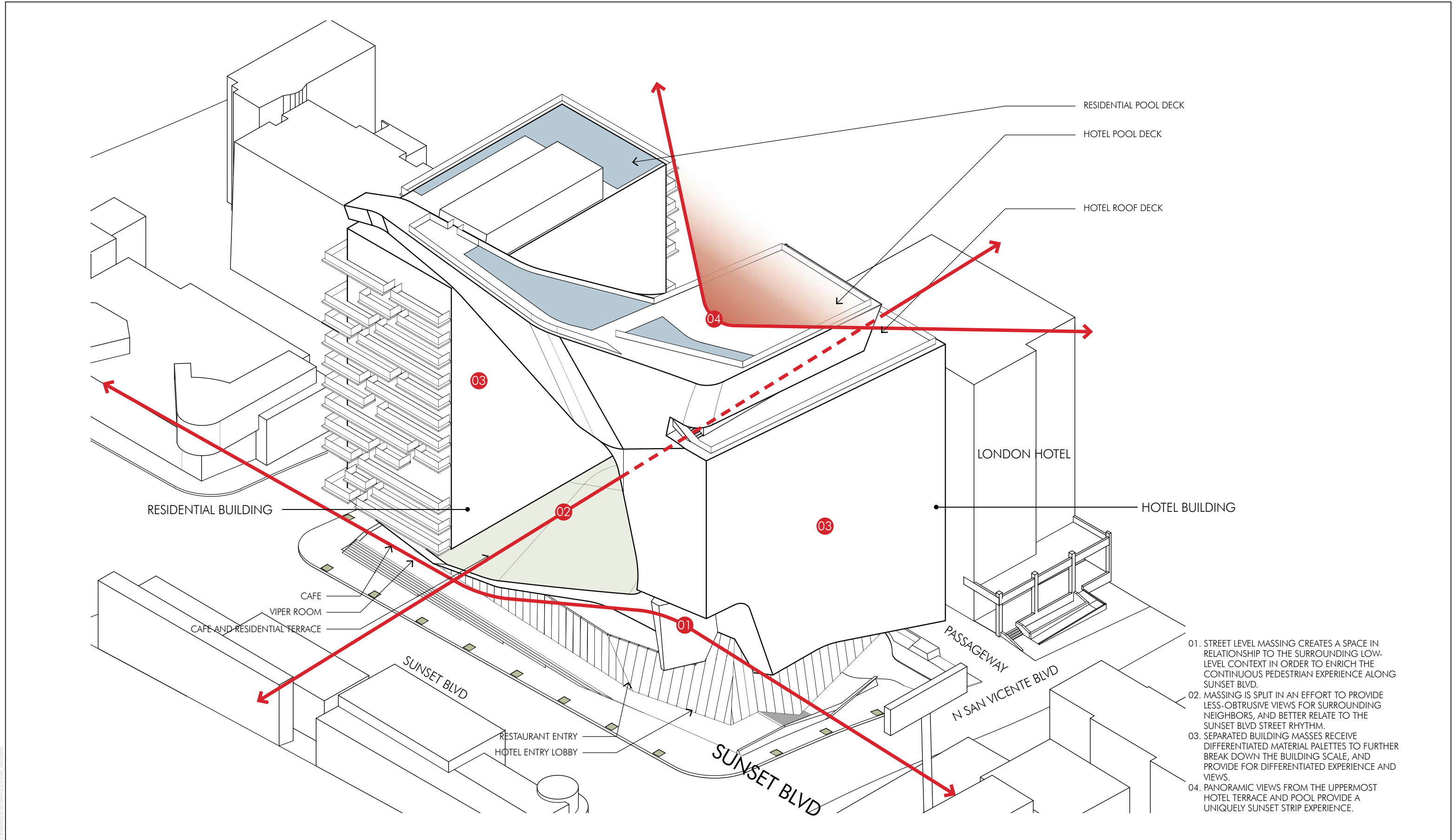


FIGURE 2-1

Project Location

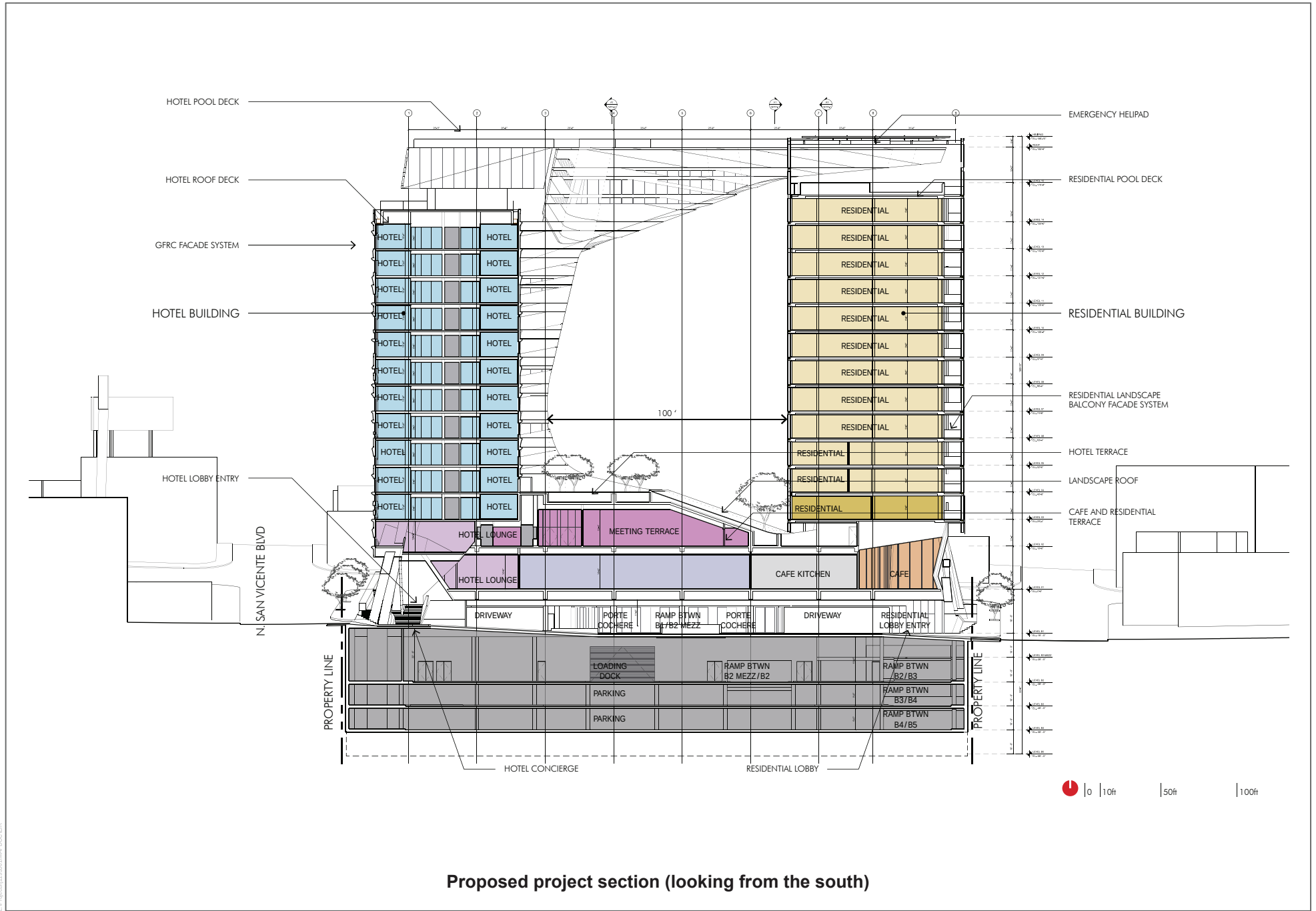
8850 Sunset Boulevard Project

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SOURCE: Morphosis Architects 2021

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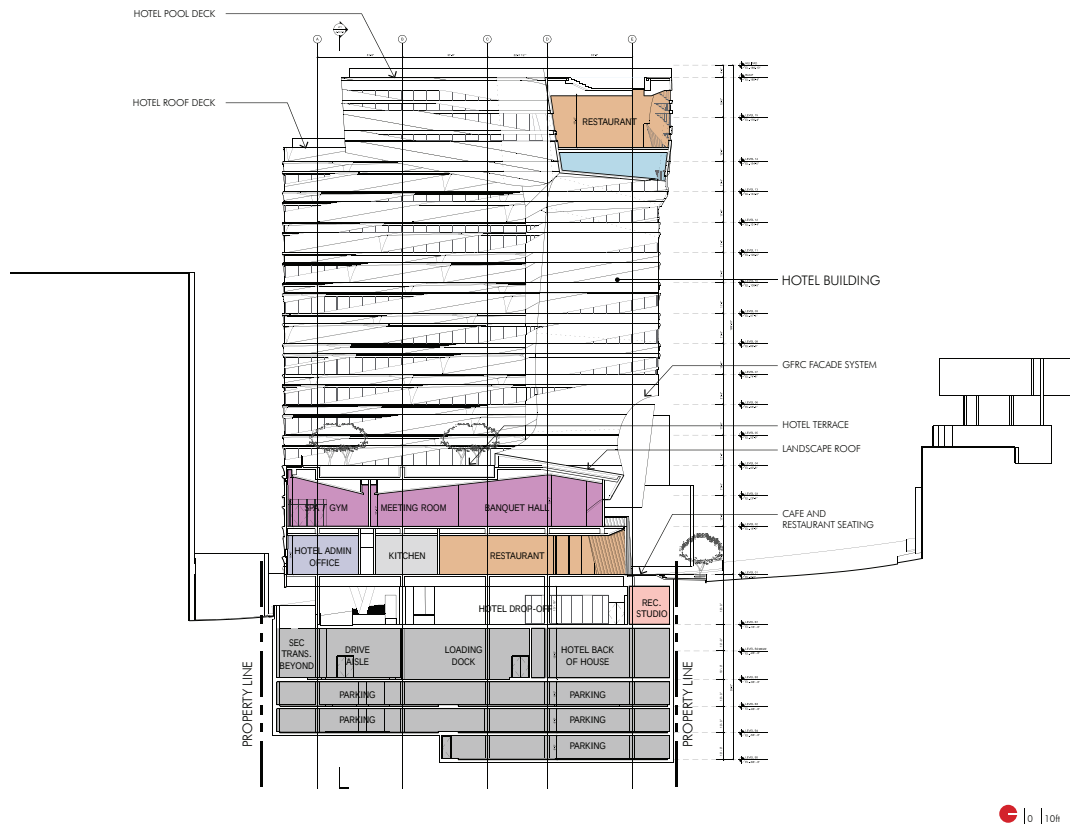


Source: Morphosis Architects

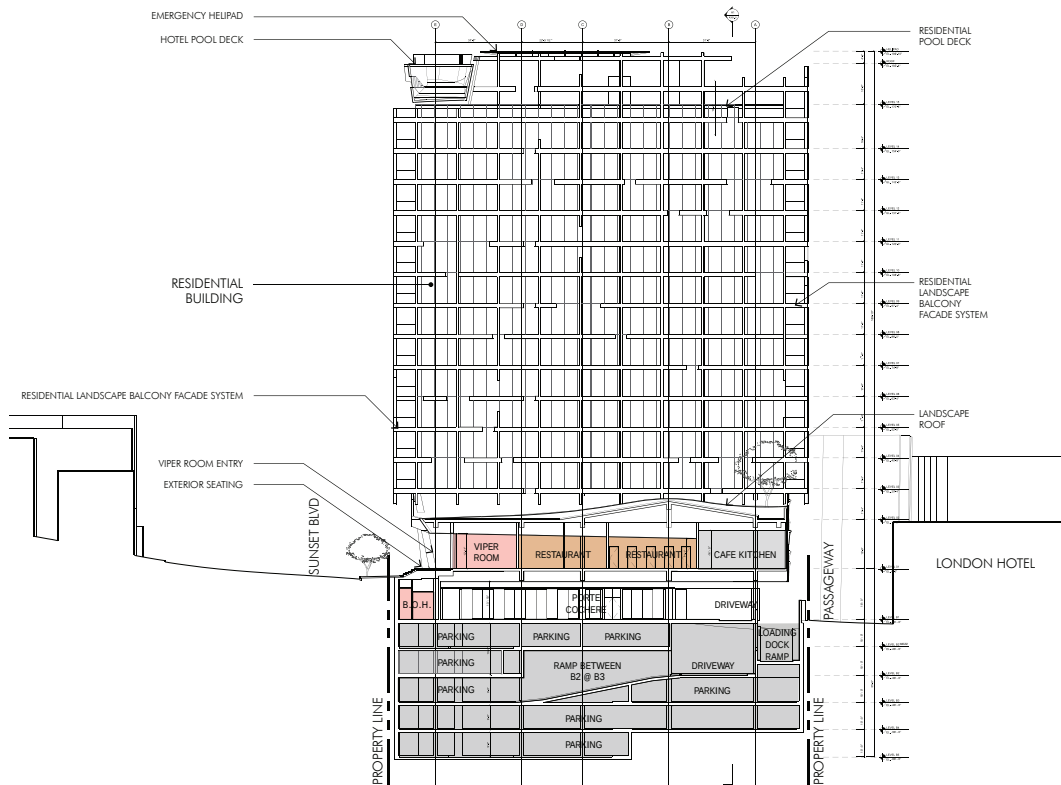
DUDEK

FIGURE 2-3
Conceptual Project Design
 8850 Sunset Boulevard Project

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Proposed project section (looking from the west)



Proposed project section (looking from the east)

Source: Morphosis Architects

DUDEK

FIGURE 2-4

Project Elevations

8850 Sunset Boulevard Project

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3 Environmental Analysis

The following sections contain an analysis, by issue area, of the environmental effects of the proposed project. The environmental issue areas analyzed in this section are as follows:

- Air Quality (Section 3.1)
- Cultural Resources (Section 3.2)
- Energy (Section 3.3)
- Geology and Soils (Section 3.4)
- Greenhouse Gas Emissions (Section 3.5)
- Hazards and Hazardous Materials (Section 3.6)
- Hydrology and Water Quality (Section 3.7)
- Land Use and Planning (Section 3.8)
- Noise (Section 3.9)
- Population and Housing (Section 3.10)
- Public Services (Section 3.11)
- Transportation (Section 3.12)
- Tribal Cultural Resources (Section 3.13)
- Utilities and Service Systems (Section 3.14)
- Aesthetics (Section 3.15)

The discussions of each environmental issue area include the following subsections:

- Environmental Setting
- Relevant Plans, Policies, and Ordinances
- Thresholds of Significance
- Methodology
- Impacts Analysis
- Mitigation Measures
- Level of Significance after Mitigation
- References

As stated in the Initial Study (see Appendix A), it was found that the proposed project would have no impact or less than significant impacts relative to the following environmental issue areas, and therefore these issue areas are not analyzed further in this EIR (with the exception of aesthetics, for which an informational section has been included):

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Recreation
- Wildfire

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3.1 Air Quality

This section describes the existing air quality conditions of the project site and region, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) regarding air quality included concerns about construction air emissions, increased dust, and increased pollution due to additional traffic. Concerns were also expressed regarding the project's proximity to West Hollywood Elementary School, which is considered a sensitive receptor for air pollution impacts.

3.1.1 Environmental Setting

The project site is located within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) as well as of man-made influences (e.g., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB, as explained below.

Climate, Meteorological, and Topographical Conditions

The climate within the SCAB varies widely between the coastal zone, inland valleys, mountain areas, and deserts. Most of the SCAB is relatively arid, with very little rainfall and abundant sunshine during the summer months. Coastal areas are characterized by long, hot, dry summers, and short, mild, relatively wet winters, also known as Mediterranean climate, while inland areas experience more extreme temperatures and little precipitation. The general region lies in the semi-permanent, high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The average annual temperature varies little throughout the basin, averaging 75°F. However, with a less pronounced oceanic influence, the eastern inland portions of the basin show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the basin. Precipitation in the SCAB is typically 9–14 inches annually and is rarely in the form of snow or hail, due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the basin.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain primary pollutants (mainly reactive hydrocarbons and oxides of nitrogen (NO_x)¹ react to form secondary pollutants (primarily oxidants). Because this process is time-

¹ NO_x is a general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO₂), and other oxides of nitrogen.

dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as ozone (O₃) and fine particulate matter (PM_{2.5}, particles less than or equal to 2.5 microns in diameter). In the SCAB, high concentrations of O₃ are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Due to the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air will mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level (amsl), the sea breezes carry the pollutants inland to escape over the mountain slopes or through mountain passes. At a height of 1,200 feet amsl, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet amsl, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours. Mixing heights for inversions are lower in the summer, resulting in inversions being more persistent during that season. This condition is partly responsible for the high levels of ozone observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The basin has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

As with other cities within the SCAB, the City of West Hollywood is susceptible to air inversions. This traps a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources. Elevated concentrations of particulate matter 10 microns or less than in diameter (PM₁₀) and PM_{2.5} can occur in the SCAB throughout the year, but occur most frequently in fall and winter. Although there are some changes in emissions by day of the week and by season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established minimum ambient air quality standards, or criteria, for outdoor pollutant concentrations in order to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), PM₁₀, particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), and lead (Pb). These pollutants, as well as toxic air contaminants (TACs), are discussed as

follows.² In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O₃ is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O₃ precursors. These precursors are mainly oxides of nitrogen (NO_x) and reactive organic gases (ROG) (also referred to as volatile organic compounds [VOCs]). The maximum effects of precursor emissions on O₃ concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O₃ formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O₃ exists in the upper atmosphere O₃ layer (stratospheric O₃) and at Earth's surface in the lower atmosphere (tropospheric O₃).³ The O₃ that the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O₃ is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O₃. Stratospheric, or "good," O₃ occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O₃ layer, plant and animal life would be seriously harmed.

O₃ in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O₃ can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013). Inhalation of O₃ causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O₃ can reduce the volume of air that the lungs breathe in and can cause shortness of breath. O₃ in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O₃ exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O₃ exposure. While there are relatively few studies of O₃'s effects on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O₃ and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors, where O₃ concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2019b).

Nitrogen Dioxide. NO₂ is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO), which is a colorless, odorless gas. NO_x, which includes NO₂ and NO, plays a major role, together with ROG, in the atmospheric reactions that produce O₃. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO₂ is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The

² The descriptions of the criteria air pollutants and associated health effects are based on the U.S. Environmental Protection Agency's "Criteria Air Pollutants" (EPA 2018a), as well as the California Air Resources Board's "Glossary" (CARB 2019a) and "Fact Sheet: Air Pollution Sources, Effects and Control" (CARB 2009).

³ The troposphere is the layer of Earth's atmosphere nearest to the surface of Earth, extending outward approximately 5 miles at the poles and approximately 10 miles at the equator.

two major emissions sources are transportation and stationary fuel combustion sources (such as electric utility and industrial boilers).

A large body of health science literature indicates that exposure to NO₂ can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards (AAQS) for NO₂, results from controlled human exposure studies that show that NO₂ exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO₂ exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO₂ than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO₂ exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher compared to lower levels of exposure. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2019c).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2019d).

Sulfur Dioxide. SO₂ is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO₂ are coal and oil used in power plants and industries; as such, the highest levels of SO₂ are generally found near large industrial complexes. In recent years, SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO₂ exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO₂ (above 1 parts per million [ppm]) results in increased incidence of

pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. The elderly and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2019e).

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Coarse particulate matter (PM_{10}) is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter ($PM_{2.5}$) is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles, power generation, and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides, NO_x , and VOCs.

A number of adverse health effects have been associated with exposure to both $PM_{2.5}$ and PM_{10} . For $PM_{2.5}$, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017).

Long-term exposure (months to years) to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2017).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phase out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and, in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood, because children are highly susceptible to the effects of lead. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO₂ in the atmosphere. Sulfates can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for PM_{2.5} described above.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O₃ are referred to and regulated as VOCs. Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the main sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O₃ and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic

effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair), and thus is a subset of PM_{2.5} (CARB 2019f). DPM is typically composed of carbon particles (soot, also called black carbon) and numerous organic compounds, including over 40 known carcinogenic organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2019f). In August 1998, CARB classified “particulate emissions from diesel-fueled engines” (i.e., DPM) (17 CCR 93000) as a TAC. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of PM_{2.5}, DPM also contributes to the same noncancer health effects as PM_{2.5} exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2019f). Those most vulnerable to noncancer health effects are children, whose lungs are still developing, and the elderly, who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The South Coast Air Quality Management District (SCAQMD) identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors that could potentially be subject to air quality impacts associated with the project include adjacent transient residential (i.e., hotel) uses to the south, residential uses to the east and west, residential uses to the north (north of Sunset Boulevard and north of a frontage row of commercial uses), and the West Hollywood Elementary School to the south-southwest.

3.1.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to air quality would apply to the proposed project.

Criteria Air Pollutants

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O₃ protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following criteria pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the public. The NAAQS (other than for O₃, NO₂, SO₂, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O₃, NO₂, SO₂, PM₁₀, and PM_{2.5} are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required the EPA to identify national emission standards for hazardous air pollutants to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

The following state regulations pertaining to air quality would apply to the proposed project.

Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before an air basin can attain the standard. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, and PM_{2.5} and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 3.1-1.

Table 3.1-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
O ₃	1 hour	0.09 ppm (180 µg/m ³)	—	Same as primary standard ^f
	8 hours	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³) ^f	
NO ₂ ^g	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	Same as primary standard
	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	
CO	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	None
	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	
SO ₂ ^h	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m ³)
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^g	—
	Annual	—	0.030 ppm (for certain areas) ^g	—
PM ₁₀ ⁱ	24 hours	50 µg/m ³	150 µg/m ³	Same as primary standard
	Annual arithmetic mean	20 µg/m ³	—	
PM _{2.5} ⁱ	24 hours	—	35 µg/m ³	Same as primary standard
	Annual arithmetic mean	12 µg/m ³	12.0 µg/m ³	15.0 µg/m ³
Lead ^{j,k}	30-day average	1.5 µg/m ³	—	—
	Calendar quarter	—	1.5 µg/m ³ (for certain areas) ^k	Same as primary standard
	Rolling 3-month average	—	0.15 µg/m ³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)	—	—
Vinyl chloride ^l	24 hours	0.01 ppm (26 µg/m ³)	—	—
Sulfates	24- hours	25 µg/m ³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.

Notes: O₃ = ozone; ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; NO₂ = nitrogen dioxide; CO = carbon monoxide; mg/m³ = milligrams per cubic meter; SO₂ = sulfur dioxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; PST = Pacific Standard Time.

^a California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, suspended particulate matter (PM₁₀, PM_{2.5}), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

- ^b National standards (other than O₃, NO₂, SO₂, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
- ^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 °C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25 °C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ^d National primary standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
- ^e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ^f On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ^g To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ^h On June 2, 2010, a new 1-hour SO₂ standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- ⁱ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.
- ^j CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ^k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under AB 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. In 1987, the Legislature enacted the Air Toxics “Hot Spots” Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment Program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There

are several airborne toxic control measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

In 2020, CARB approved the Advanced Clean Truck Regulation, the purpose which is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, particulate matter, TACs, greenhouse gases (GHGs), and other criteria pollutants generated from on-road mobile sources. Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including a manufacturer sales requirement and a reporting requirement.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

The following local/regional regulations pertaining to air quality would apply to the proposed project.

South Coast Air Quality Management District

While CARB is responsible for the regulation of mobile emission sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the proposed project is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain the CAAQS and NAAQS in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 parts per billion) for the SCAB and the Coachella Valley. Preliminary rule development for the 2022 AQMP is expected to begin in July 2021 including control measures developed through Residential and Commercial Buildings and Mobile Source Working Groups.

The most recently adopted AQMP is the 2016 AQMP (SCAQMD 2017a), which was adopted by the SCAQMD governing board in March 2017. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP represents an approach focusing on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017a). Because mobile sources are the principal contributor to the SCAB's air quality challenges, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA, who have primary responsibility for these sources. The 2016 AQMP recognizes the critical importance of working with other

agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy. These scenarios are key to implementation of the 2016 AQMP with broad support from a wide range of stakeholders.

Emissions that would result during construction and operation of the proposed project are subject to the rules and regulations of the SCAQMD. The SCAQMD rules applicable to the proposed project may include the following:

- **Rule 401 – Visible Emissions:** This rule establishes the limit for visible emissions from stationary sources.
- **Rule 402 – Nuisance:** This rule prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- **Rule 431.2 – Sulfur Content of Liquid Fuels:** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose both of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile sources.
- **Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines:** This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NO_x, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.
- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule applies to owners and operators of commercial cooking operations, preparing food for human consumption. The rule requirements currently apply to chain-driven charbroilers used to cook meat. All other commercial restaurant cooking equipment including, but not limited to, under-fired charbroilers, may be subject to future rule provisions.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated Metropolitan Planning Organization for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning and other regional issues, SCAG has prepared the *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (2008 RCP) for the region (SCAG 2008). The 2008 RCP is a problem-solving guidance document that directly responds to what SCAG has learned about Southern California's challenges through the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving inter-related housing, traffic, water, air quality, and other regional challenges (SCAG 2008).

In regards to air quality, the 2008 RCP sets the policy context in which SCAG participates in and responds to the SCAQMD air quality plans and builds off the SCAQMD AQMP processes that are designed to meet health-based criteria pollutant standards in several ways (SCAG 2008). First, the 2008 RCP complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP emphasizes the need for local initiatives that can reduce the region's GHG emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

With regard to future growth included in the 2016 AQMP, SCAG prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), which provided population, housing, and employment projections for cities under its jurisdiction (SCAG 2016). The growth projections in the 2016-2040 RTP/SCS are based on projections originating in County and City General Plans, and are used in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's AQMP. SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016. Notably, SCAG has more recently adopted Connect SoCal, the 2020-2045 RTP/SCS, on September 3, 2020 (SCAG 2020), but the updated growth projections have not yet been incorporated into an adopted AQMP. SCAQMD is currently developing the 2022 AQMP, as noted above, which will incorporate these updated regional growth projections. However, the 2022 AQMP has not been released for review or adopted to date. As such, this analysis relies on the 2016 AQMP.

General Plan

The Infrastructure, Resources, and Conservation Element of the City's General Plan includes air quality policies intended to limit stationary and mobile sources of air pollution, and supports techniques and technologies that would reduce emissions within the City and region (City of West Hollywood 2011). The following policies of the Infrastructure, Resources, and Conservation Element are applicable to the proposed project:

Goal IRC-7

Improve air quality and reduce emissions of air pollution.

Policy IRC-7.2

Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.

Policy IRC-7.3

Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

Policy IRC-7.4

Prohibit combustion or gasoline powered engines in leaf blowers.

Policy IRC-7.5

Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

Policy IRC-7.6

Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

Local Ambient Air Quality***South Coast Air Basin Attainment Designation***

Pursuant to the 1990 federal Clean Air Act amendments, the EPA classifies air basins (or portions thereof) as “attainment” or “nonattainment” for each criteria air pollutant based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “nonattainment” for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified” or “unclassifiable.” The designation of “unclassifiable/attainment” means that the area meets the standard or is expected to meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as “attainment” or “nonattainment,” but based on the CAAQS rather than the NAAQS. Table 3.1-2 depicts the current attainment status of the SCAB with respect to the NAAQS and CAAQS.

Table 3.1-2. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Ozone (O ₃) – 1 hour	No National Standard	Nonattainment
Ozone (O ₃) – 8 hour	Extreme Nonattainment	Nonattainment
Nitrogen Dioxide (NO ₂)	Unclassifiable/Attainment	Attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Sulfur Dioxide (SO ₂)	Unclassifiable/Attainment	Attainment
Coarse Particulate Matter (PM ₁₀)	Attainment/Maintenance	Nonattainment
Fine Particulate Matter (PM _{2.5})	Serious Nonattainment	Nonattainment
Lead	Nonattainment	Attainment
Hydrogen Sulfide	No National Standard	Unclassified
Sulfates	No National Standard	Attainment
Visibility-Reducing Particles	No National Standard	Unclassified
Vinyl Chloride	No National Standard	No designation

Sources: EPA 2021a (national); CARB 2019g (California).

Notes: Attainment = meets the standards; Attainment/Maintenance = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data

In summary, the SCAB is designated as a nonattainment area for federal and state O₃ standards and federal and state PM_{2.5} standards. The SCAB is also designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for federal PM₁₀ standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state NO₂ standards, and federal and state SO₂ standards. The Los Angeles County portion of the SCAB is the only area that has been designated as nonattainment for the federal rolling 3-month average lead standard; however, it is designated attainment for the state lead standard (EPA 2021a;

CARB 2019g). The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Despite the current nonattainment status, air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly a result of lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. Despite this growth, air quality has improved significantly over the years, primarily because of the impacts of the region's air quality control program. PM₁₀ levels have declined almost 50% since 1990, and PM_{2.5} levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O₃, although the rate of O₃ decline has slowed in recent years.

Local Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. SCAQMD monitors local ambient air quality at the project site. The project area's local ambient air quality is monitored by SCAQMD. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations.

The West Los Angeles – VA Hospital monitoring station, located at 11301 Wilshire Boulevard Los Angeles, California 90073, is the nearest air quality monitoring station to the project area, approximately 4.7 miles southwest of the project site. The data collected at this station are considered representative of the air quality experienced in the project vicinity. Air quality data from 2017 through 2019 for the West Los Angeles – VA Hospital monitoring station are provided in Table 3.1-3. Because SO₂, PM₁₀, and, PM_{2.5}, levels were not monitored at the West Los Angeles – VA Hospital monitoring station, reported values were taken from the next closest monitoring station, which is the Los Angeles - North Main Street location (1630 North Main Street, Los Angeles, California 90012), located approximately 9.2 miles southeast of the project site.

Table 3.1-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2017	2018	2019	2017	2018	2019
Ozone (O ₃)										
West Los Angeles – VA Hospital	ppm	Maximum 1-hour concentration	California	0.09	0.099	0.094	0.086	1	0	0
	ppm	Maximum 8-hour concentration	California	0.070	0.077	0.073	0.075	3	2	1
			National	0.070	0.077	0.074	0.075	3	2	1
Nitrogen Dioxide (NO ₂)										
West Los Angeles – VA Hospital	ppm	Maximum 1-hour concentration	California	0.18	0.055	0.064	0.048	0	0	0
			National	0.100	0.056	0.065	0.049	0	0	0
	ppm	Annual concentration	California	0.030	ND	ND	ND	N/A	N/A	N/A
			National	0.053	ND	ND	ND	N/A	N/A	N/A
Carbon Monoxide (CO)										
West Los Angeles – VA Hospital	ppm	Maximum 1-hour concentration	California	20	ND	ND	ND	ND	ND	ND
			National	35	2.0	1.6	1.9	0	0	0
	ppm	Maximum 8-hour concentration	California	9.0	ND	ND	ND	ND	ND	ND
			National	9	1.2	1.3	1.2	0	0	0
Sulfur Dioxide (SO ₂)										
Los Angeles – North Main Street	ppm	Maximum 1-hour concentration	National	0.075	0.0057	0.018	0.01	0	0	0
	ppm	Maximum 24-hour concentration	National	0.14	0.0015	0.0013	0.0014	0	0	0
	ppm	Annual concentration	National	0.030	0.00036	0.00034	0.00033	N/A	N/A	N/A
Coarse Particulate Matter (PM ₁₀) ^a										
Los Angeles - North Main Street	µg/m ³	Maximum 24-hour concentration	California	50	96.2	81.2	93.9	ND (40)	31.8 (31)	ND (15)
			National	150	64.6	68.2	62.4	0.0 (0)	0.0 (0)	0.0 (0)
	µg/m ³	Annual concentration	California	20	ND	ND	ND	N/A	N/A	N/A

Table 3.1-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2017	2018	2019	2017	2018	2019
Fine Particulate Matter (PM _{2.5}) ^a										
Los Angeles - North Main Street	µg/m ³	Maximum 24-hour concentration	National	35	54.9	61.4	43.5	6.1 (6)	6.3 (6)	1.0 (1)
	µg/m ³	Annual concentration	California	12	16.3	16.0	10.8	N/A	N/A	N/A
			National	12.0	12.0	12.8	10.8	N/A	N/A	N/A

Sources: CARB 2021; EPA 2021b.

Note: O₃ = ozone; NO₂ = nitrogen dioxide; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; ppm = parts per million; µg/m³ = micrograms per cubic meter; N/A = not applicable; ND = insufficient data available to determine the value.

Data taken from CARB iADAM or EPA AirData represent the highest concentrations experienced over a given year.

Exceedances of national and state standards are only shown for O₃ and particulate matter. All other criteria pollutants did not exceed either national or state standards during the years shown.

An exceedance of a standard is not necessarily related to a violation of the standard.

^a Measurements of PM₁₀ and PM_{2.5} are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

3.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to air quality are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people (i.e., Threshold D). Accordingly, this issue is not further analyzed in the EIR. Based on the remaining thresholds, a significant impact related to air quality would occur if the project would:

- A. Conflict with or obstruct implementation of the applicable air quality plan.
- B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- C. Expose sensitive receptors to substantial pollutant concentrations.

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the project would have a significant impact on air quality. The City uses SCAQMD's thresholds to evaluate proposed development projects and to assess the significance of quantifiable impacts. The potential air quality impacts of a project are, therefore, evaluated according to the thresholds adopted by the SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and SCAQMD guidance.

The approach and significance criteria used for each of the thresholds listed above is described as follows:

Threshold A: The evaluation of whether the project would conflict with or obstruct implementation of the applicable air quality plan is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3, which sets forth a number of criteria for this evaluation. The first criterion assesses if the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP. The second criterion is if the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Threshold B: To evaluate the potential for the project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, this analysis applies the SCAQMD's construction and operational criteria pollutants mass daily thresholds, as shown in Table 3.1-4. Project-related air quality impacts estimated in this environmental analysis would be considered significant on a project- and cumulative-level if any of the applicable significance thresholds presented in Table 3.1-4 would be exceeded.

A project would potentially result in a cumulatively considerable net increase in O₃, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds. These emissions-based thresholds for O₃ precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O₃ impacts to occur). This approach is used because O₃ is not emitted directly, and the effects of an individual project's emissions of O₃ precursors (VOC and NO_x) on O₃ levels in ambient air cannot be reliably or meaningfully determined through air quality models or other quantitative methods for an individual project.

Table 3.1-4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	Construction (pounds per day)	Operation (pounds per day)
VOCs	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
Lead ^a	3	3
TACs and Odor Thresholds		
TACs ^b	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants ^c		
NO ₂ 1-hour average NO ₂ annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
SO ₂ 1-hour average SO ₂ 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
PM ₁₀ 24-hour average PM ₁₀ annual average	10.4 µg/m ³ (construction) ^d 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM _{2.5} 24-hour average	10.4 µg/m ³ (construction) ^d 2.5 µg/m ³ (operation)	

Source: SCAQMD 2019.

Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; TAC = toxic air contaminant; NO₂ = nitrogen dioxide; SO₂ = sulfur dioxides; ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

^a The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

^b TACs include carcinogens and non-carcinogens.

^c Ambient air quality standards for criteria pollutants based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.

^d Ambient air quality threshold based on SCAQMD Rule 403.

Threshold C: The assessment of the project's potential to expose sensitive receptors to substantial pollutant concentrations includes a localized significance threshold (LST) analysis, as recommended by the SCAQMD, to evaluate the potential for localized air quality impacts to affect sensitive receptors in the immediate vicinity of the project during construction and operation. For project sites of 5 acres or less, the SCAQMD LST Methodology (SCAQMD 2008) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO₂, CO, PM₁₀, and PM_{2.5}) without performing project-specific dispersion modeling.

The LST significance thresholds for NO₂ and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM₁₀ represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for PM_{2.5} is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the PM_{2.5} ambient air quality standards. The allowable emission rates depend on the following parameters:

- a. Source-Receptor Area (SRA) in which the project is located;
- b. Size of the project site; and
- c. Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals).

The project site is located in SRA 2 (Northwest Coastal Los Angeles County). The nearest sensitive receptors that could potentially be subject to air quality impacts associated with the project include adjacent transient residential (i.e., hotel) uses to the south, residential uses to the east and west, residential uses to the north (north of Sunset Boulevard and north of a frontage row of commercial uses), and the West Hollywood Elementary School to the south-southwest. The receptor distance of 25 meters from the project site, which is the shortest distance provided by the SCAQMD, was applied to the analysis.⁴

The maximum number of acres expected to be disturbed on the peak construction day was estimated using the *Fact Sheet for Applying the California Emissions Estimator Model (CalEEMod) to Localized Significance Thresholds* (SCAQMD 2014). This fact sheet provides the estimated number of acres that would be disturbed per 8-hour work day per piece of earth-moving equipment. While the project site is less than one acre, based on the SCAQMD guidance, it was estimated that the maximum acres on the project site that would be disturbed by off-road equipment would be 1 acre per day for grading and site preparation; therefore, the 1-acre LST thresholds are utilized in this analysis.⁵ The applicable thresholds are shown in Table 3.1-5.

Table 3.1-5. Localized Significance Thresholds for Source-Receptor Area 2 (Northwest Coastal Los Angeles County)

Pollutant	LST Threshold (pounds/day) ^a
NO ₂	103
CO	562
PM ₁₀	4
PM _{2.5}	3

Source: SCAQMD 2008, Appendix C.

Notes: LST = localized significance threshold; NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

^a LSTs for the project site based on a 1-acre site for a receptor distance of 25 meters.

In addition to the construction LST assessment, the analysis of the potential for the project to expose sensitive receptors to substantial pollutant concentrations also evaluates potential health effects associated with CO hotspots, TACs, and criteria air pollutants.

⁴ Although receptors could be closer to construction than 25 meters, the SCAQMD recommends that projects with boundaries closer than 25 meters to the nearest receptors should use the LSTs for receptors located at 25 meters (SCAQMD 2008).

⁵ The area of daily disturbance can be greater than the project site itself based on multiple passes over the site by earth moving equipment.

3.1.4 Methodology

Emissions from construction and operation of the proposed project and existing land uses were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2.⁶ CalEEMod input parameters, including the proposed project land use type and size and construction schedule were based on information provided by the project applicant, or default model assumptions if project specifics were unavailable.

Construction

Construction emissions were calculated for the estimated maximum-intensity day over the construction period (this is considered the day with the greatest emissions). Default CalEEMod values were used where detailed project information was not available.

It is anticipated that construction of the proposed project would commence in September 2022 and reach completion in April 2025. For purposes of estimating project construction and demolition emissions, the analysis contained herein is based on the following assumptions:

- Demolition: September 2022 – October 2022
- Grading/Excavation: October 2022 – April 2023
- Building Construction: April 2023 – May 2024
- Paving/Finishing: June 2023 – June 2024
- Tenant Improvements: March 2024 – February 2025
- Commissioning: February 2025 – April 2025

The construction equipment mix and estimated hours of operation per day for the criteria air pollutant emissions modeling are based on input provided by the project applicant's construction contractor (see Table 3.1-6). For this analysis, it was assumed that heavy construction equipment would be used 5 days per week (22 days per month) during project construction.

Table 3.1-6 also presents estimated worker trips, vendor (delivery) truck trips, and haul truck trips anticipated for each construction phase. Demolition of on-site existing buildings and asphalt is anticipated to generate a total of 1,576 tons of demolition debris. Export of demolition material is anticipated to require 78 round-trip haul truck trips (156 one-way trips). Based on information provided by the applicant, during the grading/excavation phase, approximately 84,000 cubic yards of material would be exported off site, which is anticipated to require 6,000 round-trip haul truck trips (12,000 one-way trips). Vendor trucks transporting concrete, steel, and other building materials were assumed during building construction. Additional vendor trucks were assumed during the other phases to capture water truck usage and potential material deliveries. Table 3.1-6 presents the construction scenario assumptions used to estimate project-generated construction emissions.

⁶ CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with the construction and operational activities from a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod 2016.3.2 was used for this analysis since it was the current model at the time of the NOP. Of note, CalEEMod 2020.4.0 was released in June 2021 and incorporates updated mobile source emission factors. Overall, the use of CalEEMod 2016.3.2 generally estimates more conservative results than CalEEMod 2020.4.0.

Table 3.1-6. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Daily Usage Hours
Demolition	10	2	156	Concrete/Industrial Saws	2	8
				Excavators	1	8
				Rubber Tired Dozers	2	1
				Tractors/Loaders/Backhoes	2	6
Grading/Excavation	10	2	12,000	Bore/Drill Rigs	2	8
				Excavators	2	8
				Pumps	1	8
				Rubber Tired Dozers	1	1
				Tractors/Loaders/Backhoes	2	6
				Trenchers	1	8
Building Construction	156	40	0	Aerial Lifts	2	8
				Air Compressors	2	8
				Cranes	1	4
				Forklifts	2	6
				Pumps	1	8
				Tractors/Loaders/Backhoes	2	8
				Welders	2	8
Paving/ Finishing	32	2	0	Cement and Mortar Mixers	1	6
				Paving Equipment	1	8
				Skid Steer Loaders	1	8
				Tractors/Loaders/Backhoes	1	7
Tenant Improvements	32	2	0	N/A	N/A	N/A
Commissioning	32	2	0	N/A	N/A	N/A

Notes: N/A = not applicable
See Appendix D for details.

Operation

Emissions from the operational phase of the project were estimated using CalEEMod Version 2016.3.2. Operational year 2026 was assumed for this analysis as the first full year after buildout.

Emissions from the existing land uses were also estimated using CalEEMod to present the net change in criteria air pollutant emissions. Year 2019 was assumed for existing conditions.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, which include emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described in the following text, and are not considered area sources. (The project and existing scenario are assumed to not include woodstoves or fireplaces (wood or natural gas). As such, area source emissions associated with hearths were not included in this analysis.)

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of residential and nonresidential buildings and on the default factor of pounds of VOC per building square foot per day. For the proposed parking structure and the existing surface parking lots, CalEEMod estimates VOC emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of VOC per square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of nonresidential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the residential surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating. For nonresidential land uses, surface area for painting equals 2.0 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating. For asphalt surfaces, the architectural coating area is assumed to be 6% of the total square footage, consistent with the supporting CalEEMod studies provided as an appendix to the CalEEMod User's Guide (CAPCOA 2017).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gas emissions in CalEEMod, since criteria pollutant emissions would occur at the site of power plants, which are not on the project site. However, natural gas combustion would occur at the project site itself, in association with equipment that uses natural gas. As such, its use on the project site is estimated and modeled in CalEEMod. The natural gas use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity values (natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. The current version of CalEEMod assumes compliance with the 2016 Title 24 Building Energy Efficiency Standards (CAPCOA 2017); however, the project would be required to comply with the 2019 Title 24 Standards. Per the California Energy Commission (CEC) Impact Analysis for the 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, the first-year savings for newly constructed non-residential buildings, which would also apply to the project's residential component,⁷ are 197 gigawatt hours of electricity savings and 0.27 million therms of gas savings, representing reductions from the 2016 Title 24 standard of 10.7% and 1%, respectively (CEC 2018). To take into account energy reductions associated with compliance with 2019 Title 24, the CalEEMod Title 24 electricity and natural gas values were reduced by 10.7% and 1%, respectively. An additional 20% reduction was applied based on the project's commitment to achieve at least 20% reduction as compared to the 2019 Title 24 standards for energy. Based on the age of the existing buildings to be demolished, the historical energy use option (i.e., pre-2005 standards) was selected in CalEEMod as the existing buildings were built in compliance with less stringent building energy efficiency codes.

Mobile Sources

Mobile sources for the project would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the project site. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. The default vehicle mix provided in CalEEMod 2016.3.2, which is based on CARB's Mobile Source Emissions Inventory model (EMFAC) version 2014, was applied for both the project and existing scenario.⁸ Emission factors representing year 2026 and 2019 were used to estimate emissions associated with of the first full year of project operations and existing land uses, respectively. Trip generation rates for the project and the existing scenario are based on the traffic data provided in Appendix L of this EIR.

The California Air Pollution Control Officers Association (CAPCOA) has developed methodologies for quantifying the GHG emission reductions associated with numerous mitigation measures (CAPCOA 2010). Some GHG reduction techniques also reduce air pollutant emissions, such as those related to land use and transportation planning that would reduce vehicle trips and/or trip lengths, enhance walking and bicycles as alternative modes of transportation, and/or enhance availability of transit. In regard to mobile source emission reduction features relating to land use, the project would involve an increase in density and diversity of uses relative to existing conditions and relative to the CalEEMod default assumptions for the proposed land uses., which results in reduced vehicle miles traveled (VMT). In regard to increased diversity of uses, having different types of land uses near one another (such as for mixed-use developments, like the proposed project) can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport (CAPCOA 2010). The reduction in overall VMT results in an associated reduction in mobile source emissions.

In regard to alternative modes of transportation, the project would improve the pedestrian network on the project site, which would result in minor reductions to motor vehicle emissions. Pedestrian network improvements include providing access and links to pedestrian facilities contiguous with the project site and minimizing barriers to pedestrian access and interconnectivity, which would encourage pedestrian travel. Pedestrian network improvements would result in a minor VMT reduction and an associated reduction in mobile source emissions (CAPCOA 2010).

⁷ The proposed residential structures are over 4 levels. Title 24 categorizes residential buildings that are 4 or more habitable levels as high-rise residential and high-rise residential, along with the project's hotel use, are included in the nonresidential section of Title 24.

⁸ As also described above, CalEEMod 2016.3.2 was used for this analysis since it was the current model at the time of the NOP. Of note, CalEEMod 2020.4.0 was released in June 2021 and incorporates updated mobile source emission factors from EMFAC2017. Overall, the use of CalEEMod 2016.3.2 and EMFAC2014 generally estimates more conservative results than CalEEMod 2020.4.0.

Stationary Sources

The proposed project is expected to include an approximately 1,000 kilowatt diesel emergency generator. Emissions associated with operation of the generator were estimated for the routine testing and maintenance of the emergency generator, assuming up to 2 hours of operation per day and up to 50 hours of operation per year.⁹ The CalEEMod inputs incorporate default emission factors for this size generator.

3.1.5 Impacts Analysis

Threshold A: Would the project conflict with or obstruct implementation of the applicable air quality plan?

As previously discussed, the project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD has established criteria for determining consistency with the 2016 AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993). The criteria are:

- **Consistency Criterion No. 1:** The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

As demonstrated under Threshold B, the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations. Therefore, the proposed project would not result in a delay in attainment of the NAAQS and CAAQS specified in the AQMP. As such, the project would not conflict with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook*.

Consistency Criterion No. 2

While striving to achieve the NAAQS for O₃ and PM_{2.5} through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook*). The future emissions forecasts in the AQMP are primarily based on demographic and economic growth projections provided by SCAG. Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2016 RTP/SCS were used to estimate future emissions in the 2016 AQMP (SCAQMD 2017a).¹⁰

As described in Section 3.8 of this EIR, the City's General Plan provides land use designations and specifies allowable uses and building intensities for each designation. The land use designations set forth in the General

⁹ 2 hours of routine testing and maintenance in a day is a conservative assumption, based on National Fire Protection Association (NFPA) 110, Standard for Emergency and Standby Power Systems. However, typical monthly testing is anticipated to be from 0.5 hour to 1 hour per generator.

¹⁰ As mentioned previously, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, but the growth projections therein have not yet been incorporated into an adopted AQMP. SCAQMD is currently developing the 2022 AQMP, which will incorporate the updated regional growth projections. However, the 2022 AQMP has not been released for review or adopted to date.

Plan are consistent with the zoning districts found in the Zoning Ordinance. The proposed project site falls within the Sunset Specific Plan (SSP) land use designation. This designation provides for implementation of the Sunset Specific Plan. The SSP establishes a cap on the maximum level of both commercial and residential development projected to occur over the 20-year life of the SSP. The SSP was established in 1996, so its buildout year extended to 2016. As such, the proposed project falls outside of the planning horizon of the SSP. The commercial development cap established in the SSP is 1.18 million square feet and the residential development cap is 259 residential units. Since the adoption of the SSP, the state has enacted a law (Senate Bill 330) that restricts local governments' abilities to enforce caps on housing development. The commercial development cap from the SSP has already been realized. The SSP states that the City may need to reevaluate the development cap during SSP implementation to determine whether it should be increased. The City may also need to reevaluate the assumed land use mix. If either the cap or the land use mix are changed from the assumptions set forth in the SSP, the City would be required to prepare supplemental environmental analyses to evaluate those changes. The proposed project would involve the construction of 181,903 square feet of commercial uses and 41 dwelling units. As such, the proposed project would contribute to commercial and residential development within the SSP area. While the proposed project would contribute to an exceedance of the commercial cap in the SSP, the proposed project would require an SSP amendment, which is being analyzed for its potential environmental impacts within this EIR. As indicated above, the residential cap in the SSP is no longer applicable, due to recent state law that has been adopted to address the housing crisis. Furthermore, the project is being proposed outside of the planning horizon of the SSP.

As demonstrated in Section 3.8 of this EIR, while the project would require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site, the project would comply with all other applicable aspects of the SSP. In addition, because the proposed project would be consistent with and would help implement the overarching goals and vision of the SSP, such updates would be appropriate and would be consistent with the overall intent of the plan.

Further, as discussed in Section 3.10 of this EIR, the project would result in a net increase of 187 new jobs and 66 new residents. The SCAG Growth Forecast (an appendix to the 2016–2040 RTP/SCS)¹¹ estimates that employment in the City would grow from 29,800 employees in 2012 to 37,300 employees in 2040, and population would grow from 34,800 people in 2012 to 41,800 people in 2040 (SCAG 2016). As such, the addition of 187 net new employees and 66 residents associated with the project would be minimal and would not exceed the growth projections for 2040 anticipated in the RTP/SCS. The proposed hotel use would temporarily allow visitors to stay on site in its proposed 115 guest rooms. The temporary stay of hotel guests would be minimal in comparison to the anticipated population increase of the SCAG Growth Forecast. Therefore, the proposed project would not stimulate population growth or a population concentration or employment above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Additionally, as demonstrated in Section 3.8 of this EIR, the proposed project would be considered consistent with the General Plan.

Summary

As previously described, the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and would not, therefore, conflict with Consistency Criterion No. 1. Although the project would entail an SSP amendment, it would be consistent with the General Plan and the overarching goals and vision of the SSP, would not require a rezone, and would not create additional jobs or residences beyond what is assumed in the SCAG 2016–2040 RTP/SCS. As such, the proposed project would be

¹¹ Demographics from the 2016 RTP/SCS are still applicable for the purposes of the air quality analysis, since those are included and used in the current AQMP.

consistent with the demographic growth forecasts in the SCAG 2016–2040 RTP/SCS. Therefore, the project would also be consistent with the SCAQMD 2016 AQMP and the project would not, therefore, conflict with Consistency Criterion No. 2. Based on these considerations, impacts related to the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be **less than significant**.

Threshold B: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

In considering cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed previously, the SCAB has been designated as a national nonattainment area for O₃ and PM_{2.5}, and a California nonattainment area for O₃, PM₁₀, and PM_{2.5}. Construction and operation of the proposed project would result in emissions of criteria air pollutants, which may result in a cumulatively considerable net increase of criteria pollutants for which the SCAB is in nonattainment under an applicable NAAQS or CAAQS. The following discussion identifies potential short-term construction impacts and operational impacts that would result from implementation of the proposed project.

Construction Emissions

Construction of the proposed project would result in the addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, worker vehicles, haul trucks, and vendor truck trips. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, and the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

As discussed in Section 3.1.4, criteria air pollutant emissions associated with construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2022–2025). Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the applicant, or model defaults where project specifics were not available, and are intended to represent a reasonable scenario based on the best information available.

Implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The proposed project would be required to comply with SCAQMD Rule 403 to control dust emissions. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active areas of the site approximately two times daily depending on weather conditions and limiting vehicle speeds to 15 miles per hour on unpaved staging areas. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker

vehicles would result in emissions of NO_x, VOCs, CO, SO_x, PM₁₀, and PM_{2.5}. The application of architectural coatings, such as exterior application/interior paint and other finishes, would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Table 3.1-7 presents the estimated maximum unmitigated daily construction emissions generated during construction of the proposed project in each year. The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. Details of the emission calculations are provided in Appendix D.

Table 3.1-7. Estimated Maximum Daily Construction Emissions

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Year	<i>pounds per day</i>					
2022	2.72	41.53	26.89	0.12	5.33	2.11
2023	3.35	31.80	34.66	0.11	3.72	1.62
2024	8.43	23.07	35.21	0.08	3.61	1.56
2025	30.90	0.21	0.99	<0.01	0.37	0.10
Maximum daily emissions	30.90	41.53	35.21	0.12	5.33	2.11
<i>SCAQMD threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix D for complete results.

The values shown are the maximum summer or winter daily emissions results from California Emissions Estimator Model (CalEEMod). These estimates reflect the "mitigated" CalEEMod results, which include control of fugitive dust required by South Coast Air Quality Management District (SCAQMD) Rule 403 assuming watering of the project site two times per day.

As shown in Table 3.1-7, maximum daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction in any of the construction years. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions.

Operational Emissions

Operation of the project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment; energy sources, including combustion of fuels used for space and water heating; and stationary emergency generator routine testing and maintenance. As discussed in Section 3.1.4, pollutant emissions associated with long-term operation of the project and operation of the existing land uses were quantified using CalEEMod.

Table 3.1-8 presents the net change maximum daily area, energy, mobile, and stationary source emissions associated with operation of the project in 2026 and operation of the existing land uses in 2019, and the estimated net change in emissions (project minus the existing scenario). The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. Details of the emission calculations are provided in Appendix D.

Table 3.1-8. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds per day					
Proposed Project						
Area	3.91	0.04	3.41	0.00	0.02	0.02
Energy	0.25	2.27	1.84	0.01	0.17	0.17
Mobile	3.66	15.54	28.04	0.10	8.05	8.05
Stationary Emergency Generator	4.40	19.68	11.22	0.02	0.65	0.65
Total	12.22	37.53	44.52	0.13	8.89	8.89
Existing						
Area	0.39	<0.01	<0.01	0.00	<0.01	<0.01
Energy	0.02	0.20	0.17	<0.01	0.02	0.02
Mobile	1.25	5.34	13.71	0.04	2.91	0.81
Total	1.66	5.54	13.88	0.04	2.92	0.82
Net Change in Emissions						
Net Change (Proposed Project – Existing)	10.57	31.99	30.64	0.09	5.97	8.07
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix D for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 3.1-8, the net change in combined emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.

As noted above, the SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. Construction and operation of the project would generate VOC and NO_x emissions (which are precursors to O₃) and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Tables 3.1-7 and 3.1-8, project-generated construction and operational emissions, respectively, would not exceed the SCAQMD emission-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}, and therefore the project would not cause a cumulatively significant impact.

Cumulative localized impacts would potentially occur if proposed project construction were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative.¹² However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. In addition, cumulative VOC emissions would be reduced because all

¹² The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

future projects would be subject to SCAQMD Rule 1113 (Architectural Coating), which places limits on the VOC content of paint and other coatings. Additional SCAQMD rules that future cumulative projects would be required to comply with are discussed in Section 3.1.2.

Based on the previous considerations, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. Impacts would be **less than significant**.

Threshold C: Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds Analysis

Sensitive receptors are those more susceptible to the effects of air pollution than the population at large. The SCAQMD considers that sensitive receptors may include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors that could potentially be subject to air quality impacts associated with the project include adjacent transient residential (i.e., hotel) uses to the south, residential uses to the east and west, residential uses to the north (north of Sunset Boulevard and north of a frontage row of commercial uses), and the West Hollywood Elementary School to the south-southwest.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the project. As indicated in the discussion of the thresholds of significance (Section 3.1.3), SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in SCAQMD's Final LST Methodology (2008). According to the Final LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). Hauling of soils and construction materials associated with project construction are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways, since localized emissions from the trucks would be relatively brief in nature and would cease once the trucks pass through the main streets. Furthermore, the project site is located along the major arterial of Sunset Boulevard, and haul truck trips will not need to travel on local streets proximate to any sensitive receptors.

Construction activities associated with the proposed project would result in temporary sources of on-site fugitive dust and construction equipment emissions. As discussed above, off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. The estimated maximum daily on-site construction emissions generated by the project are presented in Table 3.1-9 and compared to the applicable SCAQMD LSTs SRA 2 (for 1-acre project sites corresponding to a distance to a sensitive receptor of 25 meters, which is the most stringent LSTs).

Table 3.1-9. Localized Significance Thresholds Analysis for Project Construction

	NO ₂	CO	PM ₁₀	PM _{2.5}
Maximum On-Site Emissions	<i>Pounds per Day</i>			
Construction emissions	18.05	21.19	1.36	1.04
SCAQMD LST	103	562	4	3
LST exceeded?	No	No	No	No

Source: SCAQMD 2008.

Notes:

NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

See Appendix D for complete results.

Localized significance thresholds are shown for 1-acre project sites corresponding to a distance to a sensitive receptor of 25 meters. These estimates include compliance with SCAQMD Rule 403 regarding fugitive dust control, including watering of an active site two times per day.

As shown in Table 3.1-9, construction activities would not generate criteria air pollutant emissions in excess of site-specific LSTs; therefore, localized impacts during construction of the project would be **less than significant**.

Health Effects of Carbon Monoxide

Mobile source impacts occur on two scales of motion. Regionally, proposed project-related travel would add to regional trip generation and increase the VMT within the local airshed and the SCAB. Locally, traffic generated by the project would be added to the City's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with traffic not related to the proposed project, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V: Modeling and Attainment Demonstrations, SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. As a screening analysis to determine if there would be a potential CO impact for the project, the maximum 1-hour and 8-hour CO concentrations from these worst-case intersections were added to the background 1-hour CO concentration in the project area. If the summed 1-hour and 8-hour CO concentrations would be less than the respective CO CAAQS, and if the project would not increase daily traffic volumes at any study intersections to more than 100,000 vehicles per day, then the project would not result in a potential CO hotspot impact.

Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the most recent maximum 1-hour CO concentration of 1.6 ppm for 2018 at the West Los Angeles VA Hospital monitoring station (EPA 2021), which is the nearest station to the project site, the 1-hour CO would be 6.2 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration of 1.3 ppm at the West Los Angeles VA Hospital monitoring station (EPA 2021), the 8-hour CO would be 5.1 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Based on traffic data shown in Appendix L, the maximum volume of traffic at the intersections in the project area is expected to be approximately 43,370 vehicles per day. (This accounts for project-related traffic plus future traffic conditions in the area.)¹³ As such, the proposed project would not increase daily traffic volumes at any intersection in the project area to more than 100,000 vehicles per day. Therefore, a CO hotspot is not anticipated to occur and associated impacts would be **less than significant**.

Health Effects of Toxic Air Contaminants

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as TACs or HAPs. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and has adopted appropriate control measures for sources of these TACs.

The following air toxic control measures (ATCMs) are required by state law to reduce DPM emissions (DPMs are considered TACs):

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading is required to be limited to 5 minutes; electric auxiliary power units should be used whenever possible.

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 30-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The greatest potential for TAC emissions during construction would be DPM emissions from heavy equipment operations and heavy-duty trucks during construction of the proposed project and the associated health impacts to sensitive receptors. Additionally, the existing buildings on-site would be demolished and may contain asbestos based on the age of original construction.

As shown in Table 3.1-8 and Table 3.1-9, maximum daily particulate matter (PM₁₀ or PM_{2.5}) emissions generated by construction equipment operation and from haul trucks (exhaust particulate matter, or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the SCAQMD significance thresholds. Moreover, total construction of the project would last approximately 32 months, or about 9% of the OEHHA recommended 30-year exposure period, after which project construction-related TAC emissions would cease. Based on the short-term duration of construction and compliance with applicable regulations to minimize TAC exposure, project construction would not result in exposure of sensitive receptors to substantial air pollutant concentrations.

Regarding operations, the proposed project would not result in non-permitted stationary sources that would emit substantial air pollutants or TACs. Routine testing and maintenance of the diesel emergency generator would result in emissions of DPM. However, the applicant would be required to work with the SCAQMD in order to obtain permits to operate. As part of the permit process, the SCAQMD will evaluate compliance with Rule 1401, New Source Review of Toxic Air Contaminants, and Rule 1401.1, Requirements for New and Relocated Facilities Near Schools. Rule 1401

¹³ Based on P.M. peak hour at Clark Street/San Vicente Boulevard and Sunset Boulevard during the Cumulative with Project scenario.

identifies acceptable risk levels and emissions control requirements for new and modified facilities that may emit additional TACs. Under Rule 1401, permits to operate may not be issued when emissions of TACs result in a maximum incremental cancer risk greater than 1 in 1 million without application of best available control technology for toxics (T-BACT), or a maximum incremental cancer risk greater than 10 in 1 million with application of T-BACT, or if the cumulative cancer burden (i.e., increase in cancer cases in the population) from all TACs emitted from a single piece of equipment exceeds 0.5, or a health hazard index (chronic and acute) greater than 1.0 (SCAQMD 2017b).

Based on the close proximity of West Hollywood Elementary School (less than 500 feet away), Rule 1401.1 would also apply, which is designed to be more health protective for school children than Rule 1401. For new facilities, Rule 1401.1 requires the facility-wide cancer risk to be less than 1 in a million at any school or school under construction within 500 feet of a facility. The human health risk analysis is based on the time, duration, and exposures expected. T-BACT is determined on a case-by-case basis; however, an example of T-BACT includes diesel particulate filters for stationary engines. Unlike other SCAQMD risk-based rules, however, the required risk thresholds of Rule 1401.1 do not change based on whether or not the source is equipped with T-BACT. As such, compliance with Rule 1401.1 would provide additional protections for nearby sensitive receptors from the effects of emergency generator operation.

Overall, the proposed emergency generator would be operated for a limited time (50 hours or less per year for testing and maintenance), would be required to meet the required emissions rates for DPM at the time of installation, and must be demonstrated to meet the requirements of all applicable rules before the SCAQMD can issue the permits to operate stationary source equipment.

Based on the above considerations, the project would not expose sensitive receptors to substantial pollutant concentrations or health risk during construction or operations, and this impact would be **less than significant**.

Health Effects of Other Criteria Air Pollutants

Construction and operation of the project would not result in emissions that would exceed the SCAQMD thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

As discussed in Section 3.1.1, health effects associated with O₃ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019b). VOCs and NO_x are precursors to O₃, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O₃ are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SCAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O₃ CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Because construction and operation of the project would not exceed SCAQMD thresholds for VOC or NO_x, implementation of the project would not significantly contribute to regional O₃ concentrations or the associated health effects.

Health effects associated with NO_x and NO₂ include lung irritation and enhanced allergic responses (see Section 3.1.1) (CARB 2019c). Because project construction would not generate NO_x emissions that would exceed the SCAQMD mass daily thresholds and because the SCAB is designated as in attainment of the NAAQS and CAAQS for NO₂ and the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards, the proposed

project would not contribute to exceedances of the NAAQS and CAAQS for NO₂ or result in significant health effects associated with NO₂ and NO_x.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (see Section 3.1.1) (CARB 2019d). CO tends to be a localized impact associated with congested intersections. The associated potential for the project to cause CO hotspots was discussed previously and was determined to be less than significant. Thus, the project's CO emissions would not result in significant health effects associated with this pollutant.

Health effects associated with PM₁₀ include premature death and hospitalization, primarily for worsening of respiratory disease (see Section 3.1.1) (CARB 2019d). Construction and operation of the project would not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the SCAB from coming into attainment for these pollutants. The project would also not result in substantial DPM emissions during construction and operation, and therefore, would not result in significant health effects related to DPM exposure. Additionally, the project would implement construction dust control strategies and be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, the project would not result in significant health effects associated with PM₁₀ or PM_{2.5}.

Because construction and operation of the proposed project would not result in the emissions of criteria air pollutants that would exceed the applicable SCAQMD significance thresholds, and because the SCAQMD thresholds are based on levels that the SCAB can accommodate without affecting the attainment date for the AAQS, and the AAQS are established to protect public health and welfare, it is anticipated that the proposed project would not result in health effects associated with criteria air pollutants and the impact would be **less than significant**.

3.1.6 Mitigation Measures

Project impacts would be less than significant and no mitigation is required.

3.1.7 Level of Significance After Mitigation

Impacts to air quality as a result of the proposed project would be less than significant. Therefore, no mitigation is required.

3.1.8 References

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3.2 Cultural Resources

This section describes the existing cultural resources conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts to historical and archaeological resources, and identifies mitigation measures related to implementation of the proposed project. The analysis of project impacts related to cultural resources is based on the Cultural Resources Technical Report for 8850 Sunset Boulevard, West Hollywood, California, prepared by Dudek (Appendix E).

The cultural resources analysis for the project includes a California Historical Resources Information System (CHRIS) records search; coordination with the California Native American Heritage Commission (NAHC) and tribal contacts; the results of a pedestrian survey of the project site by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the project site; and recordation and evaluation of four commercial properties on the project site that are over 45 years old for historical significance and integrity in consideration of National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of West Hollywood Cultural Heritage Preservation Ordinance designation criteria and integrity requirements.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding loss of the Viper Room building and associated music history. More specifically, commenters stated that the Viper Room is a West Hollywood historical site with specific social significance, and the project would diminish the historic significance of the area by removing the Viper Room. Concerns were also expressed regarding the manner in which the proposed new Viper Room space would be styled. Specifically, a commenter stated that the new Viper Room should incorporate the same character and intimacy of the existing Viper Room. This section addresses concerns regarding the Viper Room and the historical significance of the building that houses the club. Concerns were also expressed regarding effects to the character of the overall project area: commenters stated that the project could block the availability of historic views from Sunset Boulevard and would adversely affect the history and charm of the area. The potential effects of the proposed project to nearby historical resources and to the overall appearance of the Sunset Strip, in consideration of its history, are evaluated in this section. Additionally, a comment letter was received from the Native American Heritage Commission (NAHC) describing tribal consultation requirements and listing recommendations for cultural resources assessments. Recommendations included conducting a CHRIS records search; conducting a field survey (if determined necessary based on the records search results); preparing a professional report detailing the findings of the field survey and records search; conducting a Sacred Lands File search and Native American outreach; and, including provisions for the inadvertent discovery of cultural resources during construction and the protection of such resources. As demonstrated in this section, a cultural resources assessment has been conducted for the proposed project, and this assessment is consistent with these recommendations as applicable. The assessment is attached to this EIR as Appendix E.

3.2.1 Environmental Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the proposed project. The approximately 39,983-square foot project site is located at 8850–8878 Sunset Boulevard and 1025–1029 Larrabee Street, West Hollywood, California. The project site is comprised of eight Assessor Parcel Numbers (APNs): 4339-017-001, 4339-017-002, 4339-017-003, 4339-017-004, 4339-017-005, 4339-017-006, 4339-017-007, and 4339-017-008. The project is approximately bounded by Sunset Boulevard to the north, Larrabee Street to the east, the London Hotel to the south, and San Vicente Boulevard to the west.

Background Research

CHRIS Records Search

On August 6, 2019, Dudek completed a search of the CHRIS at the South Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton. The records search included the project site and a 0.25-mile records search area. This search included collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, Department of Parks and Recreation Site Records, technical reports, archival resources, and ethnographic references. The complete results of the records search are presented in Appendix E.

The SCCIC records search results indicate that eight cultural resources investigations have been conducted within 0.25-mile of the project site between 1987 and 2014. Of these, only one study (LA-10568) overlaps the project site. A complete summary of the LA-10568 study can be found below under the subsection titled *City of West Hollywood Historic Resources Survey (JHRA 1987)*, below.

The SCCIC records search results indicate that 20 previously recorded cultural resources exist within the records search area. All 20 of the resources identified are built environment resources. Of these, only one resource (19-176905) overlaps the project site. This resource (8866-78 Sunset Boulevard) was found ineligible for designation as part of a 2016 citywide historical resources survey and has been reevaluated as part of this EIR. No prehistoric or historical archaeological resources were identified within the records search area.

Previous Evaluations

The following provides an overview of all previous studies/evaluations within or overlapping the project site. These studies were identified as a result of the CHRIS records search and archival research efforts.

City of West Hollywood Historic Resources Survey (JHRA 1987) (LA-10568)

In 1986-1987, the City of West Hollywood hired the firm Johnson Heumann Research Associates to conduct a citywide historic resources survey and complete a historic context for the City focusing on its pre-World War II era history. This was the City's first Historic Resources Survey. The survey reviewed approximately 1,750 properties built before 1942. Of these properties, 118 were compiled into the City's official historic resources inventory. Resources were identified by three broad categories including residential clusters of historically significant architectural styles; individual buildings of architectural styles worthy of architectural note; and streetscapes and urban or community design elements of significance. The survey provided the City with its first step in creating a comprehensive historic preservation program for the retention and rehabilitation of West Hollywood's historic resources. The buildings located at 8866-8872 Sunset (Building 3) and 8874-8878 Sunset (Building 4) were evaluated as part of a potential historic district, the Sunset Strip District, and not individually evaluated. Building 3 and Building 4 were recorded as one resource 8866-78 Sunset Boulevard and it was assigned a 5D status code indicating that it was found to be a contributor to the potential Sunset Strip District. No other buildings within the Project site were identified as possible contributors to the potential Sunset Strip District. The potential Sunset Strip District is discussed in detail below.

The Sunset Strip District (P-19-176909)

As part of the 1987 City of West Hollywood Historic Resources Survey, the Sunset Strip District (including multiple buildings located on Sunset Boulevard between approximately Sherbourne Drive to the east and Sunset Hills Road to the

west) was identified as a potential conservation zone. A conservation zone is defined in the City of West Hollywood Historic Resources Survey report from 1987 as a significant cluster of resources, which did not individually meet the criteria for inclusion in the 1987 survey inventory but were identified for their potential significance as a district. The buildings included in the proposed Sunset Strip District were a grouping of buildings that were relatively intact and exhibited popular styles of architecture in the City during the 1930s. The proposed district also reflected an early pattern of development that showed the growing dependency on automobiles with the inclusion of rear parking areas in the designs of these commercial buildings. As such, these buildings were not evaluated individually, but as a district and were found to be potential candidates for neighborhood and commercial conservation zones. The Sunset Strip District was identified in 1987, but never adopted as a historic district by the City.

According to the map provided in the Sunset Strip District Historic Resource Inventory DPR 523 form, the block containing the project site was included within the boundaries of this potential historic district. The map also shows that the western portion of the block is crossed out (see Appendix E). While unclear from the DPR form, additional archival research confirmed that buildings crossed out on the map reflected those identified as contributors to the proposed Sunset Strip District. Based on the map and additional research, the western portion of the block presumably includes 8866-8872 Sunset (Building 3) and 8874-8878 Sunset (Building 4) as contributors to the Sunset Strip District. However, additional archival research indicated that the Sunset Strip District was presented to the City's Cultural Heritage Advisory Board (CHAB) in 1993 and only 12 of the 18 buildings proposed for inclusion in the Sunset Strip District were recommended for nomination. It was recommended that 8866-8872 Sunset (Building 3) and 8874-8878 Sunset (Building 4) not be included in the proposed Sunset Strip District due to significant alterations. No other buildings within the project site were proposed for nomination as part of the Sunset Strip District (CHAB 1993; Chattel 2013).

Historic Resource Assessment (HRA): 8866 W. Sunset Boulevard, West Hollywood, CA 90069 (Chattel, Inc. 2013)

In 2013, Chattel, Inc. historic preservation consultants prepared a Historic Resource Assessment (HRA) for the property at 8866 Sunset Boulevard (TA-KE Sushi). The report evaluated one building constructed in 1935 (Building 3 identified in this report). The property was included in the City's 1987 Historic Resource Inventory and found eligible in that survey for listing as a contributor to the potential Sunset Strip District. The potential Sunset Strip District was never officially designated. The Chattel report re-evaluated the property and found that it did not retain sufficient integrity to be eligible as a cultural resource under CRHR and NRHP criteria, due to loss of character-defining features, and does not meet City criteria for designation due to lack of integrity. In 2014, the West Hollywood Historic Preservation Commission recommended the property is not individually eligible for designation as a cultural resource under Draft Resolution Number HPC 14-112.

City of West Hollywood Commercial Historic Resources Survey (GPA 2016)

In 2016, GPA Consulting completed the City of West Hollywood Commercial Historic Resources Survey, which identified potential historic resources among commercial properties located within the City constructed through 1975. This document also included a historic context statement for the commercial development of West Hollywood and research on properties identified as potentially eligible. In total, 763 properties were surveyed at the reconnaissance level. The project team, with guidance from the Historic Preservation Commission (HPC), City staff, and community members, developed a list of 89 individual properties and one district that warranted further study based upon the themes outlined in the historic context statement. These properties were then researched and evaluated using the established designation criteria for listing in the NRHP, CRHR, and the City of West Hollywood Register of Cultural Resources.

The City of West Hollywood's 2016 Commercial Historic Resources Survey assigned the following California Historical Resources Status Codes (CHRSC) to buildings within the project site:

- Turner's Liquor, 8850 Sunset Boulevard – 6Z (found ineligible for the NRHP, CRHR, or local designation through survey evaluation)
- Viper Room, 8852 Sunset Boulevard – updated from 6Z (found ineligible for the NRHP, the CRHR, or local designation through survey evaluation) to 7N (needs to be re-evaluated)
- Sun Bee Food & Liquor Mart, 8860 Sunset Boulevard – 6Z (found ineligible for the NRHP, the CRHR, or local designation through survey evaluation)
- TA-KE Sushi, 8866 Sunset Boulevard – 6L (determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning)
- Aahs!, 8874-8878 Sunset Boulevard – 6Z (found ineligible for the NRHP, the CRHR, or local designation through survey evaluation)
- The Sunset Strip District - The GPA project team found that the collection of buildings identified as contributing to the potential Sunset Strip District grouping previously identified in the 1987 Johnson Heumann Research Associates survey did not possess the linkage or unity to qualify as a historic district; therefore, the buildings were evaluated individually in 2016, and the Sunset Strip District was not carried forward as part of the City of West Hollywood Commercial Historic Resources Survey (GPA 2016)..

Historic Resource Assessment (HRA): 8852 Sunset Boulevard, West Hollywood (HRG 2019)

The Viper Room (8852 Sunset Boulevard) was documented as part of the 2016 City of West Hollywood Commercial Historic Resources Survey and given a CHRSC of 6Z, indicating that the building is “ineligible for listing in the National Register and California Register or for designation as a City of West Hollywood Cultural Resource through survey evaluation.” After receiving input from the community and City Council members, the City Council requested an additional review of the property. The Viper Room's status code was updated from a 6Z to a 7N, “needs to be re-evaluated,” as shown above.

Accordingly, in June 2019, Historic Resources Group (HRG) prepared an HRA for 8852 Sunset Boulevard. The report specifically evaluated 8852 Sunset Boulevard, currently known as the Viper Room, for listing in the NRHP, the CRHR, and as a City of West Hollywood Cultural Resource. As part of the 2019 effort, HRG conducted a re-evaluation of the Viper Room for its potential individual significance. The 2019 report concluded the Viper Room does not appear eligible for designation at the federal, state, or local levels due to its lack of integrity caused by numerous alterations throughout the building's history. Furthermore, the HRG report stated the following about the building's recent past as the Viper Room: “the Viper Room does not meet the threshold of exceptional importance required for historic designation of a resource from the recent past.” The HRG evaluation went on to state the following about the Viper Room association in its argument for ineligibility: “The association with the Viper Room was only established 25 years in the past and is not of exceptional importance” (HRG 2019a, page 44).

In addition to the June 2019 evaluation prepared by HRG, an Addendum was prepared in December 2019 for the property located at 8852 Sunset Boulevard. The addendum demonstrated that the building located at 8852 Sunset Boulevard was not the oldest remaining building on the Sunset Strip and further confirmed the building's lack of integrity.

Building Development and Archival Research

In addition to reviewing the results of the CHRIS records search and the previous studies conducted within the project site, archival and building development research was completed to facilitate preparation of the historic context statement and property significance evaluations within the project site. The following sources were consulted: City of West Hollywood Planning and Development Services Department, Historical Newspaper Search, Historical Sanborn Fire Insurance Maps, and Historical Aerial Photographs. Detailed results of this research are documented in Appendix E.

Existing Conditions of Built Environment Resources Identified at the Project Site

Below are brief descriptions of the on-site buildings and their respective storefronts within the project area. Complete descriptions and photographs of the properties are available in Appendix E.

Building 1. 8850-8852 Sunset Boulevard (Terner's Liquor/The Viper Room)

Building 1 is identified as 8850-8860 Sunset Boulevard in the City of West Hollywood and contains two business (The Viper Room and Terner's Liquor). The building is one-story with a partial basement located at the southwest intersection of Larrabee Street and Sunset Boulevard. This heavily altered commercial building was constructed circa 1924 of unreinforced brick masonry and features a raised parapet roof. The two storefronts face onto Sunset Boulevard and are distinguished by a variation in finishes from unpainted stone veneer on Storefront 1 and painted brick and stone veneer on Storefront 2. The building's south (rear) elevation presents as a continuous brick wall with irregular fenestration that includes a variety of window types and sizes, which are predominately obscured by metal security bars. Details of the individual storefronts are provided below:

Storefront 1, 8850 Sunset Boulevard (Terner's Liquor)

Storefront 1, Terner's Liquor, is situated on the corner of Larrabee Street and Sunset Boulevard and is accessed by an angled ramp. The main point of entry features two glass doors that are accessed from the sidewalk. The building is clad in stone veneer and stucco. The storefront features a four pane storefront window that is sheltered by a canvas awning. Building signage includes modern, lighted box signs on the street-facing elevations and a projecting neon sign that reads "liquor" and faces Sunset Boulevard.

Storefront 2, 8852 Sunset Boulevard (The Viper Room)

Storefront 2, the Viper Room, faces onto Sunset Boulevard with exterior walls clad in painted stone veneer and painted stucco running along the roofline. The main (north) elevation is symmetrical with a pilaster running down the center, dividing the elevation into two symmetrical sections. The pilaster also supports the two-sided projecting rooftop signs. Flanking either side of the pilaster are single leaf metal doors with filled-in windows of stone veneer on either side. Sheltering both doors is a semi-circular projecting canvas awning.

Identified Alterations

Dudek obtained all available permits pertaining to the subject property (APN 4339-017-001) through the City of West Hollywood Planning and Development Services Department on August 29, 2019. There are no original building permits for this building. The permits date from 1935 through 2018. Dudek has also included any alterations

identified by a qualified architectural historian as a result of the field survey or the comparison of historical photographs and images.

- 8850 Sunset Boulevard
 - o 1935. Partition off 9' x 12' kitchen and 3' x 4' bathroom (#20070)
 - o 1938. Erect roof sign (#60021)
 - o 1949. Install one sign (#40865)
 - o 1955. Install three neon signs, all wall signs (#21986)
 - o 1956. Alter entry of exterior (#85691R)
 - o 1958. Erect one Coca-Cola wall sign, 68 square feet (no permit number)
 - o 1958. Alter parapet wall (#66278)
 - o 1968. Install three wall signs and one vertical sign (no permit number)
 - o Circa 1970. Original storefront and windows covered by a stone veneer
 - o Circa 1972. Recessed entry and windows enclosed
 - o 1972. Install sign (#6471372)
 - o Circa 1992. Two entrance doors replaced
 - o 2018. Installation of creative billboard (BBC 18-0003)
 - o Unknown date. Replacement awning over main entry
 - o Unknown date. Parapet wall cladding replaced
- 8852 Sunset Boulevard
 - o 1987. Refurbished historic windows and upgraded storefront (#N3354313)
 - o Unknown date. Replacement storefront windows
 - o Unknown date. Replacement storefront doors

Building 2. 8860-8860a Sunset Boulevard (Tru Wellness, Sunset Strip Liquor, and Barcode Barber Shop)

Building 2 is currently comprised of three storefronts: Tru Wellness, Sunset Strip Liquor, and Barcode Barber Shop located at 8860 Sunset Boulevard and 8860A Sunset Boulevard built circa 1924 and circa 1937. The building is one story over a basement and rectangular in plan, located mid-block facing towards Sunset Boulevard. The building is vernacular in style with walls clad in brick, stucco, and vertical wood board. Prior to subsequent alterations, the building was Mid-Century Modern in style with a monolithic stucco wall, according to historic photographs. A notable feature is the three-rounded arched Google inspired wall projection. The roof is a combination flat with two low-pitched front facing gables sheathed in composition rolled roofing obscured by a parapet wall. The building's southern elevation features a painted stucco wall on the left with no fenestration and a brick wall with four window openings, two covered by security bars on the left.

Storefront 1, 8860 Sunset Boulevard (Tru Wellness)

The Tru Wellness main (north) elevation faces onto Sunset Boulevard with exterior walls clad in vertical wood boards and smooth textured painted stucco. The elevation displays a four pane fixed set of storefront windows with a single leaf all glass entry door. On the upper section of the elevation are two attached signs.

Storefront 2, 8860 Sunset Boulevard (Sunset Strip Liquor)

Sunset Strip Liquor main (north) elevation faces onto Sunset Boulevard with exterior walls clad in vertical wood boards and smooth textured painted stucco. Above the main entry is a three-part Googie style rounded arch decorative element located slightly off to the left of the elevation. Hanging off the arched decorative element is a neon sign. Fenestration from left to right includes two sets of fixed pane storefront windows separated by a section of stucco wall and a double full glass storefront entry on the left side of the main elevation.

Storefront 3, 8860A Sunset Boulevard (Barcode Barber Shop)

The third storefront for Building 2 is identified as 8860 #A and currently occupied by Barcode Barber Shop. The storefront's exterior materials are vertical wood board with two vertical sections of tan marble flanking the entry. Three sliding glass doors access the building from the pedestrian sidewalk. Signage includes a box sign and a small barber's pole.

Identified Alterations

Dudek obtained all available permits pertaining to the subject property (APN 4339-017-001) through the City of West Hollywood Planning and Development Services Department on August 29, 2019. There are no original building permits for this building. The permits date from 1997 through 2002. Dudek has also included any alterations identified by a qualified architectural historian as a result of the field survey or the comparison of historical photographs and images.

- 8860 Sunset Boulevard
 - o 1997. Re-stucco exterior wall facing onto Sunset Boulevard only (#B97-03484)
 - o 1997. Install curved awning to exterior of building (#B97-03509)
 - o 2002. Interior tenant improvements, change of use, add air conditioning and unisex restroom (#B02-2410)
 - o Unknown date. Replacement storefront windows
 - o Unknown date. Addition of rounded arch decorative element
 - o Unknown date. Replacement awnings over storefronts
- 8860A Sunset Boulevard
 - o 2007-2009. Addition of tan marble flanking the entry
 - o 2014. Replacement storefront windows

Building 3, 8866-8872 Sunset Boulevard (TA-KE Sushi/Amarone)

Building 3 is located at 8866-8872 Sunset Boulevard in the City of West Hollywood. The property contains one mid-block, one-and-a-half-story plus-partial-basement commercial building with three storefronts facing onto Sunset Boulevard. The vernacular style building was constructed in 1935, originally designed in the Colonial Revival style but has subsequently been altered beyond recognition. The rectangular commercial building displays a flat roof sheathed in composition rolled roofing and exterior walls clad in vertical wood boards and smooth textured painted stucco. Along the northern elevation there are three false roofs along the parapet wall, two are front facing gables that flank a stepped flat and angled roof. The building's south elevation is two stories over a partial basement. Fenestration includes casement, double hung, and horizontal sliding windows and single leaf entry doors obscured

by security screens. One-story wooden split staircases provide access to the entries. The right portion of the elevation displays a wood frame projection with exposed rafters along the roof.

Storefront 1, 8866 Sunset Boulevard (TA-KA Sushi)

Storefront 1 is located mid-block and faces onto Sunset Boulevard with a front facing gable false roof. The storefront's exterior walls are clad in unpainted vertical wood board and dark gray square tiles with two sections of reed matting. The wood frame entry door is accessed by a ramp running parallel to the pedestrian sidewalk. Above the entry is a small wood awning with a metal tile roof. Signage includes a round box sign centered on the north elevation and a rectangular projecting sign on the roof.

Storefront 2, 8868 Sunset Boulevard (Amarone)

This storefront is located mid-block and faces onto Sunset Boulevard with an angled and stepped flat parapet. The storefront's exterior walls are clad in smooth textured stucco painted two colors dividing the elevation visually into two. The left side of the building displays a wood frame entry door with an angled canvas awning above and a squared storefront window with wood trim above and below it. The right side of the elevation mirrors the left with a wood frame door and squared storefront window, although this side does not display an awning or wood decorative trim.

Storefront 3, 8872 Sunset Boulevard (vacant)

Storefront 3 is identified as 8872 Sunset Boulevard and is located mid-block. The building's exterior is clad in stucco and features a front facing gable. The building is designed in the Colonial Revival style and features elements of the style including pilasters that run from the base of the building to the roof's cornice. The building features a centered entry point that is accented by a broken pediment. Further accenting the main elevation is a stringcourse with egg and dart detailing. The egg and dart pattern runs across the entire elevation above the main entry door and the two flanking storefront windows.

Identified Alterations

Dudek obtained all available permits pertaining to the subject property (APN 4339-017-002) through the City of West Hollywood Planning and Development Services Department on August 29, 2019. The permits date from 1935 through 2018. On August 29, 2019, Dudek has also included any alterations identified by a qualified architectural historian as a result of the field survey or the comparison of historical photographs and images.

- 8866 Sunset Boulevard
 - o 1938. Erect roof sign
 - o 1948. Install two exterior signs (#5857)
 - o 1949. Exterior wall cladding repaired (#65236)
 - o 1975. Install "d/f" illuminated sign, 3' – 4' (#815374-98813)
 - o 1975. False "clc." removed; new portion of floor (#981573)
 - o 1975. Install wall sign (#080575)
 - o 2004. Remove existing 5' retaining wall and replace it with new 4'- to 6' wall (#B04-004-450)
 - o Unknown date. Removal of all Colonial Revival style architectural elements
 - o Unknown date. Replacement storefront windows

- o Unknown date. Replacement entry door
- o Unknown date. Replacement exterior cladding
- 8866-72 Sunset Boulevard
 - o 1935. Building constructed (#21565)
 - o 1996. Remove existing roofing, reroof building with 27 squares of 28-2/11 and granite (#R76058)
 - o Unknown date. Removal of decorative tower
 - o Unknown date. Removal of all Colonial Revival style architectural elements
 - o Unknown date. Replacement entry doors
- 8868 Sunset Boulevard
 - o 1988. Install wall sign (#9222A)
- 8872 Sunset Boulevard
 - o 2015. Changes to the façade, new door and windows (#B15-0581)
 - o Unknown date. Infill of hexagonal vent below gable end
 - o Unknown date. Replacement storefront windows
 - o Unknown date. Replacement entry door

Building 4. 8874-8878 Sunset Boulevard (Formerly Aahs!)

Building 4 is located at 8874-8878 Sunset Boulevard and contains one square in plan one-and-a-half-story plus-partial-basement commercial building at the southeast corner of Sunset Boulevard and San Vicente Boulevard. The vernacular style building was constructed in 1935, originally in the Colonial Revival style, but subsequent alterations have made it unrecognizable to its original appearance. The commercial building displays a flat roof sheathed in composition rolled roofing and a partial hipped roof sheathed in composition shingles and exterior walls clad in painted smooth textured stucco. Three billboards are located on the buildings' roof facing northwest, northeast, and south.

The building's main integral entry faces towards the intersection and displays a rounded profile with a glass single leaf entry door. Spanning building's northwest corner above the entry vestibule is a three-sided plywood extension with three wall signs. The north elevation displays three storefront windows front left to right a single pane, a three-pane, and a two-pane window. The west elevation displays three single pane storefront windows. The right portion of the elevation displays a grid of scored squared panels. The south elevation displays a split staircase leading to the first story with five single leaf entry doors and one glass double leaf storefront entry door.

Identified Alterations

Dudek obtained all available permits pertaining to the subject property (APN 4339-017-003) through the City of West Hollywood Planning and Development Services Department on August 29, 2019. There are no original building permits for this building. The permits date from 1982 through 2009. Dudek has also included any alterations identified by a qualified architectural historian as a result of the field survey or the comparison of historical photographs and images.

- 8878 Sunset Boulevard
 - o 1982. Install two wall signs, one with individual neon signs, one pole sign (#7400A)
 - o 1982. Install one 4' x 8' pole sign (#7402A)

- o 1983. Repair and alteration (#7196A)
- o 2009. Reroof: tear off build up roof, cool roof, and class A composition shingles for turret (#B09-000-362)
- o Unknown date. Removal of all Colonial Revival style architectural elements
- o Unknown date. Replacement storefront windows
- o Unknown date. Replacement entry door
- o Unknown date. Recladding

Project Site History

The following presents a summary of the relevant history of the development of the Sunset Strip commercial strip and the individual property histories. Background research, historic photographs, architect biographies, relevant architectural style descriptions, and sources are available in Appendix E.

Development History of the Sunset Strip

Throughout the early development period of West Hollywood (then known as Sherman), the Sunset Strip was not as widely utilized as Santa Monica Boulevard. The industrial setting of railroad tracks leading to businesses like lumberyards, plating factories and automotive mechanics the industrial industry along Santa Monica Boulevard brought in businesses like taverns and bars that catered to the working class. Beginning in the early-1920s, Sherman emerged as a location for movie studios, including a studio built by Charlie Chaplin and the Union Film Company. Around this time, the neighboring community of Beverly Hills became the preferred residential area for those working in the film industry. This development shift promoted the movement of people between Sherman and Beverly Hills along the 1.7-mile strip of Sunset Boulevard. It is during this time period, that Sunset Boulevard, also referred to as “the county strip”, became a newly developed commercial corridor. In addition to its convenience for those traveling between Sherman and Beverly Hills, the Sunset Strip was quite desirable for commercial entities because of its more relaxed liquor laws. In 1925, Sherman looked to capitalize on the popularity of its neighboring communities and changed its name from Sherman to West Hollywood.

The growth seen in the first half of the 1920s continued into the rest of the decade with the development of low-rise commercial buildings on the western end of Sunset Boulevard. The street was still an unincorporated county road at this time but began to gain popularity among the Hollywood elite, while Santa Monica Boulevard catered to more industrial businesses. Larger-scale properties along Sunset Boulevard were constructed in the late-1920s and 1930s including Sunset Plaza and Sunset Tower. Developers saw the commercial potential, and in the 1930s property owners lobbied the County Board of Supervisors for zoning changes and infrastructure improvements, allowing the “Sunset Strip” to develop well into the 1940s. Business professionals in the entertainment industry began to open offices in the small buildings along Sunset Boulevard. Property types such as restaurants, nightclubs, and supper clubs thrived prior to the start of World War II.

Growth and development of the Sunset Strip shifted again in the years following World War II. The Strip became more commercialized with supper clubs closing and several high-rise hotel and office buildings opening in their stead. The older small-scale commercial buildings were taken over by the burgeoning arts scene and new youth culture. This also led to the closing of the more traditional nightclubs and the opening of music venues that catered to the rise of rock music over the big band. By the mid-1950s, the Sunset Strip became less of an entertainment destination. The mafia, which had long run the Strip's businesses, took their money to newly popular Las Vegas, leaving West Hollywood in a state of economic downturn.

Sunset Boulevard's second heyday did not come until the 1960s, ushered in by the opening of the nightclub Whiskey a Go-Go in 1964. The Whiskey gave rise to a new type of club that catered to rock music and youth culture as compared to early flashy nightclubs of the 1940s and 1950s. During the next decades, the Sunset Strip remained a center for live music with many existing buildings being adapted for the new brand of music and culture.

Development History of the Project Site

Building 1. 8850-8852 Sunset Boulevard

Building 1 does not have an original building permit, but based on available documentation it was constructed circa 1924 by an unknown architect. Historically the building had been linked to the street addresses 8850, 8852, 8854, and 8856 Sunset Boulevard. According to the 1926 Sanborn Map, the buildings at 8850 to 8856 were occupied by a drug store (8850), storefront (8852-8854), and restaurant (8856) separated by wood frame partitions. According to the earliest available Sanborn Fire Insurance Map from 1929, the 8850 Sunset Boulevard address was occupied by a drugstore. From 1935 through 1938, permits indicate that the 8850 Sunset address was called "Hillside Drugs." From 1945 through at least 1959, the 8850 storefront operated as a drug store called Turner's Drug Co, a local drugstore. In 1959, the storefront at 8850 Sunset changed its name from Turner's Drug Co. into Terner's Liquor, which is the name of the current occupant.

The storefront at 8852-8854 Sunset, the present location of the Viper Room, was occupied by a variety of retail food operations, including a grocer and meat and fruit vendors, throughout the late 1920s. The storefront at 8852-8854 Sunset continued to be a market into the early 1940s with owners such as E.A. Morrison (1927), MacMarr Stores, Inc. (1928-1930), and a Safeway grocery (1931-early 1940s). During World War II, directory information was unavailable for 8850-8852 Sunset Boulevard and as a result, the storefront's occupancy during this period is unknown. The next known owner change came in 1946 when nightclub manager Lew LeRoy converted the 8852-8854 storefront portion into a jazz club called the Cotton Club. The Cotton Club featured a big band floorshow where dancing was not allowed. LeRoy sold the Cotton Club in February 1947, and it then became the Greenwich Village club. Eventually the Greenwich Village became another short-lived club, the Rue Angel. A fire occurred at the Rue Angel in January 1950, leading to its closure and reopening as the Last Call, a strip club that was looked upon unfavorably on by the law and closed in 1951.

The County's denial of an entertainment license to the Last Call led to its sale to Billy and Pete Snyder, who opened the Melody Room at 8852-8854 in June 1951. The Snyder brothers, through their music connections, were able to book a string of well-known musicians and up and coming stars, attracting the Hollywood elite. Despite the Melody Room's success as a venue, it closed due to the decline of the Sunset Strip in the 1950s and early 1960s and the Melody Room club changing hands several times. By 1970, the Melody Room club stopped booking acts and in 1972, the club closed. A new tenant took over in 1972 called Filthy McNasty's, which became a popular club hangout for Hollywood entertainers including Evil Knievel, Elvis Presley, and Mick Jagger. The owner opened a second club by the same name in North Hollywood, closing the Sunset Strip location in September 1980 to focus on the newer club.

The storefront at 8852 Sunset reopened in September 1980 as another club named All That Jazz, which was quickly relaunched in October 1980 as The Central. The Central focused on the popular music of the time including reggae, R & B, ska, soul, and rock and roll and had a reputation to be dark and dingy, but with an insider's knowledge on good acts to book. The storefront at 8850 Sunset between 1976 and 1985 changed its spelling from Turner's Liquor into Terner's Liquor for unknown reasons. In 1993, The Central closed its doors reopening in August 1993 as the Viper Room financed by actor Johnny Depp, Sal Jenco, and Chuck Weiss. Typical of music clubs in the 1990s,

it focused primarily on rock and roll music. The club was known for its unpretentious character and throughout the 1990s hosted a wide range of music guests including: Johnny Cash, Tom Petty and the Heartbreakers, the Stone Temple Pilots, Bruce Springsteen, Oasis, the Queens of the Stone Age, Courtney Love, Natalie Cole, Elvis Costello, Pete Dinklage, Lenny Kravitz, Pearl Jam, The Strokes, Weezer, Maroon 5, John Mayer, Iggy Pop, and Sheryl Crow. The venue's former booker and DJ, Dayle Gloria, who worked for the club starting in 1999, was responsible for helping build the club's reputation as a reputable place to perform.

By the early 2000s, the club shifted its focus towards metal and punk bands. In 2004, Johnny Depp relinquished his partial ownership of the club, which was sold to Blackhawk Capital Partners. In 2015, the Viper Room relaunched itself doing a large interior renovation and revealing an interior mural on the main hallway by local artist, Louis Carreon. Carreon was born in California in 1977 and after being incarcerated in federal prison shifted his focus to art, creating pieces that combine modern art and street art on a variety of surfaces. He has done works in the SoHo House and painted the Stanley Cup for the Championship team, the Chicago Blackhawks to raise money for Autism Speaks. Carreon's Viper Room mural paid tribute to writer Hunter S. Thompson and actor River Phoenix, who overdosed before collapsing outside the club and dying on Halloween 1993. Upon its dedication, the mural received criticism that it was a "tasteless display," in that it was directly associated with Phoenix's death but both the club and the artist have stood by it. The Viper Room still occupies 8852 Sunset Boulevard.

Major alterations to 8852 Sunset Boulevard included the original storefront windows covered by a stone veneer sometime between 1957 and 1970. Based on historic photographs, the recessed entry and windows were enclosed in 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992).

Building 2. 8860-8860a Sunset Boulevard

Building 2 does not have an original building permit but archival research determined that the building was constructed during two separate periods. The eastern half of the building was built circa 1924, approximately the same time as Building 1 to its direct east. A structure appears on the western portion of the site in a 1927 photograph, but the building's profile appearance is not consistent with the current building. The western half of the building appears in aerial photographs as early as 1937 and remains mostly unchanged since this time. The building's exterior was re-stuccoed in 1997. A curved awning was installed over the building's exterior in 1997 along with a change of use in 2002. Tenants between 1927 and 2019 included Irving J poultry, Club Beverage Co., Sunset Club Beverages, Darrin Howard auto body, Harry Rosenthal Music Shop, Inc. and the Sun Bee Food and Liquor Mart. For the majority of the building's existence it was a Food and Liquor Mart called the Sun Bee, which is noted in newspapers as early as 1946. The building is currently occupied by: Tru Wellness, Sunset Strip Liquor, and Barcode Barbershop.

Building 3. 8866-8872 Sunset Boulevard

Building 3 was constructed in 1935 to be part of a larger building complex that stretched from the end of Sunset Boulevard to North San Vicente Boulevard and included 8874-8878 and 8906 Sunset Boulevard, which were all designed by the same architecture firm, Norstrom and Anderson. Historic photographs show that both Building 3 and 4 were designed in the Colonial Revival architectural style. The original owner of the property is unknown. Since its construction, the property has changed owners multiple times and directory research indicates that since as early as 1938 the property was subdivided into four separate tenants under the addresses 8866, 8868, 8870, and 8872. Tenants have included Le Petit Restaurant, Caroline French Hand Laundry, Delmar Dagmar dressmaker, Face Lifting by Exercise, Charles Beauty Salon, Kabob House, and Peal David Boutique. The building is currently

occupied by Ta-Ke Sushi (8866 Sunset Boulevard), Amarone Restaurant (8868 Sunset Boulevard), and vacant (8870 and 8872 Sunset Boulevard). Changes over time to the exterior of the building include removal of the decorative tower, replacement of original stucco with vertical wood boards and replacement of original windows and doors.

Building 4. 8874-8878 Sunset Boulevard

Building 4 was constructed in 1935 as part of a larger plan for the block including Building 3 and the building to the direct west, and 8906 Sunset Boulevard (which is located across San Vicente Boulevard, not on the project site). The same architects, Norstrom and Anderson, designed all three buildings in the Colonial Revival style. The original owner of the property is unknown. Since its construction, the property has changed owners multiple times and directory research indicates that tenants between 1937 and 2019 have included Jacqueline Duval, A.C. Groth, Stegemeyer Werner, L. Willinger photographer, Western Union, Roberti, the Music Hall, and Aahs! The building was most recently occupied by Aahs! a card and gift store that had occupied the building since the 1980s. Alterations to the building include removal of all Colonial Revival style architectural elements including broken pediments, pilasters, round windows, and a front facing gable on the west elevation.

3.2.2 Relevant Plan, Policies, and Ordinances

Federal

National Register of Historic Places

While there is no federal nexus for this project, the subject property was evaluated in consideration of NRHP designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, “How to Apply the National Register Criteria,” as “the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity” (NPS 1990). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be “exceptionally important” criteria consideration to be considered for listing.

Certain properties, such as religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past fifty years are not usually considered for the NRHP, but can be considered if they meet special requirements, called Criteria Considerations, in addition to meeting the regular NRHP criteria requirements. Criteria considerations cannot be applied broadly, and only apply to individual properties.

If a property falls within one of the following categories, it may be considered under the following Criteria Considerations (CFR 36 60):

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- d. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- g. a property achieving significance within the past 50 years if it is of exceptional importance.

Criteria Consideration G, which is relevant to the current study, considers properties that have achieved significance within the past 50 years *and* are of exceptional importance. The phrase "exceptional importance" is defined in Bulletin 15 as “the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual (NPS 1990: 42).” A property considered under Criteria Consideration G can be evaluated only when enough historical perspective exists to determine that the property is exceptionally important.

State

California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code Section 5020.1(j)). In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change”

(California Public Resources Code Section 5024.1(a)). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological and historic resources:

- California Public Resources Code Section 21083.2(g) defines “unique archaeological resource.”
- California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a) define “historical resources.” In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of an historical resource.
- California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Historical Resources

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(b).) If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1(q)), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1); California Public Resources Code Section 5020.1(q)). In turn, CEQA Guidelines section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any “historical resources,” then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource’s historical significance is materially impaired.

Archaeological Resources

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California Public Resources Code Section 21083.2[a], [b], and [c]).

California Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code section 21083.2(a); CEQA Guidelines Section 15064.5(c)(4)). However, if a non-unique archaeological resource qualifies as tribal cultural resource (California Public Resources Code Section 21074(c), 21083.2(h)), further consideration of significant impacts is required. The topic of tribal cultural resources is discussed further in Section 3.13 of this EIR. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Public Resources Code Section 5097.98.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5(b)). California Public Resources Code Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5(c)). The NAHC will notify the “most likely descendant.” With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of being granted access to the site. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Local

City of West Hollywood Municipal Code

Historic Preservation Ordinance (Chapter 19.58)

Chapter 19.58 of the City of West Hollywood’s Municipal Code contains the City’s Cultural Heritage Preservation Ordinance, which was adopted based on the following findings of the City Council:

- A. Threatened Structures and Sites.** The Council has determined that the character, history, and spirit of the City, State, and nation are reflected in the historic structures, improvements, natural features, objects, sites, and areas of significance located within the City and that in the face of ever increasing pressures of modernization and urbanization, cultural resources, cultural resource sites, and historic districts located within the City are threatened with alteration, demolition, or removal.
- B. Preservation of Structures and Sites.** The Council has further determined that these threatened structures, representing the City’s unique cultural, historical, and social foundations, should be preserved as a living part of community life and development in order to build a greater understanding of the city’s past and to give future generations the opportunity to appreciate, enjoy, and understand the city’s rich heritage.
- C. Methods of Preservation.** Recognizing that the use of historic preservation measures has become increasingly prevalent as a method for identifying and preserving cultural resources, the city joins with private concerns, the state, and the United States Congress to develop methods of preserving the city’s

unique aesthetic, architectural, cultural, and historical heritage, in compliance with the provisions of the National Historic Preservation Act of 1966, as amended, and state law (Government Code Section 37361).

Criteria for Designation of Cultural Resources (Section 19.58.050)

The Historic Preservation Commission may approve a nomination application for and recommend designation of, and the Council may designate a cultural resource, or any portion thereof (both interior and exterior) or historic district in compliance with Sections 19.58.060 (Designation of Historic Districts) and 19.58.070 (Review and Approval of Designations) below if it finds that the cultural resource meets one or more of the following criteria.

- A. **Exemplifies Special Elements of the City.** It exemplifies or reflects special elements of the city's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses an integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:
 - 1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
 - 2. It contributes to the significance of an historic area by being:
 - a. A geographically definable area possessing a concentration of historic or scenic properties; or
 - b. A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development; or
 - 3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning; or
 - 4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation; or
 - 5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city; or
- B. **Example of Distinguishing Characteristics.** It is one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen; or
- C. **Identified with Persons or Events.** It is identified with persons or events significant in local, state, or national history; or
- D. **Notable Work.** It is representative of the work of a notable architect, builder, or designer.

Designation of Historic Districts (Section 19.58.060)

Except as outlined below, the criteria and procedure for designating an historic district shall be the same as for designating individual cultural resources as in Section 19.58.070 (Review and Approval of Designations).

- A. **Historic Resources Survey.** As part of the nomination for designating an historic district, an historic resources survey shall be prepared identifying all contributing resources and non-contributing resources. If not otherwise designated, all cultural resources listed in a designated historical district will be considered "contributing." The survey may also identify contributing landscaping, natural features or sites. The survey shall be reviewed in accordance to the designation procedures listed below. The survey shall identify the manner in which the proposed district possesses a significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development within the period of significance and within the context of the district.

- B. **Finding of Contribution.** Each cultural resource within a proposed historic district must be identified as a contributing resource. If a resource is individually designated, it is then automatically considered a contributing resource within the district that includes it.

General Plan

The Historic Preservation Element of the City's General Plan provides the following goals and policies that are potentially relevant to the proposed project:

Goal HP-1

Expand the base of information on the City's history.

Intent: The City has planned for and made provisions to recognize its history in a West Hollywood Room in the West Hollywood Library. To expand the City's effort in the creation of this special room, the City will develop policies for and obtain documents, maps, photographs, and other materials that are relevant to the City's past. To maintain relevant historical documents on-hand at City Hall and the West Hollywood Room that will serve as reference materials to assist the City in making decisions regarding historic preservation.

Policy HP-1.1

Work with partners to program, curate, and support the West Hollywood Room in the West Hollywood Library and to support the mission to protect and preserve its heritage.

Policy HP-1.2

Develop an archival policy and archive of historic documents associated with West Hollywood to share with the community, educators, and researchers.

Policy HP-1.3

As feasible, maintain an internal resource center containing a collection of relevant historic documents.

Goal HP-2

Continue to identify and evaluate cultural resources.

Intent: To ensure that historically significant properties are identified and evaluated for preservation as cultural resources.

Policy HP-2.1

Continue to revise and update the West Hollywood Historic Resources Survey as needed.

Policy HP-2.2

Continue to seek designation of eligible properties as West Hollywood Cultural Resources and/or Historic Districts.

Policy HP-2.3

As feasible, provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.

Goal HP-3

Protect cultural resources from demolition and inappropriate alterations.

Intent: To recognize the importance of historic properties as valuable cultural resources and to maintain and preserve these properties for future generations.

Policy HP-3.1

Revise and update the Historic Preservation Element of the West Hollywood General Plan on a regular basis.

Policy HP-3.2

Ensure the protection of cultural resources through enforcement of existing codes.

Policy HP-3.3

Continue to coordinate Section 106 (National Historic Preservation Act) procedures with other environmental review procedures.

Policy HP-3.4

Continue to allow for the adaptive reuse of cultural resources.

Policy HP-3.5

Develop post-disaster policies and plans for designated cultural resources to encourage preservation of damaged cultural resources.

Policy HP-3.6

Suspend development activity when archaeological resources are discovered during construction. The project sponsor will be required to retain a qualified archaeologist to oversee the handling of resources in coordination with appropriate local and State agencies and organizations and local Native American representatives, as appropriate.

Policy HP-3.7

Continue to coordinate with City staff from various fields so that historic preservation goals are recognized, taking into consideration the implications historic preservation can have on other established City goals.

Goal HP-4

Increase the public's awareness of the City's history and cultural resources.

Intent: To provide the public with an understanding of the City's past and to create a sense of pride in the City's cultural resources.

Policy HP-4.1

Continue to educate the public about the history of West Hollywood.

Policy HP-4.2

Continue to memorialize significant people, places, and events in the history of West Hollywood through plaques and public art.

Policy HP-4.3

As feasible, maintain information on cultural resources on the City website.

Goal HP-5

Promote the preservation of cultural resources through maintenance and rehabilitation incentives and technical assistance.

Intent: To create incentives to encourage and assist property owners and developers in preserving historically significant cultural resources.

Policy HP-5.1

As feasible, maintain a resource library that includes technical information on the treatment of historic properties.

Policy HP-5.2

Consider providing relief from some taxes and fees for preservation projects.

Policy HP-5.3

Explore new sources of revenue such as grants and loans that can be used for the maintenance, rehabilitation, or restoration of cultural resources, or operating the City's preservation program.

Policy HP-5.4

As feasible, evaluate City programs for opportunities to underwrite the maintenance, rehabilitation or restoration of cultural resources.

Policy HP-5.5

Consider reevaluating the usefulness of the Transfer of Development Rights Program.

Policy HP-5.6

Consider directing capital improvement funds towards the preservation and enhancement of cultural resources and historic districts

Goal HP-6

Use historic preservation concepts as tools for economic development.

Intent: To utilize the City's cultural resources in a manner that assists the overall economic development of the City.

Policy HP-6.1

Seek opportunities to work with business and professional groups to incorporate cultural resources into their promotions of business and tourism.

Policy HP-6.2

As feasible, incorporate goals and objectives related to cultural resources into public and private plans for economic development.

Sunset Specific Plan

The Sunset Specific Plan was adopted in 1996 and has had several amendments added through to January 2019. The plan's primary goals are to preserve the eclectic character of Sunset Boulevard, manage and direct growth, and promote responsible development. The Sunset Specific Plan supplements the City's General Plan and its Zoning Ordinance and includes urban design standards, density strategies, cultural resource guidelines, and land use and development regulations. The document was designed to specifically respond to the particular urban conditions of Sunset Boulevard.

In the Sunset Specific Plan, the Sunset Strip is divided into eight geographic areas, to create a framework for designating and implementing policies that are specific to particular areas of the Sunset Strip. The project site is located within the Sunset Specific Plan's Geographic Area 6, which is called the "Holloway Triangle." The Holloway Triangle area is bound on the east by 8730 Sunset Boulevard and on the west by San Vicente Boulevard. This section is one of the major intersections on Sunset Boulevard with entertainment billboards and a unique daytime and nighttime pedestrian entertainment atmosphere. The project site is given the label "6-E: 8850-8878 Sunset Blvd," but the Sunset Specific Plan does not mention the project site's specific buildings individually nor does it go into detail to provide any analysis on the buildings' histories or significance.

3.2.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

- A. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- C. Disturb any human remains, including those interred outside of dedicated cemeteries.

3.2.4 Methodology

The cultural resources technical report (Appendix E) describes the results of the CHRIS records search of the project site and a 0.25-mile radius; coordination with the NAHC; a pedestrian survey of the project site by a qualified architectural historian; building development and archival research; development of an appropriate historic context for the project site; and evaluation of four commercial properties for historical significance and integrity in consideration of NRHP, CRHR, and City designation criteria and integrity requirements. Finally, the project was analyzed with respect to potential impacts to historical resources, archaeological resources, and human remains. No such resources were identified within the project site; however, historical resources on the Sunset Strip were identified within the vicinity of the project site. Indirect impacts to such resources are considered and analyzed below.

3.2.5 Impacts Analysis

Threshold A: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The proposed project consists of the demolition of all existing improvements and construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood (project site). The new mixed-use hotel and residential building would contain approximately 240,000 square feet of floor area (420,000 gross square feet including below grade components) and 15 stories (approximately 200 feet measured from the lowest point of the site on the southwest corner and 189 feet measured from Sunset Boulevard) and would incorporate new digital and static billboard signage on Sunset Boulevard. The commercial portion of the project would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. A publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden, accessible only for

maintenance, would be provided three to four stories above Sunset Boulevard. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The proposed project also would include an emergency helicopter landing facility for police and fire services only, and five subterranean levels, four of which would primarily be used as a parking garage, providing 240 spaces.

As part of the proposed project, four properties on the project site would be demolished: 8850-8852 Sunset Boulevard (Building 1), 8860-8860a Sunset Boulevard (Building 2), 8866-8872 Sunset Boulevard (Building 3), and 8874-8878 Sunset Boulevard (Building 4). These properties require evaluation for historical significance in consideration of NRHP, CRHR, and City designation criteria and integrity requirements in order to examine if the project would have potential impacts on historical resources. The following provides the significance evaluation for each of the four buildings within the project site in consideration of NRHP, CRHR, and City of West Hollywood designation criteria and integrity requirements.

Direct Impacts

3.2.5.1 Building 1. 8850-8852 Sunset Boulevard (Turner's Liquor/The Viper Room)

Building 1 was previously evaluated by GPA in 2016 as part of the City's 2016 Commercial Historic Resources Survey. The 2016 GPA survey found Storefront 1 (8850 Sunset Boulevard, Turner's Liquor Store) ineligible for the NRHP, CRHR, and local designation and assigned a CHRSC of 6Z. Storefront 2 (8852 Sunset Boulevard, The Viper Room) was initially assigned a CHRSC of 6Z (found ineligible for the NRHP, the CRHR, or local designation), but after receiving input from the community and City Council members, the City Council requested an additional review of the property and its CHRSC was updated to 7N. Building 1 was evaluated again in 2019 by HRG. This evaluation divided the building into two separate entities (based on tenant) for the purposes of evaluation. 8850 Sunset Boulevard (Building 1, Storefront 1) was not re-evaluated in the 2019 report. The Viper Room (identified herein as Building 1, Storefront 2) was found ineligible for the NRHP, CRHR, and local designation due to its compromised integrity and lack of exceptional significance for a resource from the recent past under Criterion Consideration G (GPA 2016; HRG 2019a, HRG 2019b).

NRHP/CRHR Significance Evaluations

The following provides an evaluation of the subject property, identified for the purposes of this report as Building 1 (8850-8860 Sunset Boulevard), in consideration of NRHP and CRHR designation criteria and integrity requirements.

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Building 1 has a long history dating back to its construction circa 1924.¹ Given the age of the building and the development patterns of the City, the building's history crosses multiple time periods identified during the 2016 City of West Hollywood Commercial Historic Resources Survey, including Development of Sherman and Adjacent County Lands (1895-1925); Postwar West Hollywood (1945-1965); and Modern West Hollywood (GPA 2016). Previous evaluations indicate that the building may have been present in all of the major time periods in the history of West Hollywood's growth

¹ No building permits are on record for the initial construction of Building 1. However, based on a review of building records, aerial photographs, city directories, fire insurance maps, newspaper articles, and adjoining property research, including a December 1924 newspaper article advertising a new store opening for Young's Market at the Building 1 site, 1924 has been determined as the most accurate construction date for Building 1 (HRA 2019b).

and development, but the building was significantly altered throughout its history such that it no longer conveys significance to any of the time periods identified in the 2016 survey (HRG 2019a; HRG 2019b).

The first period evaluated for significance as part of this study is the development period of Sherman and Adjacent County Lands, which spanned from 1895 to 1925. Building 1 was constructed circa 1924, during a period of growth and expansion in Sherman, later known as West Hollywood. The building's history is characteristic of this early development period, as evidenced in its simple commercial brick design, and it functioned as a grocer and meat vendor for many years in its early history. However, subsequent changes to the building's appearance and occupancy since the 1940s have compromised its ability to convey significance to the early development period ending in 1925. Due to the lack of integrity as a result of large-scale alterations over time, the building no longer possesses the ability to convey its history as a circa 1924 commercial property. In summary, the building does not retain the requisite integrity to convey associations with the early development of Sherman.

The second period evaluated for significance as part of this study is the Postwar West Hollywood period, which spanned from 1945 to 1965. During this time period, the building transitioned from its original function as a meat vendor and grocer into a music venue at 8852 Sunset Boulevard and a corner market at 8850 Sunset Boulevard. The building began its association as a music venue in 1946, when Lew LeRoy opened the Cotton Club, altering the grocery store into a jazz club. Since that point, the building changed hands multiple times and under several club names including the Greenwich Village (opened in 1947); the Rue Angel (1949); the Last Call (a strip club that opened in 1950); and the Melody Room (1951-1972). In the pre-World War II era of the Sunset Strip, big bands and supper clubs dominated the nightlife. Postwar saw the decline of this type of entertainment, clearing the way for the rock music scene that followed. Throughout this period of development, the tenant at 8852 changed multiple times, and the club's appearance also changed, as evidenced by several large-scale exterior alterations. These alterations included enclosure of original openings, alteration of original fenestration, and the application of stone veneer on the primary elevation. Therefore, it has no significant associations with the Postwar West Hollywood period.

The third period of significance evaluated as part of this study is Modern West Hollywood, which spanned from 1966 to 1984. The 1960s marked a significant transition period on the Sunset Strip. While music venues, supper clubs, and nightclubs were present throughout the Sunset Strip's history, in the 1960s the Strip began to transition into a modern musical mecca for teenagers and young adults. This new generation of Sunset Strip visitors were often characterized by their resistance to authority and inclination to challenge cultural norms that had dominated life on the Sunset Strip in the first half of the twentieth century. While there were many forms of youth expressionism during the 1960s, one that took a strong root on the Sunset Strip and throughout the City was contemporary music. The contemporary music scene was fueled by the opening of iconic clubs like the Whiskey a Go-Go in 1966 and the Roxy in 1977. These clubs were host to some of the most well-known musical acts of the twentieth century including The Doors, The Who, Bruce Springsteen, Guns N' Roses, and Van Halen. The Sunset Strip music venues also facilitated a new atmosphere on the Strip with all night restaurants and liquor stores that catered to music venue attendees, as well as the opening of record stores to support the ever-growing music scene on the Strip. These important support industries helped to fuel the growth and development of the Strip throughout the twentieth century (GPA 2016).

During this period of significance, the subject property followed suit with the Sunset Strip development inclination towards nightlife development. The building's notable tenants during this period were the continued occupancy by the Melody Room (1951-1972), followed by Filthy McNasty's (1972-1980), All that Jazz (1980), and the Central (1980-1993). While these are notable establishments in the constantly evolving music scene in West Hollywood, they fail to rise to the level of significance of other iconic rock and roll venues on the Sunset Strip like the Whiskey and the Roxy. The significance of the Roxy and the Whiskey continues to this day, whereas Filthy McNasty's and the

Central were short-lived players in the music scene during the Modern West Hollywood Development period. Furthermore, alterations continued to be made to the building during this period, further compromising its integrity of design and materials. In summary, the building's continued alteration in response to changing tenants throughout this period of history have compromised its integrity and ability to convey significance under the Modern West Hollywood period of development.

In the more recent past, the building has been associated with the Viper Room which has operated in the same space since 1993, a period of approximately 25 years. In order for a property to be listed on the NRHP, it should generally be 50 years or older in order to have achieved recognizable significance and to have developed historical perspective. Despite the Viper Room hosting numerous well-known musical acts and having associations with some of Hollywood's most well-known stars, it was a relatively late addition to the Sunset Strip club scene, with venues such as the Whiskey A Go-Go opening 29 years earlier. By the 1990s, the character of the Sunset Strip had changed and the music scene had decentralized into smaller hubs throughout the City. The Viper Room was one of multiple similar clubs along the Sunset Strip and throughout Los Angeles opening in the late 1980s and 1990s that performed a very similar function, such as the Coconut Teaser at 8117 Sunset Boulevard and the Key Club at 9039 Sunset Boulevard.

The tenancy of the Viper Room and its associations with the 1990s music scene in West Hollywood do not rise to the level of exceptional importance as required under NRHP Criterion Consideration G for properties with historical associations less than 50 years old as well as the CRHR (see 14 CCR 4852(d)(2)). Similarly, when considered under the CRHR, the Viper Room did not make important contributions to the commercial growth of the Sunset Strip nor is it associated with significant events or individuals for which a scholarly perspective has been established over the past 25 years. The club represents a relatively small facet of the building's overall history and has been subject to recent renovations (2015). The Viper Room is an element of nostalgia for many who appreciate the 1990s music scene in the Los Angeles area and recall both positive and negative social and cultural experiences brought about by performers and the celebrities that have frequented the establishment throughout its history. However, this understanding and interpretation of the Viper Room's history is not dependent upon survival of the existing, altered commercial building.

In summary, the subject property's rich history has been significantly compromised through a number of alterations and changes in tenants over the years and is no longer able to convey important associations with the following identified periods of significance of the Development of Sherman and Adjacent County Lands (1895-1925), Postwar West Hollywood (1945-1965), and Modern West Hollywood (1966-1984). Therefore, Building 1 (8850-8852 Sunset Boulevard) appears not eligible under NRHP/CRHR Criteria A/1.

Criterion B/2: That are associated with the lives of persons significant in our past.

Archival research did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. Furthermore, to be found eligible under B/2, the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. While numerous famous names and bands have performed at the Viper Room during its tenure, this fact alone is not enough to establish an association under Criterion B/2. The Viper Room is not associated with any particular group or artist's productive life as the place where they achieved significance (such as their recording studio). As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property does not appear eligible under NRHP/CRHR Criterion B/2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The property was constructed as a vernacular commercial building with no distinguishable architectural style or character defining features. In addition to its original design as a common commercial building, the building has been significantly altered throughout its history and no longer retains the requisite integrity of materials to be recognizable to its original circa 1924 aesthetic. These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). Furthermore, no original architect was identified during the course of research, thus there is no evidence to indicate that this building was designed by a noted architect and it does not rise of the high artistic level required for significance under Criteria C/3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies. Therefore, the building does not yield any important information. Due to the significant alterations to the building, the building also does not appear likely to yield important information about historic construction methods, materials or technologies. Therefore, the property is recommended not eligible under NRHP/CRHR Criterion D/4.

City of West Hollywood Significance Evaluation

For the same reasons detailed in the NRHP/CRHR evaluation, the subject property does not appear eligible under any of the City designation criteria, as described below:

City Criterion A. Exemplifies Special Elements of the City.

It exemplifies or reflects special elements of the city's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses an integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:

- A1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship.*

The property was constructed as a vernacular commercial building with no distinguishable architectural style or character defining features. In addition to its original design as a common commercial building, the building has been significantly altered throughout its history and no longer retains the requisite integrity of materials to be recognizable to its original circa 1924 aesthetic. These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). Furthermore, extensive alterations to the building have compromised original construction materials and craftsmanship which further impact the building's ability to convey significance under this Criterion. Therefore, the subject property does not appear eligible under City Criterion A1.

A2. It contributes to the significance of a historic area by being: a) A geographically definable area possessing a concentration of historic or scenic properties; or b) A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development.

The subject property's rich history has been significantly compromised through a number of alterations and changes in tenants over the years and is no longer able to convey important associations with the following identified periods of significance of the Development of Sherman and Adjacent County Lands (1895-1925), Postwar West Hollywood (1945-1965), and Modern West Hollywood (1966-1984). Given its inability to convey significance to the above stated periods of significance as discussed in the NRHP/CRHR discussion above for Criterion A/1, the subject property does not contribute to a geographically definable area of historic buildings and does not contribute to a thematic grouping of properties. Therefore, the subject property does not appear eligible under City Criterion A2.

A3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning.

The subject property's history has been significantly compromised through a number of alterations and changes in tenants over the years and is no longer able to convey important associations with the following identified periods of significance: Development of Sherman and Adjacent County Lands (1895-1925); Postwar West Hollywood (1945-1965); Modern West Hollywood (1966-1984). These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). Much like the justification presented under City Criterion A2, the subject property is unable to convey significance to the above stated periods of significance due to its heavily altered nature. Therefore, the subject property no longer reflects significant geographic patterns of development. As such, the subject property does not appear eligible under City Criterion A3.

A4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation.

The property was constructed as a vernacular commercial building with no distinguishable architectural style or character defining features. In addition to its original design as a common commercial building, the building has been significantly altered throughout its history and no longer retains the requisite integrity of materials or craftsmanship to be recognizable to its original circa 1924 aesthetic. Such substantial changes to the building's exterior include replacement and removals of multiple storefront designs and fenestration patterns throughout the building's history. Additionally, the original storefront windows covered by a stone veneer sometime between 1957 and 1970. In addition to the compromised appearance of the building, no original architect was identified during the course of research and no evidence was found to suggest that the building is representative of architectural achievement or innovation. Therefore, the subject property does not appear eligible under City Criterion A4.

A5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city.

The subject property does not have a unique location or singular physical characteristic, nor is it a view or vista representing an established and familiar visual feature of a neighborhood, community, or the City. It is a typical commercial building on the commercial corridor of Sunset Boulevard. Therefore, the subject property does not appear eligible under City Criterion A5.

City Criterion B. Example of Distinguishing Characteristics.

It is one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

The subject property is a simple commercial brick building constructed in the 1920s during a period of early growth and development for the City, but the extensive amount of alterations have compromised the building's ability to convey significance to its original construction period. These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). For this reason, the subject property is no longer a good example or representation of any historical or architectural type or specimen. Therefore, the subject property does not appear eligible under City Criterion B.

City Criterion C. Identified with Persons or Events.

It is identified with persons or events significant in local, state, or national history.

Archival research did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. While the building has a history of operating as a music venue, no direct associations to performers or artists where they achieved significance were found that would suggest the building has significance under this criterion. For example, the sidewalk in front of the building was the location of actor River Phoenix's death on October 31, 1993; however, the Viper Room is not the location where Phoenix achieved significance as an actor. Following NRHP Bulletin 15 guidance, for a property to be found eligible for associations with important people, it must be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. While numerous famous names and bands have performed at the Viper Room during its tenure, this fact alone is not enough to establish an association with an important individual. The Viper Room is not associated with any particular group or person's productive life as the place where they achieved significance. Therefore, the subject property does not appear eligible under City Criterion C.

City Criterion D. Notable Work.

It is representative of the work of a notable architect, builder, or designer.

Archival research failed to indicate an original architect, builder, or designer for the building. Therefore, the subject property does not appear eligible under City Criterion D.

Integrity Discussion

Integrity is the ability of a property to convey its significance. To be listed in the NRHP or CRHR, a property must not only be shown to be significant under designation criteria, but it also must have integrity. The seven aspects of integrity are location, setting, design, materials, workmanship, feeling, and association. In order to retain historic integrity "a property will always possess several, and usually most, of the aspects" (NPS 1990).

Location: The property is sited on the original location of construction in its original orientation. Therefore, the property retains integrity of location.

Design: The property does not retain integrity of design. Since its construction, the property has undergone several large-scale alterations to the exterior of the building's primary elevation facing onto Sunset Boulevard. These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). Therefore, the essential elements that create the original style of building have not been retained.

Setting: The subject property retains integrity of setting. When the building was constructed, Sunset Boulevard had developed into a commercial district creating the character of the physical environment, which remains. The setting of the subject property has remained relatively the same since the 1930s, and the spatial relationship between it and the surrounding buildings are intact.

Materials: The subject property does not retain integrity of materials. The key exterior materials dating from the building's construction have mostly been replaced over time with modern materials. Throughout time the original windows, doors, and storefront have been replaced, removing it from its 1920s and 1930s context.

Workmanship: Similar to materials, the subject property does not retain integrity of workmanship. The physical evidence of the craftsmanship required to create the 1920s and 1930s commercial building have not been retained. The building can no longer be dated to its original period of construction.

Feeling: The subject property does not retain integrity of feeling. Due to the amount of large-scale alterations, the building does not possess the ability to evoke the feeling of a 1920s and 1930s commercial property.

Association: The subject property no longer retains integrity of association. The building had a high rate of turnover throughout its history. Therefore, the property no longer retains the ability to convey historical associations.

In summary, the property at 8850-8852 Sunset Boulevard retains integrity of location and setting. The property lacks integrity of design, materials, workmanship, feeling, and association.

Evaluation Findings

The building at 8850-8852 Sunset Boulevard does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource due to a lack of important historical associations, architectural significance, and compromised integrity. Furthermore, it does not appear eligible as a contributor to an historic district. As such, the building at 8850-8852 Sunset Boulevard does not appear to be an historical resource for the purposes of CEQA.

3.2.5.2 Building 2. 8860-8860a Sunset Boulevard (Tru Wellness, Sunset Strip Liquor, and Barcode Barber Shop)

NRHP/CRHR Significance Evaluations

The following provides an evaluation of the subject property at 8860 Sunset Boulevard in consideration of NRHP and CRHR designation criteria and integrity requirements.

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research did not find any association with events that have made significant contributions to the broad patterns of local or regional history. The eastern portion of the property was completed circa 1924 while the western portion of the building first appeared in the 1937 aerial photograph. The building changed tenants multiple times since its construction. Tenants included Irving J Poultry, Club Beverage Co., Sunset Club Beverages, Darrin Howard auto body, and Harry Rosenthal Music Shop, Inc. Currently the building is divided into three storefronts, consisting of Tru Wellness, Sunset Strip liquor, and the Barcode Barbershop. Despite being an early commercial property on Sunset Boulevard, archival research did not indicate that the building's construction represented an important event in the commercial history of the area. Additionally, it is not known to be directly associated with events that have made a significant contribution to the history of the state or nation. Therefore, the property does not appear eligible under NRHP/CRHR Criterion A/1.

Criterion B/2: That are associated with the lives of persons significant in our past.

Archival research did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property does not appear eligible under NRHP/CRHR Criterion B/2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The property was constructed in two periods, circa 1924 and pre-1937, and represents an altered example of a vernacular commercial storefront. Through subsequent alterations, the building has lost its character defining features that would identify it as a commercial building constructed in the 1920s and 1930s. Building 2 does not have an original building permit so an architect could not be identified. However, due to the high quantity of alterations, including the re-stuccoing of the building's exterior in 1997, installation of a curved awning in 1997, replacement storefront windows and doors, the addition of a rounded arch decorative element, replacement awnings, and the addition of tan marble flanking on of the entries, it does not rise to the level of possessing high artistic value or of representing a significant entity. Overall, the building is simplistic in design and heavily altered. Therefore, the property does not appear eligible under NRHP/CRHR Criterion C/3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the property is recommended not eligible under NRHP/CRHR Criterion D/4.

City of West Hollywood Significance Evaluation

For the same reasons detailed in the NRHP/CRHR evaluation, the subject property does not appear eligible under any of the City designation criteria, as described below:

City Criterion A. Exemplifies Special Elements of the City.

It exemplifies or reflects special elements of the city's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses an integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:

A1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship.

The building is an altered example of a vernacular commercial structure. Because it lacks character defining features of an early commercial structure, has been heavily altered, and cannot be attributed to a specific architectural style, the building does not rise to the level of significance required under the City Criterion A1. Alterations include, the re-stuccoing of the building's exterior in 1997, installation of a curved awning in 1997, replacement storefront windows and doors, the addition of a rounded arch decorative element, replacement awnings, and the addition of tan marble flanking on of the entries. Therefore, the subject property does not appear eligible under City Criterion A1.

A2. It contributes to the significance of a historic area by being: a) A geographically definable area possessing a concentration of historic or scenic properties; or b) A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development.

The subject property does not contribute to the significance of an historic area, it has been significantly altered and no longer can be identified as a 1920s and 1930s commercial structure built on Sunset Boulevard. For this reason, it does not contribute either to a geographically definable area possessing a concentration of historic or scenic properties; or a thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development. Moreover, no such geographically definable area or thematically related grouping of properties exist on the project site or in its immediate vicinity.

Therefore, the subject property does not appear eligible under City Criterion A2.

A3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning.

The subject property does not reflect significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning. The property's setting has not significantly changed since its construction, but the building's lack of integrity does not allow it to reflect significant early twentieth-century development patterns. Therefore, the subject property does not appear eligible under City Criterion A3.

A4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation.

The subject property does not embody elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation. The property is an altered vernacular commercial building that does not retain any of its original design elements. The building's exterior storefront design and fenestration have been replaced several times since its construction, including the Google inspired arches that were installed at some point after 1973. Therefore, the subject property does not appear eligible under City Criterion A4.

A5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city.

The subject property does not have a unique location or singular physical characteristic, nor is it a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city. It is a typical commercial building on the commercial corridor of Sunset Boulevard. Therefore, the subject property does not appear eligible under City Criterion A5.

City Criterion B. Example of Distinguishing Characteristics.

It is one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

The subject property is not one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen. There are numerous unaltered or less altered examples of commercial structures from the 1920s and 1930s on Sunset Boulevard. Therefore, the subject property does not appear eligible under City Criterion B.

City Criterion C. Identified with Persons or Events.

It is identified with persons or events significant in local, state, or national history.

The subject property was not identified with persons or events significant in local, state, or national history. None of the current or former property owners or tenants were identified as significant individuals as a result of archival research. Therefore, the subject property does not appear eligible under City Criterion C.

City Criterion D. Notable Work.

It is representative of the work of a notable architect, builder, or designer.

It is not representative of the work of a notable architect, builder, or designer. Therefore, the subject property does not appear eligible under City Criterion D.

Integrity Discussion

Integrity is the ability of a property to convey its significance. To be listed in the NRHP or CRHR, a property must not only be shown to be significant under designation criteria, but it also must have integrity. The seven aspects of integrity are location, setting, design, materials, workmanship, feeling, and association. In order to retain historic integrity “a property will always possess several, and usually most, of the aspects” (NPS 1990).

Location: The property is sited on the original location of construction in its original orientation. Therefore, the property retains integrity of location.

Design: The property does not retain integrity of design. Since its construction, the property has undergone several large-scale alterations to the exterior of the building’s primary elevation facing onto Sunset Boulevard. Alterations include the re-stuccoing of the building’s exterior in 1997, installation of a curved awning in 1997, replacement storefront windows and doors, the addition of a rounded arch decorative element, replacement awnings, and the

addition of tan marble flanking on of the entries (dates unknown). The essential elements that create the original style of building have not been retained.

Setting: The subject property retains integrity of setting. When the building was constructed, Sunset Boulevard had developed into a commercial district creating the character of the physical environment, which remains. The setting of the subject property has remained relatively the same since the 1930s, and the spatial relationship between it and the surrounding buildings are intact.

Materials: The subject property does not retain integrity of materials. The key exterior materials dating from the building's construction have mostly been replaced over time with modern materials. Throughout time the original windows, doors, and storefront have been replaced, removing it from its 1920s and 1930s context.

Workmanship: Similar to materials, the subject property does not retain integrity of workmanship. The physical evidence of the craftsmanship required to create the 1920s and 1930s commercial building have not been retained. The building can no longer be dated to its original period of construction.

Feeling: The subject property does not retain integrity of feeling. Due to the amount of large-scale alterations, the building does not possess the ability to evoke the feeling of a 1920s and 1930s commercial property.

Association: The subject property no longer retains integrity of association. The building has no significant historical associations with any events or people. Therefore the property no longer retains the ability to convey historical associations.

In summary, the property at 8860 Sunset Boulevard retains integrity of location and setting. The property lacks integrity of design, materials, workmanship, feeling, and association.

Evaluation Findings

The building at 8860 Sunset Boulevard does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource due to a lack of important historical associations and architectural significance, nor does it appear eligible as a contributor to an historic district. As such, the building at 8860 Sunset Boulevard does not appear to be an historical resource for the purposes of CEQA.

3.2.5.3 Building 3. 8866-8872 Sunset Boulevard (TA-KE Sushi/Amarone)

NRHP/CRHR Significance Evaluations

The following provides an evaluation of the subject property at 8866-8872 Sunset Boulevard in consideration of NRHP and CRHR designation criteria and integrity requirements.

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research did not find any association with specific events that have made significant contributions to the broad patterns of local or regional history. Despite the fact that the building was constructed on Sunset Boulevard during a period of growth and development in this part of West Hollywood in the 1930s, the subsequent alterations to the building throughout its history have diminished its ability to convey significance to the 1930s development of West Hollywood. Furthermore, the construction of the property was part of the natural progression of commercial development along Sunset Boulevard. Additionally, it is not known to be directly associated with events that have

made a significant contribution to the history of the state or nation. Therefore, the property does not appear eligible under NRHP/CRHR Criterion A/1.

Criterion B/2: That are associated with the lives of persons significant in our past.

Archival research did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property does not appear eligible under NRHP/CRHR Criterion B/2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The architects Norstrom and Anderson designed the subject property in 1935 as a commercial example of the Colonial Revival architectural style. Archival research indicated that the building had numerous Colonial Revival style features when it was originally constructed, such as the broken pediment detail seen on Storefront 3 today. However, subsequent alterations have removed many of these character defining features from the main elevation including a decorative tower, original cladding, original rounded vents in gables, original windows, and original doors. The removal of these features leaves the building unable to convey its original Colonial Revival style of architecture. Given the extent of alterations, the building no longer possesses the high level of artistic value required for Criteria C/3. Other alterations include the replacement of storefront windows and entry doors and recladding. Despite the building's architects, Norstrom and Anderson, being notable architects in the 1930s their design has been compromised through the alterations to the point that the building no longer serves as a good representation of their body of work. This is consistent with the findings of the 2013 Historic Resources Assessment report prepared by Chattel, Inc., which found that the building at 8866-8872 Sunset Boulevard does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource largely due to removal and alteration of original features. Therefore, the property does not appear eligible under NRHP/CRHR Criterion C/3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the property does not appear eligible under NRHP/CRHR Criterion D/4.

City of West Hollywood Significance Evaluation

For the same reasons detailed in the NRHP/CRHR evaluation, the subject property does not appear eligible under any of the City designation criteria, as described below:

City Criterion A. Exemplifies Special Elements of the City.

It exemplifies or reflects special elements of the city's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses an integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:

- A1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship.*

The subject property is an altered example of a Colonial Revival style commercial structure. Through several large-scale alterations, the subject property no longer embodies distinctive characteristics of a period, method, style, or type of construction. Despite having several character-defining features of the Colonial Revival style, the building does not rise to the level of significance required under City Criterion A1. Therefore, the subject property does not appear eligible under City Criterion A1.

A2. It contributes to the significance of a historic area by being: a) A geographically definable area possessing a concentration of historic or scenic properties; or b) A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development.

The subject property does not contribute to the significance of an historic area, it has been significantly altered and no longer can be identified as a 1930s commercial structure built on Sunset Boulevard. For this reason, it does not contribute either to a geographically definable area possessing a concentration of historic or scenic properties or a thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development. Moreover, no such geographically definable area or thematically related grouping of properties exist on the project site or in its immediate vicinity. Therefore, the subject property does not appear eligible under City Criterion A2.

A3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning.

The subject property does not reflect significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning. The property's setting has not significantly changed since its construction, but the building's lack of integrity does not allow it to reflect significant early twentieth-century development patterns. Therefore, the subject property does not appear eligible under City Criterion A3.

A4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation.

The subject property does not embody elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation. The subject property is an altered example of a Colonial Revival commercial building, which no longer retains the bulk of its character defining features of the style through subsequent alterations. Alterations include removal of all Colonial Revival style architectural elements, removal of decorative tower, replacement storefront windows and entry doors, replacement exterior cladding, and infill of hexagonal vent below gable end. Therefore, the subject property does not appear eligible under City Criterion A4.

A5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city.

The subject property does not have a unique location or singular physical characteristic, nor is it a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city. Therefore, the subject property does not appear eligible under City Criterion A5.

City Criterion B. Example of Distinguishing Characteristics.

It is one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

The subject property is not one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen. There are numerous unaltered or minimally altered Colonial Revival style commercial buildings throughout West Hollywood retaining a much higher level of integrity with more distinguishing characteristics of the style. Therefore, the subject property does not appear eligible under City Criterion B.

City Criterion C. Identified with Persons or Events.

It is identified with persons or events significant in local, state, or national history.

The subject property was not identified with persons or events significant in local, state, or national history. None of the current or former property owners or tenants were identified as significant individuals as a result of archival research. Therefore, the subject property does not appear eligible under City Criterion C.

City Criterion D. Notable Work.

It is representative of the work of a notable architect, builder, or designer.

It is not representative of the work of a notable architect, builder, or designer. Despite the building's architects (Norstrom and Anderson) being notable architects in the 1930s, their design has been compromised through alterations to the point that the building no longer serves as a good representation of their body of work. Therefore, the subject property does not appear eligible under City Criterion D.

Integrity Discussion

Integrity is the ability of a property to convey its significance. To be listed in the NRHP or CRHR, a property must not only be shown to be significant under designation criteria, but it also must have integrity. The seven aspects of integrity are location, setting, design, materials, workmanship, feeling, and association. In order to retain historic integrity "a property will always possess several, and usually most, of the aspects" (NPS 1990).

Location: The subject property is sited on the original location of construction in its original orientation. Therefore, the property retains integrity of location.

Design: The property does not retain integrity of design. Since its construction, the property has undergone several large-scale alterations to the exterior of the building's primary elevation facing onto Sunset Boulevard. Alterations include removal of all Colonial Revival style architectural elements, removal of decorative tower, replacement storefront windows and entry doors, replacement exterior cladding, and infill of hexagonal vent below gable end. The essential elements of form, structure, and style have not been retained.

Setting: The subject property retains integrity of setting. When the building was constructed, Sunset Boulevard had developed into a commercial district creating the character of the physical environment, which remains. The setting of the subject property has remained relatively the same since the 1930s, and the spatial relationship between it and the surrounding buildings are intact.

Materials: The subject property does not retain integrity of materials. Significant alterations to the main elevation of the building have significantly compromised the original materials. For instance, the main elevation has replacement windows, replacement doors, and heavily altered storefronts.

Workmanship: Similar to materials, the subject property does not retain integrity of workmanship. The physical evidence of the craftsmanship required to create the 1930s Colonial Revival style commercial building has been significantly compromised.

Feeling: The subject property does not retain integrity of feeling. Due to the amount of substantial alterations, the building does not possess the ability to evoke the feeling of a 1930s Colonial Revival style commercial property.

Association: The subject property no longer retains integrity of association. The building has no significant historical associations with any events or people. Therefore, the property no longer retains the ability to convey historical associations.

In summary, the property at 8866-8872 Sunset Boulevard retains integrity of location and setting. The property lacks integrity of design, materials, workmanship, feeling, and association.

Evaluation Findings

According to the 2013 Historic Resources Assessment report prepared by Chattel, Inc., the building at 8866-8872 Sunset Boulevard does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource largely due to a lack of integrity. Additional archival research conducted for the purposes of this study failed to indicate any additional historical associations, associations with significant persons, or architectural significance. In summary, the current findings remain consistent with the findings from Chattel in 2013; therefore, the building at 8866-8872 Sunset Boulevard does not appear to be an historical resource for the purposes of CEQA.

3.2.5.4 Building 4. 8874-8878 Sunset Boulevard (Formerly Aahs!)

NRHP/CRHR Significance Evaluations

The following provides an evaluation of the subject property at 8874-8878 Sunset Boulevard in consideration of NRHP and CRHR designation criteria and integrity requirements.

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research did not find any association with events that have made significant contributions to the broad patterns of local or regional history. The subject property was completed in 1935 as part of a larger plan for the block including Building 3 and the building to the direct west, 8906 Sunset Boulevard (which is located across San Vicente Boulevard and is not within the project site). Construction of the property was part of the natural progression of commercial development along Sunset Boulevard. There is no indication that construction of the building represented an important event in history. Additionally, it is not known to be directly associated with events that have made a significant contribution to the history of the state or nation. Therefore, the property does not appear eligible under NRHP/CRHR Criterion A/1.

Criterion B/2: That are associated with the lives of persons significant in our past.

Archival research did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property does not appear eligible under NRHP/CRHR Criterion B/2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The architects Norstrom and Anderson constructed the subject property in 1935 as a commercial example of the Colonial Revival architectural style. Through archival research, it was revealed that the property once displayed Colonial Revival characteristics such as broken pediments, pilasters, and a front facing gable roof. Subsequent alterations have removed all of these characteristics resulting in a modest vernacular structure. Additionally, other observed alterations include replacement storefront windows and entry doors and recladding. Given the extent of alterations, the building no longer possesses the high level of artistic value required for Criteria C/3. Despite the building's architects (Norstrom and Anderson) being notable architects in the 1930s, their design has been compromised through the alterations discussed above to the point that the building no longer serves as a good representation of their body of work. Therefore, the property does not appear eligible under NRHP/CRHR Criterion C/3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the property is recommended not eligible under NRHP/CRHR Criterion D/4.

City of West Hollywood Significance Evaluation

For the same reasons detailed in the NRHP/CRHR evaluation, the subject property does not appear eligible under any of the City designation criteria, as described below:

City Criterion A. Exemplifies Special Elements of the City.

It exemplifies or reflects special elements of the city's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses an integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:

- A1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship.*

The subject property is an altered example of a Colonial Revival style commercial structure. Through several large-scale alterations, the subject property no longer embodies distinctive characteristics of a period, method, style, or type of construction. Alterations include the removal of all Colonial Revival style architectural elements, replacement storefront windows and entry doors, and recladding. The building does not rise to the level of significance required under the City Criterion A1. Therefore, the subject property does not appear eligible under City Criterion A1.

A2. It contributes to the significance of a historic area by being: a) A geographically definable area possessing a concentration of historic or scenic properties; or b) A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development.

The subject property does not contribute to the significance of an historic area, as it has been significantly altered and no longer can be identified as a 1930s commercial structure built on Sunset Boulevard. Due to these alterations it no longer has any architectural or visual association with either Building 3 and the building to the direct west, 8906 Sunset Boulevard. For these reasons, it does not contribute either to a geographically definable area possessing a concentration of historic or scenic properties or a thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development. Moreover, no such geographically definable area or thematically related grouping of properties exist on the project site or in its immediate vicinity. Therefore, the subject property does not appear eligible under City Criterion A2.

A3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning.

The subject property does not reflect significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning. The property's setting has not significantly changed since its construction, but the building's lack of integrity does not allow it to reflect significant early twentieth-century development patterns. Therefore, the subject property does not appear eligible under City Criterion A3.

A4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation.

The subject property does not embody elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation. The subject property is an altered example of a Colonial Revival commercial building, which no longer retains any of the character defining features of the style through subsequent alterations, which included the removal of all Colonial Revival style architectural elements. Therefore, the subject property does not appear eligible under City Criterion A4.

A5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city.

The subject property does not have a unique location or singular physical characteristic, nor is it a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city. Therefore, the subject property does not appear eligible under City Criterion A5.

City Criterion B. Example of Distinguishing Characteristics.

It is one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

The subject property is not one of the few remaining examples in the city, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen. There are numerous unaltered or minimally altered Colonial Revival style commercial buildings throughout West Hollywood retaining a much higher level of integrity with more distinguishing characteristics of the style. Therefore, the subject property does not appear eligible under City Criterion B.

City Criterion C. Identified with Persons or Events.

It is identified with persons or events significant in local, state, or national history.

The subject property was not identified with persons or events significant in local, state, or national history. None of the current or former property owners or tenants were identified as significant individuals as a result of archival research. Therefore, the subject property does not appear eligible under City Criterion C.

City Criterion D. Notable Work.

It is representative of the work of a notable architect, builder, or designer.

It is not representative of the work of a notable architect, builder, or designer. Despite the building's architects (Norstrom and Anderson) being notable architects in the 1930s, their design has been compromised through the alterations discussed above to the point that the building no longer serves as a good representation of their body of work. Therefore, the subject property does not appear eligible under City Criterion D.

Integrity Discussion

Integrity is the ability of a property to convey its significance. To be listed in the NRHP or CRHR, a property must not only be shown to be significant under designation criteria, but it also must have integrity. The seven aspects of integrity are location, setting, design, materials, workmanship, feeling, and association. In order to retain historic integrity “a property will always possess several, and usually most, of the aspects” (NPS 1990).

Location: The subject property is sited on the original location of construction in its original orientation. Therefore, the property retains integrity of location.

Design: The property does not retain integrity of design. Since its construction, the property has undergone several large-scale alterations to the exterior of the building's primary elevation facing onto Sunset Boulevard. Alterations include the removal of all Colonial Revival style architectural elements, replacement storefront windows and entry doors, and recladding. The essential elements of form, structure, and style have not been retained.

Setting: The subject property retains integrity of setting. When the building was constructed, Sunset Boulevard had developed into a commercial district creating the character of the physical environment, which remains. The setting of the subject property has remained relatively the same since the 1930s, and the spatial relationship between it and the surrounding buildings are intact.

Materials: The subject property does not retain integrity of materials. The key exterior materials dating from the building's construction have mostly been replaced over time with modern materials. Throughout time the original windows, doors, and storefronts have been replaced, removing it from its 1930s context.

Workmanship: Similar to materials, the subject property does not retain integrity of workmanship. The physical evidence of the craftsmanship required to create the 1930s Colonial Revival style commercial building have not been retained. The building can no longer be dated to its original period of construction.

Feeling: The subject property does not retain integrity of feeling. Due to the amount of large-scale alterations, the building does not possess the ability to evoke the feeling of a 1930s Colonial Revival style commercial property.

Association: The subject property no longer retains integrity of association. The building has no significant historical associations with any events or people. Therefore, the property no longer retains the ability to convey historical associations.

In summary, the property at 8874-8878 Sunset Boulevard retains integrity of location and setting. The property lacks integrity of design, materials, workmanship, feeling, and association.

Evaluation Findings

The building at 8874-8878 Sunset Boulevard does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource due to a lack of important historical associations and architectural significance. Additionally, it does not appear eligible as a contributor to an historic district. As such, the building at 8874-8878 Sunset Boulevard does not appear to be an historical resource for the purposes of CEQA.

Indirect Impacts

Historical resources located in close proximity to the proposed project site include 8901 Sunset Boulevard (the Whiskey a Go-Go) and 8947 Sunset Boulevard (a commercial complex), which fall within a two-block radius of the proposed project. Other nearby historical resources include 9015 Sunset Boulevard (Rainbow Bar & Grill) and 9009 Sunset Boulevard (Roxy Theatre), located three blocks west of the proposed project. These two music venues were recently given landmark status by City Council and appear eligible for the CRHR and NRHP. These nearby historical resources have already seen their historic settings altered by new development on the Sunset Strip over the last several decades. The continuous flux of businesses, tenants, and new developments contribute to the constantly evolving identity of the Sunset Strip.

The proposed development would feature a 15-story mixed-use hotel and residential building, reaching approximately 189 feet in height on Sunset Boulevard, which would be significantly taller than the adjacent buildings and nearby historical resources. While the proposed project represents an increase in height of the buildings on the project site, the building massing has been designed to preserve existing views. The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, which is consistent with the height of buildings immediately to the north, east, and west of the project site, which are generally 1-2 stories in height. The hotel and residential volumes of the new development would rise up from the lower transparent volume and would be separated by a 120-foot opening, which would preserve north-south views through the site. The use of differentiated materials (including extensive use of clear laminated glass), the opening between the two volumes, and the transparency of the first several floors of the structure would minimize the visual effects of increased height and would break up the massing.

The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. Examples include 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; 9229 Sunset Boulevard, which is 144 feet in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is 14 stories in height and is located about 1,000 feet west of the project site. These taller structures along the Sunset Strip are intermixed among low-rise and mid-rise commercial buildings and the resulting contrasts in scale and massing contributes to the existing visual character of the Sunset Strip and of West Hollywood as a whole. Additionally, no historic resources were identified by the record search or as a result of the technical report, as adjacent to the proposed project site, so there are no potential indirect impacts from shadow or visual height intrusion of the proposed building design (Appendix E). As such, the proposed new development would have no significant indirect impacts on identified historical resources in the vicinity of the project site.

Conclusion

No cultural resources were identified within the project site as a result of the CHRIS records search, Native American coordination, extensive archival research, field survey, or property significance evaluations. The buildings located within the project site do not appear eligible for the NRHP, CRHR, or as a City of West Hollywood Cultural Resource due to a lack of significant historical associations, a lack of architectural merit, and significant alterations that have compromised the integrity of each building, and in turn, the entire commercial block. Therefore, the buildings within the project site are not considered historical resources for the purposes of CEQA. Buildings 2, 3, and 4 were given a CHRSC of 6Z (ineligible for the NRHP, CRHR, or local designation); and Building 1 was given a CHRSC of 6L (Ineligible for NRHP, CRHR, or local listing/designation, but may warrant special consideration in local planning).

Building 1 (8850-8852 Sunset Boulevard) does not meet any designation criteria and does not retain requisite integrity, nor is it considered an historical resource under CEQA.

No historical resources were identified within the proposed project site and no adjacent historical resources were identified that would be adversely impacted by the proposed project. Therefore, the project would not cause a substantial adverse change in the significance of historical resources within or adjacent to the proposed project site. Impacts would be **less than significant**.

Threshold B: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No archaeological resources were identified within the proposed project site as a result of the CHRIS records search or through the NAHC SLF review. Based on these results, the potential of encountering and impacting unknown archaeological resources during project implementation is low; however, it is always possible that unanticipated discoveries could be encountered during ground-disturbing activities associated with the proposed project. If such unanticipated discoveries were encountered, impacts to encountered resources could be potentially significant. However, with implementation of mitigation measure MM-CUL-1, which requires that all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find, potentially significant impacts to archaeological resources would be reduced to less than significant. Impacts would therefore be **less than significant with mitigation incorporated**.

Threshold C: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No prehistoric or historic burials were identified within the proposed project site as a result of the CHRIS records search. Moreover, the proposed project site is not part of a dedicated cemetery and as such, the likelihood of disturbing human remains is low. However, the possibility of encountering human remains within the proposed project site exists. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant. However, with the implementation of mitigation measure MM-CUL-2, which requires immediate notification of the county coroner and halting construction activities in the vicinity of the find, impacts would be considered less than significant. Impacts would therefore be **less than significant with mitigation incorporated**.

3.2.6 Mitigation Measures

The following mitigation measures are required to reduce potential impacts to unanticipated discoveries of archaeological resources and human remains during construction-related activities.

- MM-CUL-1** **Unanticipated Discovery of Archaeological Resources.** All construction crews shall be alerted to the potential to encounter archaeological resources. In the event that archaeological resources (sites, features, and artifacts) are exposed during construction activities involving ground disturbance for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. This avoidance buffer may be adjusted following inspection of this area by that qualified specialist. Prehistoric archaeological deposits may be indicated by the presence of discolored or dark soil, fire-affected material, concentrations of fragmented or whole shell, burned or complete bone, non-local lithic materials, or a characteristic observed to be atypical of the surrounding area. Common prehistoric artifacts may include modified or battered lithic materials; lithic or bone tools that appeared to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; and other items. Historic-age deposits are often indicated by the presence of glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. Feasible options for avoidance must also be considered. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. The archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency for review and approval prior to occupancy of the first building on the site. Once approved, the final report will be filed with the South Central Coast Information Center (SCCIC).
- MM-CUL-2** **Unanticipated Discovery of Human Remains.** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete his/her inspection within 48 hours of being granted access to the site. The most likely descendant would then determine, in consultation with the property owner, the disposition of the human remains.

3.2.7 Level of Significance After Mitigation

With the implementation of MM-CUL-1 and MM-CUL-2, the project would not cause a substantial adverse change in the significance of archaeological resources or potentially disturb human remains. MM-CUL-1 and MM-CUL-2 would reduce the project's potential impacts on archaeological resources and human remains to **less than significant**.

3.2.8 References

- CHAB (Cultural Heritage Advisory Board). 1993. City of West Hollywood Cultural Heritage Advisory Board Staff Report. https://weho.granicus.com/MetaViewer.php?view_id=22&clip_id=2372&meta_id=80097. Accessed November 2020.
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- HRG. 2019b. "Addendum 8852 Sunset Boulevard." December 6, 2019.
- GPA Consulting, Inc., 2016. "City of West Hollywood Commercial Historic Resources Survey." City of West Hollywood Community Development Department, September 2016.
- JHRA (Johnson Heumann Research Associates). 1987. City of West Hollywood Historic Resources Survey, 1986-1987. Final Report. On file with the South Central Coastal Information Center. NPS (National Park Service). 1990. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>.

3.3 Energy

This section describes existing energy use on the project site and vicinity, identifies regulatory requirements associated with energy consumption, and evaluates the potential energy-related impacts of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) regarding energy included concerns for the long-term impacts of the project's electricity and gas demands.

This analysis is based on emission calculations and California Emissions Estimator Model (CalEEMod) outputs provided as Appendix D to this EIR.

3.3.1 Environmental Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the proposed project.

Electricity

According to the U.S. Energy Information Administration (EIA), California used approximately 257,268 gigawatt hours of electricity in 2017 (EIA 2019a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2020).

Southern California Edison (SCE) provides electricity to the project site. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across central and Southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in West Hollywood (City of West Hollywood 2011a). According to the California Public Utilities Commission (CPUC), approximately 84 billion kilowatt-hours (kWh) of electricity were used in SCE's service area in 2017. Demand forecasts anticipate that approximately 75 billion kWh of electricity will be used in SCE's service area in 2020 (CPUC 2018).

The California Renewables Portfolio Standard (RPS) Program establishes a goal for California to increase the amount of electricity generated from renewable energy resources to 20% by 2010 and to 33% by 2020. Recent legislation revised the current RPS target for California to obtain 50% of total retail electricity sales from renewable sources by 2030, with interim targets of 40% by 2024, 45% by 2027, and 60% by 2030. In September 2017, the City joined the Clean Power Alliance, which includes more than 30 member jurisdictions in Los Angeles and Ventura Counties. Through the Clean Power Alliance, all power customers in the City have the opportunity to obtain cleaner power from renewable energy sources at a competitive price. The Clean Power Alliance is a Community Choice Aggregation program. Community Choice Aggregation (also known as Community Choice Energy) is a way for government agencies to buy and/or generate cleaner electricity for residents and businesses (City of West Hollywood 2019a). Community Choice Aggregation creates a partnership between the municipality and the existing utility provider, giving local governments the option to purchase up to 100% renewable electricity—such as solar, wind, bioenergy, geothermal, and hydroelectric—at competitive rates and helping communities achieve their climate action goals. The participating municipality can buy power from cleaner sources than those offered by the existing utility (e.g., SCE), while still working with SCE to deliver energy to customers.

Within Los Angeles County, annual non-residential electricity use in 2018 was approximately 47 billion kWh per year, while residential electricity use is approximately 21 billion kWh per year (CEC 2020a). More specifically, within the City, annual electricity consumption (encompassing both residential and non-residential) is approximately 272,607,680 kWh (City of West Hollywood 2017a).

Natural Gas

According to the EIA, California used approximately 2,110,829 million cubic feet of natural gas in 2017 (EIA 2019b). The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers account for approximately 32% of the natural gas delivered by California utilities (CPUC 2019). Large consumers, such as electric generators and industrial customers (noncore customers), account for approximately 68% of the natural gas delivered by California utilities (CPUC 2019). CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. California gas utilities may soon also begin receiving biogas into their pipeline systems (CPUC 2019).

The Southern California Gas Company (SoCalGas) provides the City with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. A SoCalGas service yard is located within the City limits, adjacent to the West Hollywood Gateway Center (City of West Hollywood 2011a). In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas' service territory. In 2019, SoCalGas delivered approximately 3,048 million therms (304.8 billion kBtu) to Los Angeles County (CEC 2020b). Within the City, annual natural gas consumption is approximately 10,167,060 therms (City of West Hollywood 2017a).

Petroleum

According to the EIA, California used approximately 683 million barrels of petroleum in 2017, with the majority (585 million barrels) used for the transportation sector (EIA 2019c). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.6 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. In California, petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 3.3.2, below.

3.3.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to energy would apply to the proposed project.

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards

for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and greenhouse gas (GHG) standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for carbon dioxide (CO₂) emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6%–23% over the 2010 baselines (76 FR 57106–57513).

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards are expected to reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

On September 27, 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA issued the Part Two Rule, which went into effect 60 days after being published in the Federal Register. The Part Two Rule sets CO₂ emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. On January 20, 2021, President Joe Biden issued an Executive Order (EO) on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the SAFE Vehicles Rule Parts One and Two (The White House 2021).

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 promoted the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA contained factors for metropolitan planning organizations to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation (previously discussed). The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2017). The U.S. Environmental Protection Agency is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in GHG emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the U.S. Environmental Protection Agency to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green” jobs.

State

The following state regulations pertaining to energy would apply to the proposed project.

Warren-Alquist Act

The California legislature passed the Warren-Alquist Act in 1974. The Warren-Alquist Act created the California Energy Commission (CEC). The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation’s first energy conservation standards for buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.

- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided, and identified policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers. In 2005, a second Energy Action Plan was adopted by the CEC and CPUC to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an update that examines the state's ongoing actions in the context of global climate change.

Senate Bills 1078 (2002), 107 (2006), X1-2 (2011), 350 (2015) and 100 (2018)

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) required all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% of electricity had to come from renewables; by December 31, 2016, 25% of electricity had to come from renewables; and by December 31, 2020, 33% will be required to come from renewables.

SB 350 (2015) expanded the RPS by requiring retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid. Additionally, 100% zero-carbon electricity cannot be achieved through resource shuffling.

Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the RPS requirements described above. The proposed project's reliance on non-renewable energy sources would be reduced accordingly.

Assembly Bill 1007 (2005)

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

In 2006, the state legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted SB 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, CARB prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources. Additional information on AB 32 and SB 32 is provided in Section 3.5 of this EIR.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The current Title 24 standards are the 2019 Title 24 Building Energy Efficiency Standards, which became effective January 1, 2020.

Title 24 also includes Part 11, California's Green Building Standards (CALGreen). CALGreen institutes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. For nonresidential projects (which the residential portion of the project is also subject to), some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

Integrated Energy Policy Report

The CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. The CEC's 2018

Integrated Energy Policy Report discusses the state’s policy goals of decarbonizing buildings, doubling energy efficiency savings, and increasing flexibility in the electricity grid system to integrate more renewable energy (CEC 2018a). Specifically for the decarbonizing of building energy, the goal would be achieved by designing future commercial and residential buildings to have their energy sourced almost entirely from electricity in place of natural gas. Regarding the increase in renewable energy flexibility, the goal would be achieved through increases in energy storage capacity within the state, increases in energy efficiency, and adjusting energy use to the time of day when the most amount of renewable energy is being generated. Over time these policies and trends would serve to reduce the project’s GHG emissions profile and energy consumption as they are implemented.

State Vehicle Standards

In response to the transportation sector accounting for more than half of California’s CO₂ emissions, AB 1493 was enacted in 2002. AB 1493 required CARB to set GHG emissions standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. The bill required that CARB set GHG emissions standards for motor vehicles manufactured in 2009 and all subsequent model years. The 2009–2012 standards resulted in a reduction in approximately 22% of GHG emissions compared to emissions from the 2002 fleet, and the 2013–2016 standards resulted in a reduction of approximately 30% compared to the 2002 fleet.

In 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global-warming gases with requirements for greater numbers of zero-emissions vehicles into a single package of standards called Advanced Clean Cars. By 2025, when the rules would be fully implemented, new automobiles would emit 34% fewer global-warming gases and 75% fewer smog-forming emissions (CARB 2011).

Also adopted in 2012, EO B-16-12 required that state entities under the governor’s direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

AB 1236 (October 2015) required a city, county, or city and county to approve an application for the installation of electric-vehicle (EV) charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of EV charging stations is a matter of statewide concern. AB 1236 required EV charging stations to meet specified standards. The bill required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance, which the City of West Hollywood accomplished on April 2, 2018.

EO N-79-20 (September 2020) directs CARB to develop and propose regulations that would require a ramp up to 100% in-state sales of new zero-emission passenger vehicles (cars and trucks) and drayage trucks by 2035. EO N-79-20 further directs CARB to promulgate regulations that would require a ramp up to 100% in-state sales of medium- and heavy-duty trucks by 2045 “for all operations where feasible.” Here, unlike with passenger cars, EO N-79-20 does

not narrow its mandate to a prohibition on the sale of new medium- and heavy-duty trucks. EO N-79-20 also instructs CARB to develop and propose strategies (as opposed to regulations) to achieve zero emissions from off-road vehicles and equipment operations in the state by 2035.

The Advanced Clean Trucks (ACT) Regulation was also approved by CARB in 2020. The purpose of the ACT Regulation is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources (CARB 2020). The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Although the focus of the state's vehicle standards is on the reduction of air pollutants and GHG emissions, one co-benefit of implementation of these standards is a reduced demand for petroleum-based fuels.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates established in AB 32. As codified in California Government Code Section 65080, SB 375 requires Metropolitan Planning Organizations to include a sustainable communities strategy in their regional transportation plan. The main focus of the sustainable communities strategy is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also part of a bigger effort to address other development issues, including transit and vehicle miles traveled (VMT), which influence the consumption of petroleum-based fuels.

Local

The following local/regional regulations pertaining to energy would apply to the proposed project.

General Plan (Infrastructure, Resources, and Conservation Element)

The Infrastructure, Resources, and Conservation Element of the City's General Plan (City of West Hollywood 2011a) addresses topics pertinent to this section of the EIR, including energy supply and conservation, green building, water supply and conservation, recycling and solid waste, and transportation infrastructure. The element establishes policies intended to foster energy conservation and efficiency. Policies from this element that are relevant to the proposed project are listed below. While some of these policies primarily address City-wide actions or actions that would be taken by the City as opposed to the developer or owner of a specific project, the collection of these policies as a whole encourages and facilitates an environment in which energy conservation is a priority.

Policy IRC-2.3

Require that development projects pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.

Policy IRC-2.4

On an ongoing basis, share information on projected growth in jobs and housing with service providers and regional agencies to ensure that there is sufficient infrastructure capacity to support future population growth in the City.

Policy IRC-3.1

Allow for construction of new development only when there is sufficient water to supply that development, as determined by the service provider.

Policy IRC-3.6

Require all new buildings to meet the following standards:

- Achieve a reduction of water use of 40% less than baseline for buildings as calculated by the Energy Policy Act of 1992.
- Reduce water consumption for outdoor landscape irrigation, consistent with the most recent City policy (see Chapter 15.52, Water Conservation Plan, in the City's Municipal Code).
- Comply with all prevailing state laws and City regulations regarding indoor and outdoor water conservation and efficiency in new construction.

Policy IRC-3.7

Encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:

- Drought-tolerant landscaping
- Drip irrigation systems for landscaping where appropriate
- Low-flow fixtures in bathrooms and kitchens

Policy IRC-4.1

Promote building energy efficiency improvements through strategies that may include the following:

- Retrofits of existing buildings with energy efficiency technology
- Expanded public outreach in partnership with Southern California Edison on energy efficiency upgrades
- A voluntary energy audit program for residents and businesses
- Diverse incentives for energy efficiency

Policy IRC-4.2

Promote land use patterns and mobility decisions that result in reduced vehicle trips and therefore reduced overall energy use from the transportation sector.

Policy IRC-4.3

Maximize the use of renewable energy in the City through strategies that may include the following:

- A comprehensive renewable energy program that provides incentives, outreach, financing, or similar forms of assistance to residents and businesses in the City
- Incentives to encourage commercial properties to develop solar energy production systems on private property and sell the energy to the public utility system

Policy IRC-4.4

As feasible, coordinate with available energy efficiency and conservation programs – such as those administered by Southern California Edison, the United States Department of Energy, or other organizations – to reduce energy use.

Policy IRC-5.1

As appropriate, update West Hollywood's green building regulations regularly and continue to administer a Green Building Program and/or enforce green building requirements within the City.

Policy IRC-5.3

Offer incentives for buildings to exceed the minimum Green Building Program requirements.

Policy IRC-6.9

In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following:

- Increase walking within the City
- Increase transit use and reduce barriers to transit ridership
- Increase ride-sharing
- Promote alternatives to automobile ownership

Policy IRC-6.10

Implement policies in the Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish the following:

- Reduce energy associated with the use, treatment, and conveyance of water and wastewater
- Improve energy efficiency in existing buildings
- Ensure high levels of energy performance in new construction
- Maximize the use of renewable energy
- Reduce the amount of waste sent to landfills

Policy IRC-7.2

Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.

Policy IRC-7.3

Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

Policy IRC-7.4

Prohibit combustion or gasoline powered engines in leaf blowers.

Policy IRC-7.5

Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

Policy IRC-7.6

Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

Policy IRC-10.1

Aggressively seek to reduce West Hollywood's rate of waste disposal per capita.

Policy IRC-10.2

Provide services for recycling and composting and expand these services over time, where appropriate.

Policy IRC-10.3

Encourage all construction projects (regardless of size) to divert 80% of the construction waste debris away from landfills.

Policy IRC-10.4

Provide ongoing education to residents and businesses about waste reduction, composting, and recycling.

Policy IRC-10.7

Encourage the use of recycled building materials in public and private development projects.

Policy IRC-10.10

Collaborate with other government agencies to promote waste reduction.

General Plan (Mobility Element)

The Mobility Element of the City's General Plan (City of West Hollywood 2011a) sets forth strategies for creating a balanced and multi-modal transportation system. The policies in this element are relevant to this section of the EIR because creation of a multi-modal transportation system supports a reduction in the use of single-occupancy vehicles, which are typically associated with greater energy demand per capita when compared with alternative modes of transportation. Relevant policies are as follows:

Policy M-1.3

Consider requiring development projects to include transit amenities and transit incentive programs.

Policy M-3.9

Require new commercial development to provide for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within the property being developed.

Policy M-3.10

Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.

Policy M-4.2

As feasible, ensure that new development of commercial and multi-family residential uses enhance the City's bicycle network and facilities.

Policy M-5.8

Allow for the collection of fees from developers to undertake the following infrastructure projects to support new development: sidewalk improvements, landscaping, bicycle infrastructure, traffic calming devices, traffic signals, and other improvements that promote/maintain the pedestrian-oriented character of the community (i.e., traffic calming devices and Transportation Demand Management programs).

Policy M-5.9

Require new development to pay its share of transportation improvements necessitated by that development.

Policy M-8.16

Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.

City of West Hollywood Climate Action Plan

The City of West Hollywood's Climate Action Plan (CAP) recommends a series of actions that the City, residents, property owners, and businesses can take to reduce their contributions to global climate change by reducing GHG emissions. Reductions in GHG emissions are generally correlated with energy savings. The City's CAP outlines a course of action to reduce municipal and communitywide GHG emissions. The City's CAP seeks to:

- Provide clear guidance to City staff and decision-makers regarding when and how to implement key actions to reduce GHG emissions.
- Place the City on a path to reduce annual communitywide GHG emissions by 20% to 25% below 2008 business-as-usual emission levels by 2035.
- Inspire residents, property owners, and businesses to participate in community efforts to reduce GHG emissions.
- Demonstrate West Hollywood's ability to respond to and comply with California GHG reduction legislation and guidelines.

The City's CAP includes strategies and performance indicators to reduce GHG emissions from both municipal and communitywide activities within the City (City of West Hollywood 2011b).

In addition, the City's CAP includes an Energy Use and Efficiency strategy sector that recommends ways to increase energy efficiency in existing buildings, enhance energy performance for new construction, and increase use of renewable energy.

City of West Hollywood's Green Building Ordinance

On October 1, 2007, the City adopted one of the nation's first mandatory green building ordinances. A key component of the City's Green Building Program was the Green Building Point System for new construction, which offers incentives for

projects that achieve exemplary status across a range of sustainable measures. The City's CAP includes actions which both strengthen and update the Green Building Ordinance within the Energy Use and Efficiency section.

In 2019, the City updated their Green Building Program. The associated zoning text amendments included the following: 1. Updated mandatory green building standards for all applicable project types, 2. Additional requirements for Specific Plans and Development Agreements, and 3. Project application requirements. The overall green building program includes amendments to Title 13 (Buildings and Construction) and 15 (Environmental Protection, Pollution, and Solid Waste) of the Municipal Code to modify requirements for water fixtures and fittings specifications, outdoor water submetering, and requirements for public green buildings (City of West Hollywood 2019a). The revised Green Building Program framework: (a) Utilizes existing state building code as basis for green building blocks, (b) Categorically aligns City requirements with CALGreen, (c) Strikeouts duplicate language in municipal code, (d) Keeps existing green building measures that are locally specific and/or more stringent than state code, and (e) Introduces new local green building requirements (City of West Hollywood 2019b). However, applications submitted for development review prior to January 1, 2020, may follow the City's 2007 Green Building Requirements for their projects. The proposed project would be required to comply with the City's Green Building Ordinance in effect at the time of the project's application, consistent with City requirements.

2011 Bicycle Task Force Report

The Bicycle Task Force was created in 2010 upon City Council direction. The Bicycle Task Force was comprised of 18 members from a wide spectrum of community interests, including representation from City commissions. The Bicycle Task Force was charged with preparing a range of recommendations to improve bicycle mobility throughout the City and with developing recommendations for community education on bicycle safety. Other goals for the Bicycle Task Force included learning and duplicating best practices from other cities with successful bike programs, identifying local routes for various types of bike lanes to expand and modify existing routes, and educating the community on cycling and pedestrian safety. In response to these goals, the Bicycle Task Force prepared the Bicycle Task Force Report to summarize its recommendations. The four primary goals identified in this report (City of West Hollywood 2011c) are as follows:

- Enhance cycling as a safe, healthy, and enjoyable form of transportation and recreation
- Increase the number and types of cyclists who commute in and through the City
- Reduce auto congestion throughout the City
- Provide infrastructure improvements to increase safety and connectivity

2017 Bicycle and Pedestrian Mobility Plan

The West Hollywood Bicycle and Pedestrian Mobility Plan sets forth goals, objectives, policy actions, and design guidelines to improve and facilitate bicycle and pedestrian transportation (City of West Hollywood 2017b). This plan creates the foundation for a pedestrian and bicycle-friendly West Hollywood that provides comfortable, safe, healthy, and convenient places to walk and bicycle within the context of a balanced, multimodal transportation network serving pedestrians, bicyclists, transit riders, and motorists, and lays out the policy framework for the implementation of an overall vision for the City that consists of the following overarching goals:

- Implement the West Hollywood General Plan and Climate Action Plan
- Comply with federal and state regulations
- Support multi-modal transportation options to reduce GHGs, congestion, and pollution

- Eliminate barriers along pedestrian routes and enhance sidewalks and crossings
- Provide a convenient and connected walking network
- Eliminate gaps in existing bicycle network and provide high-quality bicycle infrastructure to improve bicyclist comfort and safety
- Strengthen regional bicycle network connections
- Coordinate with neighboring jurisdictions to connect West Hollywood to regional destinations
- Improve City streets and sidewalks to provide enjoyable community living spaces
- Improve the end-of-trip experience for bicyclists with lockers, showers, changing areas and secure parking
- Foster educational programs to encourage safety and knowledge of rights and responsibilities
- Support the enforcement of traffic laws for all users of City streets
- Promote the City's identity as a walkable and bikeable place

3.3.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to energy are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to energy would occur if the project would:

- A. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.3.4 Methodology

A brief overview of the methodology applied to assess the proposed project's potential impacts is provided below:

- **Electricity & Natural Gas:** The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. The current version of CalEEMod assumes compliance with the 2016 Title 24 Building Energy Efficiency Standards (CAPCOA 2017); however, the project would be required to comply with the 2019 Title 24 Standards. Per the CEC Impact Analysis for the 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, the first-year savings for newly constructed non-residential buildings, which would apply to the project's residential component,¹ are 197 gigawatt hours of electricity savings and 0.27 million therms of gas savings, representing reductions from the 2016 Title 24 standard of 10.7% and 1%, respectively (CEC 2018b). To take into account energy reductions associated with compliance with 2019 Title 24, the CalEEMod Title 24 electricity and natural gas values were reduced by 10.7% and 1%, respectively. An additional 20% reduction was applied based on the project's commitment to achieve at least 20% reduction as compared to the 2019 Title 24 standards for energy. Based on the age of the existing buildings to be demolished, the historical energy use option (i.e., pre-2005 standards) was selected in CalEEMod as the existing buildings were built in compliance with less stringent building energy efficiency codes. Additionally, electricity consumption for the existing and proposed billboards was included in

¹ The proposed residential structures are over 4 levels. As categorized in CalEEMod and consistent with ITE code, the proposed residences are considered mid-rise apartments because they are between 3 and 10 levels. However, Title 24 categorizes residential buildings that are 4 or more habitable levels as high-rise residential and high-rise residential, along with the project's hotel use, are included in the nonresidential section of Title 24.

the analysis. Electricity required to supply, treat, and distribute water and for wastewater treatment was also estimated using CalEEMod.

- Petroleum:** Potential impacts were assessed through projected traffic trip generation during construction and operation, as provided by the CalEEMod outputs (Appendix D) and traffic data for the project (Appendix L). Fuel consumption from construction equipment and vehicle trips is estimated by converting the total CO₂ emissions anticipated to be generated during each construction phase to gallons using conversion factors for CO₂ to gallons of gasoline or diesel. (The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2020)). Heavy-duty construction equipment associated with construction activities, vendor trucks, and haul trucks are assumed to use diesel fuel. Worker vehicles are assumed to be gasoline fueled. The fuel consumption resulting from the project's operational phase would be attributable to residents, employees, hotel guests, and customers traveling to and from the project site. Similar to construction worker and vendor trips, fuel consumption for operation of the project (as well as operation of the existing on-site land uses) was estimated by converting the total CO₂ emissions during operation to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Vehicles used to travel to and from the project site during operations were assumed to be 93% gasoline powered and 7% diesel powered.

3.3.5 Impacts Analysis

Threshold A: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the proposed project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the project area during construction and operation relative to existing uses.

Electricity

Construction Use

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by SCE. The electricity used for such activities would be temporary and would therefore have a negligible contribution to the project's overall energy consumption.

Operational Use

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, electronics, and billboards.² Additionally, the supply, conveyance, treatment, and distribution of water used by the project would indirectly result in electricity usage. CalEEMod was used to estimate the electricity demand for the existing uses to be demolished and for the project (see Appendix D for calculations). Table 3.3-1 presents the net increase in electricity demand for the project.

² Because digital signage is typically more energy intensive than traditional (i.e., static) signage, this analysis assumes that digital signage would be a component of the project to ensure conservative energy calculations. In the event that the project's off-site signage program is not selected or approved by the City, the project may not include digital signage, meaning that the project's operational energy use may be slightly reduced relative to the calculations shown in this section.

Table 3.3-1. Annual Electricity Demand

Scenario	kWh/Year
Proposed Project	
Buildings	2,443,206.92
Billboards	500,000.00
Water/Wastewater	560,274.93
Total Project Demand	3,503,481.85
Existing	
Buildings	391,240.00
Billboards	102,000.00
Water/Wastewater	42,004.05
Total Existing Use Demand	535,244.05
<i>Net Increase in Electricity Demand (Project minus Existing)</i>	<i>2,968,237.79</i>

Source: Appendix D.

Notes: kWh = kilowatt-hour.

According to these estimations, the proposed project would consume approximately 3,503,482 kWh per year. The electricity consumption at the project site under existing conditions was also calculated using CalEEMod and is estimated to be 535,244 kWh per year. As such, upon project implementation, electricity demand and consumption at the project site would increase by 2,968,238 kWh per year (Appendix D).

As described above, the electricity demand calculation for the proposed project assumes a 20% reduction in energy as compared to the Title 24 standards for 2019. Additional energy reductions may be achieved through the following project features and requirements: the project has a goal of Leadership in Energy and Environmental Design (LEED) Gold or equivalent green building standards, the billboards would be required to comply with the energy reduction and conservation measures from the City's Sunset Boulevard Off-Site Signage Policy,³ the project would include 28 full circuit EV Ready parking stalls, and the project would be required to comply with the City's mandatory Green Building Ordinance. Additionally, the proposed project proposes 1,000 square feet of digital signage and has submitted an off-site signage application. If the digital signage is implemented as part of the project, the Sunset Boulevard Off-Site Signage Policy states that the incremental energy usage attributable to digital signs should be fully offset to the extent feasible through demonstrated improvement in the energy performance for new buildings or major renovations of existing buildings. Energy reductions from these measures were not accounted for in Table 3.3-1 in order to provide a conservative estimate. As such, the project's energy consumption could potentially be lower than what is shown in Table 3.3-1.

In summary, although electricity consumption would increase at the project site due to the implementation of the project, the additional electricity demand for the proposed project would not be unusual or wasteful as compared to overall local and regional demand for energy resources.. The project would also comply with and implement a variety of energy-efficiency measures, as described above, which would further reduce operational electricity

³ The Sunset Boulevard Off-Site Signage Policy includes the following provisions for billboards: 1) new billboard projects are encouraged to use 100% clean energy and/or generate energy on-site, and 2) all new billboard operations are required to utilize the highest available clean energy tier from the City's energy provider to the extent feasible. The proposed project is committed to meeting these requirements, and may incorporate a number of feasible active and passive measures to offset the incremental energy usage attributable to digital signs, including, but not limited to, the installation of high performance glazing, high R-value walls and roof construction, balcony shading to avoid direct solar gain, utilization of high efficiency HVAC systems, optimized controls, and energy recovery.

consumption. For these reasons, electricity consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Natural Gas

Construction Use

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the “petroleum” subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would have a negligible contribution to the proposed project’s overall energy consumption.

Operational Use

Natural gas consumption during operation would be required for various purposes, including building heating and cooling. CalEEMod was used to estimate natural gas demand for the existing uses to be demolished and for the project (see Appendix D for calculations). Table 3.3-2 presents the net increase in natural gas demand for the proposed project.

Table 3.3-2. Annual Operational Natural Gas Demand

Scenario	kBtu/Year
Project Buildings	8,484,522.62
Existing Buildings	732,728.20
<i>Net Increase in Natural Gas Demand (Project minus Existing)</i>	<i>7,751,794.42</i>

Source: Appendix D.

Notes: kBtu = thousand British thermal units.

According to these estimations, the proposed project would consume approximately 8,484,523 kBtu per year. Under existing conditions, it is estimated that 732,728 kBtu per year is used by the existing uses. As such, upon project implementation, natural gas demand at the project site would increase by 7,751,794 kBtu per year (Appendix D).

As described above, the natural gas demand calculation for the proposed project assumes a 20% reduction in energy as compared to the Title 24 standards for 2019. Additionally, as described above, the project would include achieving LEED Gold or equivalent green building standards, and would comply with the City’s Green Building Ordinance. However these additional measures were not accounted for in the modeling in order to provide a conservative estimate. As such, the proposed project’s natural gas use would be more efficient than what is required and would likely be lower than the calculations presented above.

In summary, although natural gas usage would increase due to the implementation of the proposed project, the additional natural gas demand for the proposed project would not be unusual or wasteful as compared to overall local and regional demand for energy resources. The project would also comply with and implement a variety of energy-efficiency measures, as described above, which would further reduce operational natural gas consumption. For these reasons, the natural gas consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Petroleum

Construction Use

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would haul and vendor trucks involved in the soil export from, and delivery of materials to, the project site. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered light-duty vehicles.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles is shown in Table 3.3-3.

Table 3.3-3. Proposed Project Construction Petroleum Demand

	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
Construction Phase	Gallons			
Demolition	4,165.34	575.44	95.72	217.35
Grading/Excavation	25,038.30	43,087.32	304.89	689.87
Building Construction	39,321.16	0.00	12,731.69	22,209.36
Paving/Finishing	10,359.15	0.00	601.65	4,294.62
Tenant Improvements	0.00	0.00	553.74	3,875.60
Commissioning	0.00	0.00	91.85	624.15
<i>Subtotal</i>	78,883.94	43,662.75	14,379.54	31,910.96
Total Petroleum	168,837.19			

Notes: See Appendix D for details.

As shown in Table 3.3-3, the proposed project is estimated to consume approximately 168,837 gallons of petroleum during the construction phase. Notably, the project's construction contractor would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation: (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology (BACT) requirements. While the proposed project's impacts in the category of GHG emissions were determined to be less than significant, the project would nevertheless be required to comply with mitigation measure 3.15-1 from the Final Program EIR for the City's General Plan and CAP. This measure addresses and reduces construction-related GHG emissions in the City (see Section 3.5 of this EIR for details). Reducing GHG emissions during construction would help reduce construction-related fuel usage beyond the demand shown in Table 3.3-3. Further, due to the fact that the proposed project would be built on an urban infill site, construction worker trip and haul truck trip distances are anticipated to be reduced as compared to sites that are not located in urban centers. Overall, because the proposed project would not be unusual as compared to overall local and regional demand for petroleum resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state, the proposed project

construction would not result in wasteful, inefficient, or unnecessary consumption of petroleum. This impact would be less than significant.

Operational Use

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by employees, customers, residents, and guests of the proposed mixed-use project.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. The annual VMT attributable to the project is expected to be 3,535,036 VMT (Appendix D). Under existing conditions at the project site, the land uses to be demolished are estimated to be associated with 1,110,840 VMT per year (Appendix D). Fuel estimates for the project and existing uses are provided in Table 3.3-4.

Table 3.3-4. Annual Operational Petroleum Demand

Scenario	Vehicle MT CO ₂	Kg CO ₂ / Gallon	Gallons
Proposed Project			
Gasoline	1,416.16	8.78	161,293.78
Diesel	114.57	10.21	11,221.69
Total Project Petroleum Use			172,515.48
Existing			
Gasoline	486.65	8.78	55,426.59
Diesel	37.86	10.21	3,707.87
Total Existing Petroleum Use			59,134.46
Net Increase in Petroleum Demand (Project minus Existing)			113,381.01

Sources: Trips and vehicle CO₂ (Appendix D); kg CO₂/Gallon (The Climate Registry 2020).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram.

As depicted in Table 3.3-4, the project would consume approximately 172,515 gallons of petroleum per year during operation and the existing scenario is estimated to consume approximately 59,134 gallons of petroleum per year. As such, the project would lead to an annual net increase of 113,381 gallons of petroleum consumption.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the customers, employees, residents, and guests of the project is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time. As discussed under Section 3.3.2, there are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2011). As such, operation of the proposed project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy. Also, use of transit and non-vehicular modes of transportation is anticipated to increase over time, as local and regional plans and policies facilitating increased use and development of transit and non-vehicular transportation modes are implemented. Notably, the project site is located within a transit priority area, and adjacent to transit stops at the intersection of San Vicente Boulevard and Sunset Boulevard. Section 3.3.2

summarizes some of the plans and policies that are in place to increase use of transit and non-vehicular modes of travel, which include the City's General Plan Mobility Element and City of West Hollywood Bicycle and Pedestrian Mobility Plan.

In summary, although project implementation would result in an increase in petroleum use during operation, over time vehicles would use less petroleum due to advances in fuel economy. Furthermore, when viewed on a regional scale, the proposed project is an urban infill project located within a major population center and would serve an existing demand for hotel rooms, residential units, and commercial services. When compared with new development projects sited on previously undeveloped land and away from population centers, infill projects are generally expected to involve fewer VMT during operation and may even help reduce regional VMT by locating residences and services within proximity to existing jobs, businesses, and neighborhoods. Given these considerations, the petroleum consumption associated with the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Threshold B: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings constructed in California in order to reduce energy demand and consumption. Additionally, the project would exceed the requirements of the California Building Energy Efficiency Standards by 20% through its energy efficiency and sustainable design features, including achieving LEED Gold or equivalent green building standards. As such, the proposed project would exceed California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the proposed project under CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. In addition, the proposed project is subject to the City's mandatory Green Building Ordinance.

Furthermore, as explained in Section 3.3.1, the City joined the Clean Power Alliance in 2017. As part of the City's commitment to protecting the environment and building resiliency, the West Hollywood City Council selected 100% Green Power as the default option for the community in February 2018, which provides 100% renewable energy. The City's residents and businesses are automatically enrolled into the default renewable energy tier selected by the City. However, understanding the diverse needs of the community, residents and commercial tenants can change the service by selecting one of Clean Power Alliance's other two rate options: Lean Power (36% renewable energy content) or Clean Power (50% renewable energy content) (City of West Hollywood 2019a). Under any of the three options, the proposed project would include renewable energy as part of the power content mix and would be consistent with the City's renewable energy commitment.

Because the proposed project would comply with and exceed the existing energy standards and regulations, the project would result in a **less than significant** impact associated with the potential to conflict with energy standards and regulations.

3.3.6 Mitigation Measures

Project impacts would be less than significant and no mitigation is required.

3.3.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.3.8 References

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3.4 Geology and Soils

This section describes the existing geological conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding the potential for earthquake and liquefaction hazards at the project site. Specifically, concerns were expressed regarding the proximity of the project to a fault line and whether the proposed building would be stable. Concerns were also expressed that the proposed building could fall in the event of an earthquake. These concerns are addressed in this section. Specifically, Section 3.4.5, Threshold A(i) addresses the proximity of the project to a fault line; Threshold A(iii) addresses potential liquefaction hazards; and Threshold A(ii) addresses the potential for the project site to be subject to strong seismic ground shaking.

The analysis in this section is based in part upon the following documents:

- *Updated Geotechnical Investigation, Proposed Hotel and Condominium Development, 8850 Sunset Boulevard, West Hollywood, California, APNs 4339-017-001 through -008*, by Geocon West, Inc. dated February 17, 2021, and associated *Response to Geotechnical, Geology, and Seismic Review Sheets* dated May 25, 2021, and July 28, 2021, by Geocon West, Inc. (Included in this EIR as Appendix F-1; hereafter referred to as the “Geotechnical Investigation.”)
- *Fault Rupture Hazard Investigation, 8850 to 8878 Sunset Boulevard, West Hollywood, California*, by John Helms, CEG, dated September 19, 2018. ((Included in this EIR was Appendix F-2.)

Other documentation used in this analysis includes the *Final Program Environmental Impact Report for the City of West Hollywood General Plan and Climate Action Plan, Volume 1* (City of West Hollywood 2010); *City of West Hollywood General Plan 2035* (City of West Hollywood 2011); and the City of West Hollywood’s *Local Fault Precaution Zones Map*. Other sources consulted are listed in Section 3.4.8, References.

3.4.1 Environmental Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the proposed project.

Topography

Topographic relief across the site is approximately 19 feet in the north–south direction. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the city streets. Vegetation on site consists of shrubs and trees located in isolated planter areas (Appendix F-1).

Regional and Local Setting

The project site is located in the Transverse Range Geomorphic Province, in the northern portion of the Los Angeles Basin. This site is located on a southerly sloping alluvial fan, at the base of the southern flank of the Santa Monica Mountains. The Los Angeles Basin is a coastal plain between the Santa Monica Mountains to the north, the Puente Hills and Whittier Fault to the east, the Palos Verdes Peninsula and the Pacific Ocean to the west and south, and

the Santa Ana Mountains and San Joaquin Hills to the southeast. The basin is underlain by a deep structural depression which has been filled by both marine and continental sedimentary deposits that are underlain by a basement complex of igneous and metamorphic composition (Appendix F-1).

General Soil and Geologic Conditions

The geologic materials at the site consist of artificial fill that is underlain by a thin veneer of Holocene age alluvium, which is in turn underlain by a thick section of Pleistocene age alluvial fan deposits, consisting of sand, silt, clay, and gravel (Appendix F-1).

Artificial Fill

Artificial fill on site generally consists of yellowish-brown to brown sand with silt and well-graded sand, with varying amounts of gravel. The artificial fill is characterized as dry to slightly moist and loose. The fill is likely the result of past grading or construction activities at the site (Appendix F-1).

Alluvium

Holocene age alluvial fan deposits were encountered beneath the fill. The Holocene-aged alluvium is interpreted to be approximately 6 feet to 9 feet thick and underlain by Pleistocene-aged alluvial fan deposits. The alluvium generally consists of brown to reddish-brown silty sand, clayey sand, poorly graded sand, sand with silt, sandy silt, silt, and sandy clay with varying amounts of clay and gravel. The alluvial soils are primarily fine- to medium-grained, dry to wet, and very loose to very dense or firm to hard (Appendix F-1).

Groundwater

According to the City of West Hollywood Seismic Hazards Map, the site has a historic high groundwater level of 20 feet (City of West Hollywood 2010). In addition, geotechnical explorations of the site indicate that groundwater is present between depths of 19 feet to 42 feet below ground surface (Appendix F-1).

Seismicity and Faulting

The project site is located in a seismically active region. Several large and well-known faults are located in the project site region, and movement along those faults have greatly influenced the erosional and depositional history of the project area, most notably the San Andreas Fault Zone. The faults that are considered to most influence the seismic exposure of the City of West Hollywood include the Hollywood Fault, Santa Monica Fault, and the Newport-Inglewood Fault, as well as several blind thrust faults underlying the City (City of West Hollywood 2010). Other prominent faults in the region include the Raymond Fault, the Whittier Fault, the Sierra Madre Fault Zone, and the San Fernando Fault (CGS 2010).

The California Geological Survey (CGS 2018a) classifies faults as:

- **Holocene-active faults**: faults that have moved during the past approximately 11,700 years (i.e., Holocene time). These faults exhibit signs of geologically recent movement, are most likely to experience movement in the near future, and are capable of surface rupture. These faults are considered “active faults.”
- **Pre-Holocene faults**: faults that have not moved in the past 11,700 years but have moved in the past 2 million years (i.e., Quaternary time). These faults are considered “potentially active faults” and may be

capable of surface rupture, but are less likely than Holocene-active faults to cause surface rupture. These faults are also capable of generating future earthquakes.

- **Age-undetermined faults:** faults where the recency of fault movement has not been determined. These faults are considered “inactive faults.”

Holocene-active faults have been responsible for large historical earthquakes in southern California, including the 1971 San Fernando earthquake (moment magnitude [Mw] 6.7), the 1992 Landers earthquake (Mw 7.3), the 1952 Kern County earthquake (Mw 7.5), the 2019 Searles Valley earthquake (Mw 7.1), and the 1933 Long Beach earthquake (Mw 6.4). Moment magnitude is the most commonly used method of describing the size of earthquakes. It measures the size of seismic events in terms of how much energy is released, and it relates to the amount of movement of rock. The southern California region also includes blind thrust faults, which are faults that do not rupture at the surface but are capable of generating substantial earthquakes. Examples of earthquakes caused by blind thrust faults include the 1987 Whittier Narrows earthquake (Mw 5.9) and the 1994 Northridge earthquake (Mw 6.7). Both of these earthquakes occurred on previously unidentified blind thrust faults.

Most of the active faults in California are manifested as fault zones. Fault zones are defined as a region, varying in width from yards to miles, that is bounded by major faults within which subordinate faults may be arranged variably or systematically. For example, the San Andreas Fault Zone is a region of crushed and broken rock, varying in width from a few hundred feet to a mile wide. Many smaller faults branch from and join the San Andreas Fault Zone (USGS 2016). Similarly, the Santa Monica and Hollywood Fault Zones, located in the project area, are part of a complex zone of east-west trending fault segments that mark the northern edge of the Los Angeles Basin (CGS 2018b). Not all segments of an active fault zone are included in Alquist-Priolo Fault Zones (see the discussion under the “Surface Rupture” subheading below for more information on Alquist-Priolo Fault Zones). Rather, Alquist-Priolo Fault Zones consist of fault segments that are well defined and present sufficient evidence to for geologists to conclude that the faults are active.

Major active faults in the project region are listed in Table 3.4-1 and are described below. Distances from the project site to individual faults represent the distance to the nearest fault segment within the respective fault zones.

Hollywood Fault

The northeast–southwest trending Hollywood Fault (Holocene-active) is a reverse/left lateral strike-slip fault that is deeply buried, is concealed by dense urbanization, directly underlies portions of the City, and may be located approximately 100 feet to 200 feet to the south of the project site, at its closest point (Appendix F-1). Available geologic mapping, geotechnical investigations, and fault investigations in the area indicate that the possible fault trace extends through the property to the south of the project site (Appendix F-2). The Hollywood Fault is the eastern segment of the larger Santa Monica-Hollywood Fault System that represents the boundary between the northern Los Angeles Basin and the Santa Monica Mountains. In addition, studies have identified active subsidiary faults to the Hollywood Fault. The Hollywood Fault has not produced any damaging earthquakes during the historical period (i.e., from 1769 to the present) and has had relatively minor micro-seismic activity, based on analysis of paleoseismicity data of the northern Los Angeles metropolitan region, generated in the 1980s and 1990s (Dolan et al. 1997). However, if the entire length of the Hollywood Fault ruptured, or if the fault ruptured together with other faults to the west or the east, earthquakes affecting the City and the surrounding region could result (City of West Hollywood 2010). This fault is capable of a Mw 6.5 to Mw 6.7 earthquake (CIT 2013; Dolan et al. 1997).

In the project area, the Hollywood Fault is expressed by an over-steepening of the alluvial fans at the base of the Santa Monica Mountains and several small fault scarps and subtle breaks in slope, visible on historic topographic

maps. South of Sunset Boulevard, there is a semi-continuous series of slope breaks, extending over 1 kilometer west from Larrabee Street, which are on trend with a fault strand that was determined to be active. In addition, a noted local groundwater barrier in the vicinity of West Hollywood Elementary School, located approximately 250 feet southwest of the project site, is also in line with this series of topographic breaks, suggesting the groundwater barrier is also related to faulting. Based on these well-defined fault-related features, in January 2018 this trace of the Hollywood Fault was recommended for inclusion in an Alquist-Priolo Fault Zone (CGS 2018b) (see the “Surface Rupture” subheading below for additional information regarding Alquist-Priolo Fault Zones). Although the Hollywood Fault itself is not located on the project site, the project site is located within this Alquist-Priolo Earthquake Fault Zone, as shown in Figure 3.4-1 (CGS 2018c).

Santa Monica Fault

The northeast–southwest trending, left-lateral, strike-slip Santa Monica Fault (Late Quaternary to Holocene-active) is located approximately 1.4 miles to the southwest of the project site (CGS 2010; Appendix F-1). The Santa Monica Fault is not considered a significant ground surface rupture hazard. As a result of the thickness of sediments and lack of surface expression of the fault, there is no City Fault Precaution Zone or Alquist-Priolo Fault Zone located within the City of West Hollywood in association with the Santa Monica Fault (City of West Hollywood 2010). (These designations are described and defined under the “Surface Rupture” subheading below.) This fault is capable of producing a Mw 7.0 earthquake (CIT 2013).

Newport-Inglewood Fault

The northwest–southeast trending, predominately right-lateral, strike-slip Newport-Inglewood Fault (Holocene-active) is discontinuous in the Los Angeles Basin but can be easily be noted by a chain of low hills extending along its fault trace. This fault is located approximately 2.9 miles to the south of the proposed project and is capable of producing a Mw 7.4 earthquake (CGS 2010; CIT 2013; Appendix F-1).

Raymond Fault

The northeast–southwest trending Raymond Fault (Holocene-active) is a left-lateral, strike-slip fault that is located approximately 9.2 miles to the northeast of the project site (CGS 2010; Appendix F-1). This fault is capable of a Mw 7.0 earthquake (CIT 2013).

Table 3.4.1. Regional Faulting

Regional Faulting	Approximate Closest Distance to the Project Site	Fault Age	Probable Magnitude (Mw) *
Hollywood Fault	100 to 200 feet	Holocene-active	5.8-6.5
Newport-Inglewood Fault	2.9 miles	Holocene-active	6.0-7.4
Santa Monica Fault	1.4 miles	Late Quaternary/ Holocene-active	6.0-7.0
Verdugo Fault	9 miles	Holocene-active	6.0-6.8
Raymond Fault	9.2 miles	Holocene-active	6.0-7.0
San Fernando Fault	13 miles	Holocene-active	6.0-8.0
Sierra Madre Fault	14 miles	Holocene-active	6.0-7.0
San Gabriel Fault	16.5 miles	Holocene-active	Unknown

Table 3.4.1. Regional Faulting

Regional Faulting	Approximate Closest Distance to the Project Site	Fault Age	Probable Magnitude (Mw) *
Whittier Fault	20 miles	Holocene-active	6.0-7.2
Elsinore Fault	20.5 miles	Holocene-active	6.5-7.5
San Andreas Fault	42 miles	Holocene-active	6.8-8.0

Source: CGS 2010, CIT 2013; Appendix F-1

Notes:

- * Moment Magnitude (Mw) is a measure of an earthquake's magnitude (size or strength) based on its seismic energy. Magnitudes are based on a logarithmic scale (base 10) which means that every whole number you go up on the magnitude scale, recorded ground motion goes up 10 times in strength. Probable Magnitude is the estimated magnitude of a given fault if it were to activate, expressed in Mw.

Ground Shaking

Ground shaking is the movement of the earth's surface as a result of an earthquake. Ground motion produced by seismic waves emanates from slow or sudden slip on a fault. The degree of ground shaking felt at a given site depends on the distance from the earthquake source, the magnitude of the earthquake, the type of subsurface material on which the site is situated, and topography. Generally, ground shaking is less severe on rock than on alluvium or fill, but other local phenomena may override this generalization. Ground shaking can produce significant ground horizontal and vertical movement that can result in severe damage to structures that are generally not equipped to withstand it. The project site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults.

Surface Rupture

Surface rupture involves the displacement and cracking of the ground surface along a fault trace. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two, typically confined to a narrow zone along the fault. Surface rupture is more likely to occur in conjunction with active fault segments where earthquakes are large, or where the location of the movement (earthquake hypocenter) is shallow.

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 regulates development near Holocene-active faults to address the hazard of surface fault rupture. This Act requires the State Geologist to establish regulatory zones (known as Alquist-Priolo Special Study Fault Zones) around the surface traces of Holocene-active faults and to issue appropriate maps. Local agencies regulate most development projects within the zones. Before a project can be permitted, the local agency requires a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A licensed geologist must prepare an evaluation and written report for the specific site. If a Holocene-active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault. Structural setbacks from the fault are based on the recommendations of the project geologist, but are typically a minimum of 50 feet. The setbacks must be sufficient to account for both Holocene-active fault traces and fault-related ground deformation. A structure for human occupancy is defined as any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year (CGS 2018d).

As illustrated in Figure 3.4-1, the project site is located within an Alquist-Priolo Earthquake Fault Zone (CGS 2018c), and traces of the Hollywood Fault may be located approximately 100 feet to 200 feet south of the project site. In addition, the project is located within a City of West Hollywood Fault Precaution Zone). Specifically, the site is located within Fault Precaution Zone 1 (FP-1). Similar to the Alquist-Priolo Earthquake Fault Zoning Act, the City's Fault Precaution Zones are designated to address and minimize hazards associated with surface fault rupture. New development in the FP-1 zone is required to have a site-specific fault rupture evaluation conducted by a California Certified Engineering Geologist (City of West Hollywood 2020). The site-specific fault rupture evaluation for the project site is included in this EIR as Appendix F-2.

The Hollywood Fault has ruptured to the surface at least once during the past 20,000 years. However, stratigraphic relations in several excavations indicate that the most recent surface rupture probably occurred earlier, possibly during latest Pleistocene to early or mid-Holocene (i.e., approximately 4,000 years ago to 20,000 years ago). Unfaulted deposits that cross the fault indicate that the most recent earthquake occurred at least 500 years ago to 3,000 years ago (Dolan et al. 1997).

A fault rupture investigation was performed at the project site in 2018. The investigation concluded that there are no active or potentially active faults that traverse the site or are located within 50 feet of the site boundaries (Appendix F-1 and F-2).

Liquefaction/Lateral Spreading

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater (City of West Hollywood 2010). Liquefaction generally occurs at depths of less than 50 feet in soils that are young (Holocene-aged), saturated, and loose. Soils that are most susceptible to liquefaction are clay-free deposits of sands and silts, and unconsolidated alluvium.

Portions of the project site are comprised of relatively loose alluvial sediments that are susceptible to liquefaction. In addition, according to the City of West Hollywood Seismic Hazards Map, the site has a historic high groundwater level of 20 feet below ground surface. In addition, geotechnical explorations of the site indicate that groundwater is present between the depths of 19 feet to 42 feet below ground surface (Appendix F-1).

The State Seismic Hazard Zone Maps for the Beverly Hills Quadrangle and City seismic hazard maps indicate that the southeastern portion of the project site is located within an area designated as having a potential for liquefaction (CGS 2018c, City of West Hollywood 2010) (Figure 3.4-1). A site-specific liquefaction and seismically induced settlement analysis conducted by Geocon West, Inc. concluded that on-site alluvial soils below the proposed subterranean structure could be susceptible to approximately 0.5 inches of total settlement as a result of the Design Earthquake peak ground acceleration. The differential settlement at the foundation level is anticipated to be less than 0.25 inch over a distance of 20 feet. The Design Earthquake is based on a Mw 6.72 earthquake, a peak horizontal ground acceleration of 0.668g (percent of gravity)¹, and a historic high groundwater table of 20 feet below ground surface. This analysis was also conducted for Maximum Considered Earthquake level events. The liquefaction analysis for a Maximum Considered Earthquake level relied upon a historic high groundwater table of 20 feet below ground surface, a Mw 6.86 earthquake, and a peak horizontal ground acceleration of 1.002g. Based on this analysis, on-site alluvial soils below the proposed subterranean structure

¹ The forces caused by ground shaking during an earthquake can be measured as a percentage of gravity, or percent g. As such, "g" is a measurement of the force of ground shaking during an earthquake, measured with respect to the force of gravity.

could be susceptible to approximately 0.5 inches of total settlement as a result of the Maximum Considered Earthquake ground motion (Appendix F-1).

Landslides and Slope Instability

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. This process typically involves the surface soil and an upper portion of the underlying bedrock. Movement may be very rapid, or so slow that a change of position can be noted only over a period of weeks or years (creep). The size of a landslide can range from several square feet to several square miles (City of West Hollywood 2010).

Debris flows and mud flows are rivers of rock, earth, and other debris saturated with water. These flows develop when water rapidly accumulates in the ground during heavy rainfall, changing the earth into a flowing river of mud or “slurry.” Flows can rapidly strike with little or no warning at avalanche speeds. Mudslides are common in the Santa Monica Mountains during heavy rains, especially in areas recently affected by fire (City of West Hollywood 2010).

Topographic relief across the site is approximately 19 feet and topography at the site and in the site vicinity slopes to the south at a gradient of approximately 7:1 (horizontal to vertical). A review of the City’s General Plan and the Los Angeles County General Plan Safety Element indicates that the site is not located within a designated hillside area or within an area identified as having a potential for slope instability (City of West Hollywood 2011; Los Angeles County 2015). Additionally, the site is not within an area identified as having a potential for seismic slope instability (CGS 2018c) (Figure 3.4-1). In addition, there are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the project site is considered low (Appendix F-1).

Expansive Soils

Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Expansive soils can cause building foundations to rise during the rainy season and fall during the dry season. If this expansive movement varies underneath different parts of a single building, foundations may crack, structural portions of the building may be distorted, and doors and windows may become warped so that they no longer function properly. The potential for soil to undergo shrink and swell is greatly enhanced by the presence of a fluctuating, shallow groundwater table. Changes in the volume of expansive soils can result in the consolidation of soft clays after the lowering of the water table or the placement of fill (City of Hollywood 2010). Based on soil testing at the site, the upper 5 feet of soil have a very low expansion potential. Soils below this depth were not tested (Appendix F-1).

Subsidence

Subsidence occurs when a large portion of land is vertically displaced, usually due to the withdrawal of groundwater, oil, or natural gas, or as a result of decomposition of natural organic materials. Soils that are particularly subject to subsidence include those with high silt or clay content and/or high organic content. The project site is located outside the boundary of the area identified in the City’s General Plan Safety Element as a former marsh (City of West Hollywood 2011). In addition, organic materials were not encountered in soil borings drilled at the site. Therefore, the potential for subsidence related to decomposition of organic materials at the site is considered low. In addition, the potential for subsidence at the site related to fluid or gas withdrawal is considered low. Oil or gas extraction is not currently occurring in the nearby abandoned Sherman Oilfield and only marginal activity is ongoing

in the Salt Lake Oilfield, located approximately 1 mile south of the site. Water injection and flooding operations as part of secondary recovery have largely addressed hazards related to oil and gas withdrawal in the area (City of West Hollywood 2011; Appendix F-1).

Paleontological Resources

The project site lies within the northernmost Peninsular Ranges Geomorphic Province (CGS 2002). Northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja Peninsula to the Transverse Ranges (i.e. the San Bernardino and San Gabriel Mountains in southern California) characterize this geomorphic province. Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (CGS 2002). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

More specifically, the project site lies within the boundary of the southwestern and central blocks of the Los Angeles Basin, which coincides with the Newport-Inglewood fault zone (Yerkes et al., 1965). The Los Angeles Basin (also called the coastal plain) extends from the Santa Monica Mountains in the north to the San Joaquin Hills of Orange County in the south and is a structural basin that in some areas has been subsiding and filling with sediments since the late Cretaceous (Yerkes et al., 1965). The Los Angeles Basin is characterized by alluvial coastal plains, underlain by older alluvial and marine sediments, and punctuated by uplifted highlands owing to the numerous faults underlying the Basin. These faults, which include the Newport-Inglewood fault zone (a strike-slip fault zone) in the south and the Sierra Madre fault zone in the north (a reverse fault), are part of the greater San Andreas fault system, characterized by numerous strike-slip faults. The project site is within the Hollywood Fault Zone.

According to geological mapping by Dibblee and Ehrenspeck (1991) at a scale of 1:24,000 and the paleontological records search through the Natural History Museum of Los Angeles County (LACM) (McLeod 2019), the project site is underlain by Pleistocene (~ 2.58 million years ago – 11,700) elevated alluvium (map unit Qae) (= older alluvium of McLeod [2019]). These Pleistocene older alluvial sediments are likely underlain by older Quaternary marine deposits (the Palos Verdes Sand) (McLeod 2019). The geotechnical study conducted by Geocon West, Inc. concluded the project site is underlain by variable amounts of artificial fill to a depth of 3 feet below the ground surface (bgs), underlain by 6 feet to 9 feet of Holocene (< 11,700 years ago) alluvium, which is in turn underlain by Pleistocene alluvium.

Review of the paleontological literature revealed numerous Pleistocene older alluvial fossil vertebrate localities within the portion of the Los Angeles Basin in which the project is located. For instance, in his compilation of Pleistocene vertebrate localities in California, Jefferson (1991) lists many Pleistocene older alluvial or equivalent localities from the area of Los Angeles County where the project is located that have yielded fossil fish, amphibians, reptiles, birds, and mammals.

A paleontological records search was requested through the LACM of the project site and a one-quarter mile radius buffer on August 22, 2019, and the results were received on September 05, 2019. The records search results indicated that the LACM has no vertebrate fossil localities from within the project site boundaries or within the quarter-mile radius buffer. However localities from the same geological units as those underlying the project site were identified within the vicinity of the search buffer (McLeod 2019). LACM 7673, which is the closest vertebrate locality to the project site, is situated near the Rosewood Avenue and Westbourne Drive intersection south-southeast of the project site. This locality yielded a fossil horse (*Equus*) at an unknown depth during trenching for

the Hollyhills Drain. Further southeast, LACM 7966 produced fossil specimens of plants, invertebrates, birds (*Aves*), ground sloth (*Paramylodon harlani*), mastodon (*Mammuth americanum*), rabbits (*Sylvilagus* and *Lepus californicus*), meadow mouse (*Microtus californicus*), pocket gopher (*Thomomys bottae*), squirrel (*Sciuridae*), horse (*Equus occidentalis*), and camel (*Camelops hesternus*) from approximately 30 feet below ground surface close to the intersection of La Cienega Boulevard and Oakwood Avenue (McLeod 2019).

In addition, the LACM reported several localities also associated with excavations of the Hollyhills Drain further south and southeast of the aforementioned fossil localities. LACM 7672 yielded fossil deer (*Cervidae*) and elephant (*Proboscidea*) near the intersection of 3rd Street and San Vicente Boulevard, and LACM 7669 and LACM 7770 yielded fossil ground sloth (*Xenarthra*), elephant (*Proboscidea*), and bison (*Bison*) around Wilshire Boulevard and Orange Street. Mastodon (*Mammuth*) specimens were collected from locality LACM 7671 between Colgate Avenue and Drexel Avenue, and LACM 3176 yielded fossil specimens of bison (*Bison*) from a 30-foot depth near the intersection of La Cienega Boulevard and Wilshire Boulevard (McLeod 2019).

3.4.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to seismicity and geologic hazards would apply to the proposed project.

Earthquake Hazards Reduction Act

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act (NEHRPA), which refined the description of agency responsibilities, program goals, and objectives.

The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRPA designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRPA agencies include the National Institute of Standards and Technology, National Science Foundation, and the U.S. Geological Survey.

State

The following state regulations pertaining to seismicity and geologic hazards would apply to the proposed project.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Act (Public Resources Code [PRC] Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A structure for human occupancy is defined as any structure used or intended for supporting or sheltering any use or occupancy, which is

expected to have a human occupancy rate of more than 2,000 person-hours per year. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a structure for human occupancy can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, the local agency must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. The project site is in an Alquist-Priolo Earthquake Fault Zone. The required geologic investigation has been performed, and it was determined that the proposed building would not be constructed across an active fault trace.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program for areas that have the potential for liquefaction, landslide, strong ground shaking, or other earthquake and geologic hazards. The act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

California Building Standards Code

The CBC has been codified in the California Code of Regulations (CCR) as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or those standards are not enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability, by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The 2019 edition of the CBC is based on the 2018 International Building Code, published by the International Code Conference.

Chapters 16 and 16A of the 2019 CBC include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include (but are not limited to) the requirements for foundation and soil investigations (Sections 1803); excavation, grading, and fill (Sections 1804); damp-proofing and water-proofing (Sections 1805); allowable load-bearing values of soils (Sections 1806); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807), and foundations (Sections 1808); and design of shallow foundations (Sections 1809) and deep foundations (Sections 1810). Chapter 33 of the 2019 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

In addition to Chapter 33 of the 2019 CBC, construction activities are subject to occupational safety standards for excavation and trenching as specified in the California Safety and Health Administration regulations (Title 8 of the California Code of Regulations). These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The proposed project would be required to employ these safety measures during excavation and trenching.

As indicated previously, the CBC is updated and revised every 3 years. The 2019 version of the CBC became effective January 1, 2020. The proposed project would use the most current CBC at the time of building permit issuance.

Public Resources Code Sections 5097.5 and 30244

PRC, Chapter 1.7, Sections 5097.5 and 30244 regulate removal of paleontological resources, define unauthorized removal of fossil resources as a misdemeanor, and require mitigation of disturbed sites.

Local

The following local/regional regulations pertaining to seismicity and geologic hazards would apply to the proposed project.

West Hollywood Municipal Code

Development in the City is subject to the currently adopted editions of the following, as part of the WHMC:

- Title 33, Existing Building Code of the Los Angeles County Code, which includes the CBC, Part 10 of Title 24 of the California Code of Regulations (WHMC 13.26.010, Adoption of Existing Building Code)
- California Residential Code (based on the International Residential Code) with County of Los Angeles Residential Code Amendments (WHMC 13.20.010, Adoption of Residential Code)
- California Green Building Standards Code with County of Los Angeles Green Building Standards Amendments (WHMC 13.24.010, Adoption of Green Building Standards Code)

General Plan

The Safety and Noise Element of the City's General Plan contains the following goal and policies potentially relevant to the proposed project:

Goal SN-1

Reduce injury and damage from natural hazards.

Policy SN-1.2

Allow the consideration of potential natural or man-made hazards in project review and in City operations, considering best practices in hazard-avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.

Policy SN-1.3

Require fault rupture hazard studies for sites located within the City-defined Fault Precaution Zone delineated around the Hollywood Fault Zone.

Policy SN-1.4

Maintain high standards for the seismic performance of buildings in all new development, through requirements for detailed geotechnical investigations following State guidelines and prompt adoption and careful enforcement of the best available standards for seismic design.

Policy SN-1.6

Utilize relevant data on natural hazards, including earthquakes, flooding, liquefaction, landslides, natural gas and subsurface methane gas, and apply this information for purposes of land use planning, including any permitting.

Fault Precaution Zones

The City has defined two fault precaution (FP) zones for future development. The first precaution zone (FP-1) contains parcels that are within the Alquist-Priolo Earthquake Fault Zone for the Hollywood Fault and/or within close proximity to the boundaries of the Alquist-Priolo zone. New development in the FP-1 zone is required to have a site-specific fault rupture evaluation conducted by a California Certified Engineering Geologist, to verify that the main trace or a recently active splay of the fault does not project through critical site structures or facilities.

The second zone (FP-2) comprises a region south of the FP-1 zone. Development within the FP-2 zone is required to have a fault rupture evaluation and/or strengthening of building foundations. Based on WHMC 19.32.020(A), Separation from Active Faults, structures or habitable buildings must be a minimum of 50 feet from the fault (with some exceptions, such as single-family residences), measured between the closest portion of the fault to the closest edge of the structure or building foundation.

As shown as shown in the City of West Hollywood's Local Fault Precaution Zones Map, the proposed project is located within FP-1.

3.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to geology and soils are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have a substantial adverse effect relative to landslides (i.e., Threshold A(iv)) and septic tanks (i.e., Threshold E). Accordingly, these issues are not further analyzed in the EIR. Based on the remaining thresholds, a significant impact related to the proposed project would occur if the project would:

- A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking.
 - iii. Seismic-related ground failure, including liquefaction.
- B. Result in substantial soil erosion or the loss of topsoil.
- C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.4.4 Methodology

To assess the impacts of the proposed project with respect to geologic and soil conditions, a project-specific Geotechnical Investigation was completed by Geocon West, Inc. (Appendix F-1). The report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations, shoring, and foundation design.

The site-specific geotechnical studies included a site reconnaissance, field exploration, laboratory testing, and engineering analysis, which are described and summarized in the Geotechnical Investigation. The site was explored on November 20-21, 2018, by excavating three 8-inch diameter borings, using a truck-mounted hollow stem auger drilling machine. The borings were excavated to depths of approximately 60.5 feet to 80.5 feet below existing ground surface. Laboratory tests were performed on select samples obtained during the field investigation, to determine pertinent physical and chemical soil properties. Soils, geologic conditions, and seismic hazards have been identified for the project site in Section 3.4.1 and are based on the findings of the Geotechnical Investigation, as well as additional literature reviews of geologic maps and documents produced by the state and City. In the following section (Section 3.4.5) the soils, geologic conditions, and seismic hazards are assessed with respect to significance within the context of Appendix G of the CEQA Guidelines.

3.4.5 Impacts Analysis

Threshold A: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42.***

The proposed project is located within a City Fault Precaution Zone (FP-1) and an Alquist-Priolo Earthquake Fault Zone associated with the Hollywood Fault. Based on the project Geotechnical Investigation, the closest active fault segment is located approximately 100 feet to 200 feet south of the project site. As such, no active fault segments traverse the site or are located within 50 feet of the site boundary, which is the mandatory minimum fault setback distance for construction of habitable structures under state and City law. There is no evidence that suggests fault rupture could occur on the project site (Appendix F-1). Furthermore, construction and operation of the proposed project would not directly or indirectly cause fault rupture or exacerbate existing fault rupture risks. For these reasons, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving surface rupture of a known earthquake fault, and **no impact** would occur.

- ii. Strong seismic ground shaking?***

The project site is located in the seismically active region of Southern California. The Holocene-active Hollywood and Santa Monica Faults have been mapped adjacent to, within, and beneath the City. These faults, as well as numerous other regional faults (e.g., San Andreas, Newport-Inglewood, San Fernando, and Whittier), are capable of producing moderate to large earthquakes that could affect the City.

The proposed project would expose people and structures to hazards related to seismic ground shaking; however, compliance with the CBC and incorporation of mitigation measure MM-GEO-1, requiring the proposed project to be designed in accordance with the recommendations from the site specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation, would ensure that the proposed structures can withstand the expected worst-case seismic ground shaking that could occur at the project site. The City's plan check and building inspection procedures would ensure that the proposed project is constructed according to these standards and according to the recommendations provided in the Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation (Appendix F-1). Furthermore, although the proposed project could be subject to severe seismic shaking, it would not increase or exacerbate the potential for earthquakes to occur and therefore would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismically induced ground shaking. Through compliance with existing state and local regulations and incorporation of MM-GEO-1, impacts would be **less than significant with mitigation incorporated**.

iii. Seismic-related ground failure, including liquefaction?

The southeastern portion of the project site is located within an area designated as having a potential for liquefaction. A site-specific liquefaction and seismically induced settlement analysis conducted as part of the Geotechnical Investigation (Appendix F-1) concluded that on-site soils could be susceptible to approximately 0.5 inches of total settlement as a result of the Design Earthquake or Maximum Considered Earthquake ground motion. The differential settlement at the foundation level is anticipated to be less than 0.25 inch over a distance of 20 feet. (These settlements are in addition to static settlements.) Recommendations of the project-specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation (Appendix F-1) would be adhered to during final project design, per MM-GEO-1. Construction in accordance with foundation design requirements from the Geotechnical Investigation and associated response to City comments would reduce potential risks associated with seismically related ground failure, including liquefaction, as foundations would be deepened into satisfactory soils, the subgrade would be stabilized prior to construction of the mat foundation, and the mat foundation would be constructed such that the allowable bearing value would minimize soil settlement.

Although the proposed project site could be subject to liquefaction, the project would not increase or exacerbate the potential for liquefaction or other seismic-related ground failure to occur and therefore would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismically-related ground failure, including liquefaction. As such, with MM-GEO-1, impacts would be **less than significant with mitigation incorporated**.

Threshold B: Would the project result in substantial soil erosion or the loss of topsoil?

Proposed project construction would entail demolition and grading of the entire project site, followed by construction of the proposed uses. It is estimated that the project would require excavation to approximately 74 feet below Sunset Boulevard. The total cut for the project would involve approximately 84,000 cubic yards of earthwork materials, which would be exported from the project site. No import of earthwork material is anticipated. Soil excavations may require temporary stockpiling prior to export. These construction activities could result in temporary, short-term impacts related to soil erosion and possible off-site sedimentation.

In accordance with the WHMC, Section 15.56.060, and the City's Urban Runoff Management Program (City of West Hollywood 2019), all projects regardless of size undergoing construction in the City must follow specific best management practices (BMPs) to ensure that pollutants (including sediment) do not come into contact with rain or runoff and remain on site. The BMPs must be implemented during demolition or at the start of new construction. Such BMPs are required to remain in place until a Certificate of Occupancy for the project has been issued. BMPs required under the City's Urban Runoff Management Program include:

- Runoff, sediment, and construction waste from construction sites and parking areas must remain onsite;
- Any sediments that are tracked offsite must be cleaned and removed the same day; and
- Plastic covering shall be used to prevent erosion of any unprotected area, such as mounds of dirt.

Long-term operation of the proposed project would not result in substantial soil erosion or loss of topsoil as the majority of the project site would be covered by the proposed structure. No exposed areas subject to erosion would be created or affected during operation. In addition, the majority of the area surrounding the project site is completely developed and would not be susceptible to erosion caused by any runoff emanating from the project site during construction or operation. (Additionally, there are numerous regulations in place that impose limits on the volume of runoff that would be permitted during project operation; see Section 3.7 for details. Compliance with these regulations would also preclude the project from causing off-site erosion impacts during operation). With implementation of applicable BMPs during construction, impacts would be **less than significant** related to erosion or loss of topsoil.

Threshold C: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Slope Instability

Landslides

As previously discussed, topographic relief across the site is approximately 19 feet and slopes to the south at a gradient of approximately 7:1 (horizontal to vertical). A review of the City's General Plan and the Los Angeles County General Plan Safety Element indicates that site is not located within a designated hillside area or an area identified as having a potential for slope instability (City of West Hollywood 2011; Los Angeles County 2015). Additionally, the site is not within an area identified as having a potential for seismic slope instability. No known landslides are located near the site, nor is the site in the path of any known or potential landslides. Therefore, there is no evidence to suggest that slope stability hazards would adversely affect the project site (Appendix F-1), and the project would not be expected to result in on- or off-site landslides. As such, **no impacts** would occur.

Slope Instability during Temporary Excavations

Excavations approximately 74 feet below grade along Sunset Boulevard may be required for construction of the proposed subterranean levels. The excavations are expected to expose artificial fill and alluvial soils, which may be subject to caving where granular or saturated soils are exposed. However, these excavations would be completed in accordance with recommendations of the project-specific Geotechnical Investigation (Appendix F-1), upon implementation of MM-GEO-1. Based on the recommendations in the Geotechnical Investigation, all on-site excavations must be conducted in such a manner that potential surcharges (i.e., additional weight) from existing structures, construction equipment, and vehicle loads are resisted. Vertical excavations up to 5 feet in height may

be attempted where not surcharged by adjacent traffic or structures. Vertical excavations greater than 5 feet or where surcharged by existing structures would require sloping or shoring measures in order to provide a stable excavation. Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform gradient of 1:1 slope gradient or flatter, up to a maximum of 10 feet in height. Where space is limited, shoring measures would be required. The construction contractor would be required to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable Occupational Safety and Health Administration rules and regulations to maintain safety and maintain the stability of adjacent existing improvements. Therefore, impacts related soil collapse due to implementation of the proposed project would be **less than significant with mitigation incorporated**.

Liquefaction/Lateral Spreading

Potential impacts concerning liquefaction are evaluated under Threshold A(iii) above. Lateral spreading is the finite, lateral movement of gently sloping, saturated soil deposits caused by earthquake-induced liquefaction. Impacts associated with lateral spreading would be similar to those associated with liquefaction and would therefore be **less than significant with mitigation incorporated** (MM-GEO-1).

Subsidence

As described in Section 3.4-1, the potential for subsidence in the project area is low. The project site is located outside the boundary of the area identified in the City's General Plan Safety Element as a former marsh, and organic materials were not encountered in soil borings drilled at the site. Oil or gas extraction is not currently occurring in the nearby abandoned Sherman Oilfield and only marginal activity is ongoing in the Salt Lake Oilfield, located approximately 1 mile south of the site. Water injection and flooding operations as part of secondary recovery has largely addressed hazards related to oil and gas withdrawal in the area. In addition, project construction and operation would not exacerbate the potential for subsidence to occur. Although groundwater dewatering would likely be required during construction, the relative amount of groundwater extracted would be minimal. Permanent dewatering would not be required as the subterranean structure would be designed to resist hydrostatic pressure (Appendix F-1). Therefore, impacts are considered **less than significant**.

Collapsible Soils

Collapsible soils consist of loose dry materials that collapse and compact under the addition of water or excessive loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events.

The project site is underlain by relatively loose artificial fill deposits and loose to very dense alluvium. The geotechnical study performed on the project site concluded that both soil and geologic conditions are suitable for project development, with implementation of site-specific recommendations in the Geotechnical Investigation (Appendix F-1). These recommendations include recommendations that a reinforced concrete mat foundation be designed for the potential settlements that could occur at the site. The proposed project would be required to comply with CBC requirements, which include building foundation requirements appropriate to site conditions and would ensure safe construction. Additionally, implementation of MM-GEO-1, requiring the proposed project to be designed in accordance with the recommendations from the site specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation, would ensure that the project would comply with the

site-specific recommendations set forth in the Geotechnical Investigation. As a result, impacts associated with collapsible soils would be **less than significant with mitigation incorporated**.

Threshold D: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

As previously discussed, based on soil testing at the site, the upper 5 feet of soil have a very low expansion potential. In addition, based on the depth of the proposed subterranean levels, the proposed structure would not be prone to the effects of expansive soils (Appendix F-1). Therefore, impacts would be **less than significant**.

Threshold F: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No paleontological resources were identified within the project site as a result of the institutional records search or desktop geological review. Furthermore, the project site is located within an area that has been previously developed and is underlain by fill materials, at least in part. As such, the project site is not anticipated to be underlain by unique geologic features. While the project area has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material. Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene-age older alluvial deposits, the project site is highly sensitive for supporting paleontological resources below the depth of fill and weathered, elevated Quaternary alluvium. For this reason, the LACM recommended paleontological monitoring of deeper excavations that extend into finer-grained, Pleistocene sediments, and sediment sampling for microvertebrate fossils (McLeod 2019). If intact paleontological resources are located on site, ground-disturbing activities associated with construction of the project, such as grading during site preparation and trenching for utilities, would have the potential to destroy a unique paleontological resource or site. As such, without mitigation, the potential damage to paleontological resources during construction associated with the project is considered a potentially significant impact. However, implementation of MM-GEO-2 ensures that a paleontologist would monitor the site excavation and halt construction in the event that paleontological resources are found. Therefore, with the implementation of MM-GEO-2, impacts would be reduced to below a level of significance. Impacts of the project are considered **less than significant with mitigation incorporated**.

3.4.6 Mitigation Measures

The following mitigation measures would reduce impacts in the category of geology and soils to a less than significant level.

MM-GEO-1 Geotechnical Investigation. The proposed project shall be designed in accordance with the recommendations from the site-specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation. In the event that changes are made in the recommendations set forth in the final geotechnical report, the project design shall be updated in accordance with those changes. Prior to the issuance of a building permit, the applicant shall submit the final design and construction plans for review and approval by the City Building Official or designee and the City Engineer or designee. The final design and construction plans shall show that the recommendations from the Geotechnical Investigation and response to City comments on the Geotechnical Investigation regarding construction and building design (including foundation, site coefficient and seismic zonation, walls below grade, waterproofing and drainage, floor slab

support, dewatering and groundwater control, excavation and slopes, and shoring) have been incorporated into the final design and construction plans.

MM-GEO-2 Paleontological Construction Monitoring. Prior to the commencement of any grading activity, the applicant shall retain a paleontologist, subject to the review and approval of the City of West Hollywood, to ensure the implementation of a paleontological monitoring program. The paleontologist shall meet the requirements of a qualified paleontologist, as defined by the Society of Vertebrate Paleontology (SVP 2010). The qualified paleontologist shall attend any preconstruction meetings and manage the paleontological monitor(s) if they are not doing the monitoring. A paleontological monitor shall be on site during all excavations below the depth of previously disturbed sediments. The paleontological monitor shall meet the requirements of a qualified paleontological monitor, as defined by the Society of Vertebrate Paleontology (SVP 2010). The paleontological monitor shall monitor construction excavations below a depth of five feet below ground surface in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium as determined by the qualified paleontologist based on the construction plans. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. If sedimentological indicators conducive to the preservation of microvertebrates (as defined by SVP [2010]) are encountered, test sediment samples shall be collected to determine the presence of microvertebrate fossils. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Following the paleontological monitoring program, a final monitoring report shall be submitted to the City of West Hollywood for approval. The report shall summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the proposed project.

3.4.7 Level of Significance After Mitigation

Implementation of MM-GEO-1 would ensure that project design incorporates all applicable building code requirements and site-specific recommendations formulated by the project's geotechnical engineer, which have both been set forth to minimize structural safety hazards. As such, MM-GEO-1 would ensure that the proposed building is constructed in a manner that would reduce geologic and geotechnical hazards to the extent feasible.

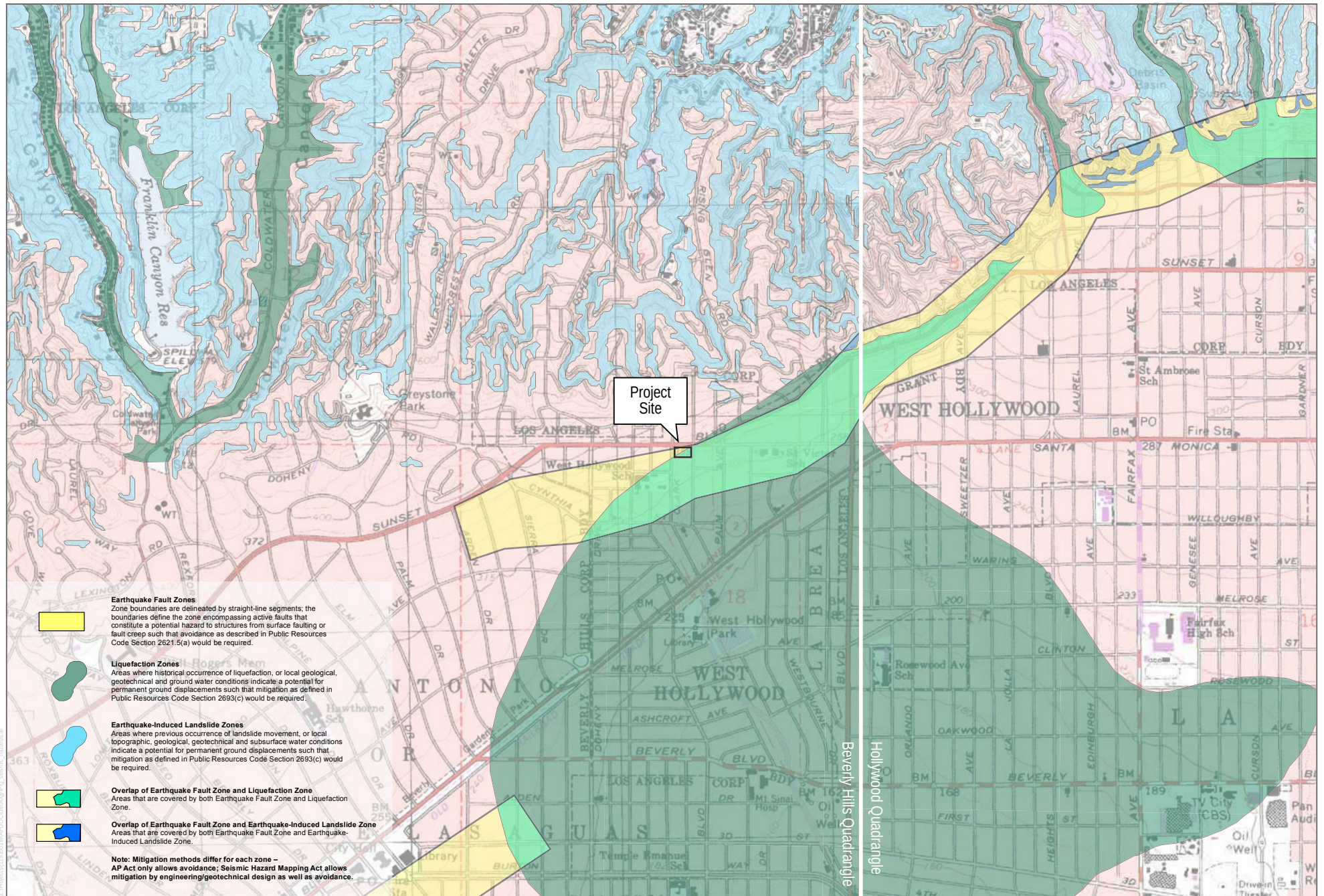
Because it is not possible to know where fossils could be encountered in the subsurface during construction-related excavations, implementation of MM-GEO-2, which requires the presence of a qualified paleontological monitor during certain phases of construction, would prevent the destruction of fossil specimens by heavy machinery. Without a qualified paleontological monitor on site, the potential for fossil destruction is greatly increased. As such, paleontological monitoring and recovery of paleontological resources (in the event of discovery) as specified in MM-GEO-2 would reduce potential impacts to below a level of significance.

For these reasons, implementation of MM-GEO-1 and MM-GEO-2 would ensure that impacts in the category of geology and soils would be less than significant.

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SOURCE: CGS 1998

DUDEK

FIGURE 3.4-1
Seismic Hazards Zone Map
8850 Sunset Boulevard Project

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3.5 Greenhouse Gas Emissions

This section describes existing conditions related to greenhouse gas (GHG) emissions, identifies associated regulatory requirements, evaluates potential impacts, and identifies applicable mitigation measures related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) regarding GHGs included concerns for the project's overall potential to increase GHG emissions.

3.5.1 Environmental Setting

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the Sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process: short-wave radiation emitted by the sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of Earth's climate shows that the climate system varies naturally over a wide range of time scales, and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of warming since the mid-twentieth century and is the most significant driver of observed climate change (EPA 2017; IPCC 2013). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions, and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O),

hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see also 14 CCR 15364.5).¹ Some GHGs, such as CO₂, CH₄, and N₂O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Manufactured GHGs have a much greater heat-absorption potential than CO₂ and include fluorinated gases, such as HFCs, PFCs, and SF₆, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.²

Carbon Dioxide. CO₂ is a naturally occurring gas and a by-product of human activities; it is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO₂ include respiration of bacteria, plants, animals, and fungi; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO₂ are the combustion of fuels such as coal, oil, natural gas, and wood, and changes in land use.

Methane. CH₄ is produced through both natural and human activities. CH₄ is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N₂O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N₂O. Sources of N₂O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N₂O as a propellant (such as in rockets, racecars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric O₃-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O₃-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the O₃-depleting substances. The two main sources of PFCs are aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF₆ is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF₆ is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF₃ is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

¹ Climate-forcing substances include GHGs and other substances, such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in California Health and Safety Code Section 38505.

² The descriptions of GHGs are summarized from the IPCC Fourth Assessment Report (2007), CARB's "Glossary of Terms Used in GHG Inventories" (2018), and EPA's "Climate Change" (2017).

Chlorofluorocarbons (CFCs). CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere), and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O₃.

Hydrochlorofluorocarbons (HCFCs). HCFCs are a large group of compounds, whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of PM_{2.5}, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influencing cloud formation, and darkening the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived substance that varies spatially, which makes it difficult to quantify its global warming potential (GWP). Diesel exhaust emissions are a major source of black carbon and are toxic air contaminants (TACs) that have been regulated and controlled in California for several decades to protect public health. In relation to declining DPM as a result of the California Air Resources Board's (CARB's) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have been reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere, and maintains a climate necessary for life.

Ozone. Tropospheric O₃, which is created by photochemical reactions involving gases from both natural sources and human activities acts as a GHG. Stratospheric O₃, which is created by the interaction between solar ultraviolet radiation and molecular oxygen, plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O₃ due to chemical reactions that may be enhanced by climate change results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat, and can cool the atmosphere by reflecting light.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017). The Intergovernmental Panel on Climate Change developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO₂ equivalent (CO₂e).

The current version of the California Emissions Estimator Model (CalEEMod) (Version 2016.3.2) assumes that the GWP for CH₄ is 25 (so emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

Sources of Greenhouse Gas Emissions

Global Inventory

Anthropogenic GHG emissions worldwide in 2018 (the most recent year for which data is available) totaled approximately 51,800 million metric tons (MMT) of CO₂e, excluding land use change and forestry (PBL 2019). Six countries—China, the United States, the Russian Federation, India, Japan, and Brazil—and the European community accounted for approximately 65% of the total global emissions, or approximately 33,700 MMT CO₂e (PBL 2019). Table 3.5-1 presents the top GHG-emissions-producing countries.

Table 3.5-1. Six Top Greenhouse Gas Producer Countries and the European Union

Emitting Countries (listed in order of emissions)	Greenhouse Gas Emissions (MMT CO₂e)
China	13,600
United States	6,700
European Union	4,500
India	3,700
Russian Federation	2,500
Japan	1,400
Brazil	1,300
Total	33,700

Source: PBL 2019.

Note: MMT CO₂e = million metric tons of carbon dioxide equivalent.

National and State Inventories

Per the EPA's Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2018, total U.S. GHG emissions were approximately 6,676.6 MMT CO₂e in 2018 (EPA 2020). The primary GHG emitted by human activities in the United States was CO₂, which represented approximately 81.3% of total GHG emissions (5,428.1 MMT CO₂e). The largest source of CO₂, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.8% of CO₂ emissions in 2018 (5,031.8 MMT CO₂e). Relative to 1990, gross United States GHG emissions in 2018 are higher by 3.7%, down from a high of 15.2% above 1990 levels in 2007. GHG emissions decreased from 2017 to 2018 by 2.9% (188.4 MMT CO₂e) and overall, net emissions in 2018 were 10.2% below 2005 levels (EPA 2020).

According to California's 2000–2018 GHG emissions inventory (2020 edition), California emitted 425 MMT CO₂e in 2018, including emissions resulting from out-of-state electrical generation (CARB 2020a). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2018 are presented in Table 3.5-2.

Table 3.5-2. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO ₂ e)	Percent of Total ^a
Transportation	169.50	40%
Industrial	89.18	21%
Electric power ^b	63.11	15%
Agriculture	32.57	8%
Residential	25.74	6%
Commercial	13.46	4%
High global-warming potential substances	20.46	5%
Recycling and waste	9.09	2%
Total	425.28	100%

Source: CARB 2020a.

Notes: GHG = greenhouse gas; MMT CO₂e = million metric tons of carbon dioxide equivalent; GWP = global warming potential. Emissions reflect 2017 California GHG inventory.

^a Percentage of total has been rounded and total may not sum due to rounding.

^b Includes emissions associated with imported electricity, which account for 24.57 MMT CO₂e annually.

Between 2000 and 2018, per-capita GHG emissions in California have dropped from a peak of 14.0 MT per person in 2001 to 10.7 MT per person in 2018, representing a 24% decrease (CARB 2020b). In 2016, statewide GHG emissions dropped below the 2020 GHG Limit of 431 MMT CO₂e and have remained below the Limit since that time (CARB 2020b).

Local Inventories

Table 3.5-3 presents the City's 2008 GHG emissions and the percent contribution of each emissions sector (transportation, commercial/industrial energy use, residential energy use, wastewater treatment, solid waste, and water consumption).

Table 3.5-3. City of West Hollywood Baseline Greenhouse Gas Emissions Inventory (2008)

Emissions Sector	Annual GHG Emissions (MT CO ₂ e/year)	Percent of Total ^a
Transportation	361,350	62%
Commercial/Industrial Energy Use	116,197	20%
Residential Energy Use	70,378	12%
Wastewater Treatment	20,981	4%
Solid Waste	8,543	1%
Water Consumption	5,764	1%
Total^a	583,213	100%

Source: City of West Hollywood 2011a.

Notes: GHG = greenhouse gas; MT CO₂e = metric tons of carbon dioxide equivalent per year.

^a Total may not sum due to rounding.

As shown on Table 3.5-3, the primary generators of GHGs in the City were attributed to transportation and commercial/industrial energy uses, accounting for 62% and 20% of the City's GHG emissions in 2008, respectively.

Residential energy uses accounted for approximately 12%, and wastewater treatment, solid waste, and water consumption accounted for the remaining 6% of the City's GHG emissions.

The City adopted its Climate Action Plan (CAP) on September 6, 2011, concurrent with the adoption of the City's 2035 General Plan. The City's CAP includes strategies and performance indicators to reduce GHG emissions from municipal and communitywide activities within the City. In May 2018, the City released a 2017 Climate Action Plan Annual Progress Report, which is a synopsis of the City's progress in implementing measures identified in the CAP and in meeting its GHG reduction target of 20% to 25% below 2008 emission levels by 2035. The CAP Annual Progress Report utilized a new CAP Implementation and Monitoring Tool, which is a calculation model that better facilitates the collection and analysis of the City's community and municipal emissions data. Table 3.5-4 presents baseline (2008) and reporting year (2016) GHG emissions (MT CO₂e) for transportation, natural gas, electricity, solid waste, and water and wastewater sources, as well as the total change in GHG emissions from the baseline to reporting year.

Table 3.5-4. City of West Hollywood Changes in Community Greenhouse Gas Emissions by Source (2008 and 2016)

Emissions Source	2008 Annual GHG Emissions (MT CO ₂ e/year)	2016 Annual GHG Emissions (MT CO ₂ e/year)	Change (MT CO ₂ e/year)	Change (Percent Change)
Transportation	361,350	N/A	N/A	N/A
Natural Gas	90,130	54,002	(36,128)	(40.08%)
Electricity	96,445	70,878	(25,567)	(26.51%)
Solid Waste	8,543	8,619	76	0.89%
Water and Wastewater	26,745	3,903	(22,842)	(85.41%)

Source: City of West Hollywood 2018.

Notes: GHG = greenhouse gas; MT CO₂e = metric tons of carbon dioxide equivalent per year; N/A = not available. Numbers in parenthesis represent a negative number.

An analysis of vehicle miles traveled and transportation emissions factors was not conducted as part of the 2016 update due to data unavailability, and therefore, transportation emissions are currently reflected as unchanged from 2008.

The City is developing an update to its CAP through *WeHo Climate Action*, which is a people-centered Climate Action and Adaptation Plan (CAAP) process that is prioritizing equity and championing local actions needed to meet the challenges of a changing climate. The development of the CAAP will include an updated GHG inventory; however, the inventory is not available at the time of writing.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 Intergovernmental Panel on Climate Change Synthesis Report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting

the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment (OEHHA) identified various indicators of climate change in California, which are scientifically-based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems – the ocean, lakes, rivers and snowpack – upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments need for information to support action in their communities, the Fourth Assessment (2018) includes reports for nine regions of the state, including the Los Angeles Region, where the project is located. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018a):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late-century.

- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles region by the late-century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

3.5.2 Relevant Plan, Policies, and Ordinances

International

United Nations Framework Convention on Climate Change, Kyoto Protocol, and Paris Agreement

In 1992, numerous countries joined an international treaty, the United Nations Framework Convention on Climate Change (UNFCCC), as a framework for international cooperation to combat climate change by limiting average global temperature increases and the resulting climate change, and coping with associated impacts. Currently, there are 197 Parties (196 States and 1 regional economic integration organization) in the UNFCCC (UNFCCC 2019).

By 1995, countries launched negotiations to strengthen the global response to climate change, and, two years later, adopted the Kyoto Protocol, which was the first international agreement to regulate GHG emissions. The Kyoto Protocol legally binds developed country Parties to emission reduction targets. The Protocol's first commitment period started in 2008 and ended in 2012. The second commitment period began on January 1, 2013 and will end in 2020. More than 160 countries signed the Kyoto Protocol (UNFCCC 2019). In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended the United States involvement in the Kyoto Protocol.

The 2015 Paris Agreement, adopted in Paris on December 12, 2015, marks the latest step in the evolution of the UN climate change regime and builds on the work undertaken under the Convention. The Paris Agreement charts a new course in the global effort to combat climate change. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C (UNFCCC 2019). The Paris Agreement also aims to strengthen the ability of countries to deal with the impacts of climate change. The Paris Agreement requires all Parties to put forward their best efforts through nationally determined contributions and to strengthen these efforts in the years ahead.

The Paris Agreement entered into force on November 4, 2016, 30 days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55% of the total global GHG emissions have deposited their instruments of ratification, acceptance, approval or accession with the Depositary (UNFCCC 2019). On June 2, 2017, President Donald Trump announced his intention to withdraw from the Paris Agreement, which

was formally recognized on November 4, 2019. President Joe Biden re-joined the Paris Agreement on January 21, 2021, which was accepted by the United Nations; the United States was formally re-entered into the Paris Agreement on February 29, 2021.

Federal

Massachusetts v. EPA. In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the U.S. Environmental Protection Agency (EPA) administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the federal Clean Air Act:

- The Administrator found that elevated concentrations of GHGs—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations. This is the “endangerment finding.”
- The Administrator further found the combined emissions of GHGs—CO₂, CH₄, N₂O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, would do the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel by 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020, and directs the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards. In 2007, in response to the *Massachusetts v. EPA* U.S. Supreme Court ruling, the Bush Administration issued Executive Order (EO) 13432 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ by model year 2025 on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency.

The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200), and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6%–23% over the 2010 baselines (76 FR 57106–57513).

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT, and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks, and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by approximately 0.5 million barrels per day (2–3% of total daily consumption, according to the Energy Information Administration), and would impact the global climate by 3/1000th of 1°C by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures, and have committed to cooperating with other countries to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

On September 27, 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51310), which became effective November 26, 2019. The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA issued the Part Two Rule, which went into effect 60 days after being published in the Federal Register. The Part Two Rule sets CO₂ emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. On January 20, 2021, President Joe Biden issued an Executive Order (EO) on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021 (The White House 2021).

State

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other state regulations and goals. The following text describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

California has taken a number of actions to address climate change. These include executive orders, legislation, and CARB plans and requirements. These are summarized below.

EO S-3-05. EO S-3-05 (June 2005) established California’s GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California EPA to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issued reports from 2006 to 2010.

AB 32. In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multiyear program to limit California’s GHG emissions at 1990 levels by 2020, and initiate the transformations required to achieve the state’s long-range climate objectives.

EO B-18-12. EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the governor’s executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update its Climate Change Scoping Plan: A Framework for Change (Scoping Plan) to express the 2030 target in terms of MMT CO₂e. The EO also called for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

Senate Bill (SB) 32 and AB 197. SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the state’s climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

CARB’s 2007 Statewide Limit. In 2007, in accordance with California Health and Safety Code Section 38550, CARB approved a statewide limit on GHG emissions by 2020, consistent with the determined 1990 baseline (427 MMT CO₂e).

CARB’s Climate Change Scoping Plan. One specific requirement of AB 32 is for CARB to prepare a “scoping plan” for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every 5 years. In 2008, CARB approved the first Scoping Plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures,

policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards
2. Achieving a statewide renewable energy mix of 33%
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS) (17 Cal. Code Regs., Section 95480 et seq.)
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from then levels (2008) by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years, and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012. The First Update concluded that California is on track to meet the 2020 target, but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level using more recent GWPs identified by the Intergovernmental Panel on Climate Change, from 427 MMT CO_{2e} to 431 MMT CO_{2e}.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in EO S-3-05. Governor Jerry Brown called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate change. In summer 2016, the Legislature affirmed the importance of addressing climate change through passage of SB 32 (Pavley, Chapter 249, Statutes of 2016).

In December 2017, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Scoping Plan)(CARB 2017a). The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target as established by SB 32 and define the state's climate change priorities to 2030 and beyond. The strategies' known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the LCFS, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO₂e per capita by 2030, and no more than 2 MT CO₂e per capita by 2050, which are consistent with the state's long-term goals. These goals are also consistent with the Under 2 Memorandum of Understanding (Under 2 Coalition 2020) and the Paris Agreement (UNFCCC 2019), which were developed around the scientifically based levels necessary to limit global warming to below an increase of 2°C. The 2017 Scoping Plan recognized the benefits of local government GHG planning (e.g., through Climate Action Plans [CAPs]) and provide more information regarding tools CARB is working on to support those efforts (CARB 2017a). It also recognizes the CEQA streamlining provisions for project-level review where there is a legally adequate CAP.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. As discussed in several cases, a given project need not be in perfect conformity with each and every planning policy or goals to be consistent. A project would be consistent, if it will further the objectives and not obstruct their attainment.

CARB's Regulations for the Mandatory Reporting of Greenhouse Gas Emissions. CARB's Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that EPA promulgated in its Final Rule on Mandatory Reporting of Greenhouse Gases (40 CFR Part 98). Specifically, Section 95100(c) of the Mandatory Reporting Regulation incorporated those requirements that EPA promulgated in the Federal Register on October 30, 2009; July 12, 2010; September 22, 2010; October 28, 2010; November 30, 2010; December 17, 2010; and April 25, 2011. In general, entities subject to the Mandatory Reporting Regulation that emit more than 10,000 MT CO₂e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MT CO₂e per year threshold are required to have their GHG emission report verified by a CARB-accredited third party.

SB 605 and SB 1383. SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of SLCPs in the state, and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for CH₄ and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH₄, and fluorinated gases (CARB 2017b).

EO B-55-18. EO B-55-18 (September 2018) establishes a statewide policy for California to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state’s GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California’s building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code [PRC] Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of “reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (PRC Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2019 Title 24 standards are the currently applicable building energy efficiency standards, and became effective on January 1, 2020. The 2019 Title 24 Building Energy Efficiency Standards will further reduce energy used and associated GHG emissions compared to current standards. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

Title 24, Part 11. In addition to the CEC’s efforts, in 2008 the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen, and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. For nonresidential projects (which the residential portion of the project is also subject to), some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle (EV) charging stations, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer’s demonstration that the appliance meets the standards.

SB 1. SB 1 (Murray) (August 2006) established a \$3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the California Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building

projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed “Go Solar California,” was previously titled “Million Solar Roofs.”

AB 1470 (Solar Water Heating). AB 1470 established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. AB 1470 required the CEC to evaluate the data available from a specified pilot program, and, if it made a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

AB 1109. Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting.

Renewable Energy and Energy Procurement

SB 1078. SB 1078 (Sher) (September 2002) established the Renewables Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and S-21-09).

SB 1368. SB 1368 (September 2006), required CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC).

EO S-14-08. EO S-14-08 (November 2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The California Natural Resources Agency (CNRA), through collaboration with the CEC and the California Department of Fish and Game (now the California Department of Fish and Wildlife), was directed to lead this effort.

EO S-21-09 and SB X1-2. EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with CPUC and CEC to ensure that the regulation builds upon the RPS program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health and can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard. However, this regulation was not finalized because of subsequent legislation (SB X1-2, Simitian, statutes of 2011) signed by Governor Brown in April 2011.

SB X1-2 expanded the RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years.

Under SB X1-2, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet the renewable energy goals listed above.

SB 350. SB 350 (October 2015) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires CPUC, in consultation with CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

SB 100. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. SB 100 requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid, and that the achievement not be achieved through resource shuffling.

Mobile Sources

AB 1493. AB 1493 (Pavley) (July 2002) was enacted in response to the transportation sector accounting for more than half of California's CO₂ emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards would result in a reduction of approximately 22% of GHG emissions compared to the emissions from the 2002 fleet, and the mid-term (2013–2016) standards would result in a reduction of approximately 30%. However, as described in Section 3.2.1, Federal Regulations, EPA's Safer Affordable Fuel-Efficient Vehicles Rule Part One, adopted in November 2019, revokes California's authority to set its own GHG emissions standards.

Heavy-Duty Diesel. CARB adopted the final Heavy Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce DPM (black carbon) and oxides of nitrogen (NO_x) emissions from heavy-duty diesel vehicles. The rule requires DPM filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

EO S-1-07. EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining LCFS for GHG emissions measured in CO₂e grams per unit of fuel energy sold in California. The initial target of the LCFS was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). In September 2018, CARB approved amendments for the LCFS that require a 20% reduction in carbon intensity by year 2030. Carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered.

SB 375. SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations (MPOs) to prepare a sustainable communities strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise a SCS to achieve the GHG reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program. The Advanced Clean Cars program (January 2012) is a new emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2012). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that by 2025, cars will emit 75% less smog-forming pollution than the average new car sold in 2015. To reduce GHG emissions, CARB, in conjunction with EPA and NHTSA, adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% by 2025. The zero-emissions vehicle program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of zero-emissions vehicles and plug-in hybrid EVs in the 2018 to 2025 model years.

EO B-16-12. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

AB 1236. AB 1236 (October 2015) (Chiu) required a city, county, or city and county to approve an application for the installation of electric-vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of electric-vehicle charging stations is a matter of statewide concern. AB 1236 required electric-vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance, which the City of West Hollywood accomplished on April 2, 2018.

EO N-79-20. EO N-79-20 (September 2020) directs CARB to develop and propose regulations that would require a ramp up to 100% in-state sales of new zero-emission passenger vehicles (cars and trucks) and drayage trucks by 2035. EO N-79-20 further directs CARB to promulgate regulations that would require a ramp up to 100% in-state sales of medium- and heavy-duty trucks by 2045 “for all operations where feasible.” Here, unlike with passenger cars, EO N-79-20 does not narrow its mandate to a prohibition on the sale of new medium- and heavy-duty trucks. EO N-79-20 also instructs CARB to develop and propose “strategies” (as opposed to regulations) to achieve zero emissions from off-road vehicles and equipment operations in the state by 2035. The Governor’s office states that the regulations will achieve more than a 35% reduction in GHG emissions and an 80% improvement in NO_x emissions from cars statewide.

Advanced Clean Trucks (ACT) Regulation. The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources. Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Water

EO B-29-15. In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency, and broadens its applicability to include new development projects with smaller landscape areas.

EO B-37-16. Issued May 2016, EO B-37-16 directed the State Water Resources Control Board (SWRCB) to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The SWRCB also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets that build upon the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the SWRCB permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in

a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

EO B-40-17. EO B-40-17 (April 2017) lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. It also rescinded EO B-29-15, but expressly states that EO B-37-16 remains in effect and directs the SWRCB to continue development of permanent prohibitions on wasteful water use.

Solid Waste

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000. AB 341 (Chapter 476, Statutes of 2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week.

Other State Actions

SB 97. SB 97 (Dutton) (August 2007) directed the Governor’s Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor’s Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project’s GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine the significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. CNRA adopted the CEQA Guidelines amendments in December 2009, and they became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis, or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project’s GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state that lead agencies should “make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions (14 CCR 15064.4[a]). The CEQA Guidelines note that an agency may identify emissions by either selecting a “model or methodology” to quantify the emissions or by relying on “qualitative analysis or other performance based

standards” (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

EO S-13-08. EO S-13-08 (November 2008) is intended to hasten California’s response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, *Safeguarding California: Reducing Climate Risk*, followed in July 2014 (CNRA 2014). To assess the state’s vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of the *Safeguarding California: Implementation Action Plans* followed in March 2016 (CNRA 2016). In January 2018, the CNRA released the *Safeguarding California Plan: 2018 Update*, which communicates current and needed actions that state government should take to build climate change resiliency (CNRA 2018b).

Regional

South Coast Air Quality Management District

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008). As discussed in Section 3.5.3, the SCAQMD has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds were not adopted.

Southern California Association of Governments

As noted above, California’s 18 MPOs have been tasked with creating SCSs in an effort to reduce the region’s vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the state’s 18 MPOs. For the Southern California Association of Governments (SCAG), the state’s initial mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions.

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must “set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets.” To that end, SCAG has developed *Connect SoCal*, the 2020–2045 RTP/SCS, which complies with CARB’s updated emissions reduction targets and meets the requirements of SB 375 by achieving per-capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035 (SCAG 2020). In addition, the plan anticipates a

25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for southern Californians. Connect SoCal embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The following are the 2020–2045 RTP/SCS goals (SCAG 2020):

1. Encourage regional economic prosperity and global competitiveness;
2. Improve mobility, accessibility, reliability, and travel safety for people and goods;
3. Enhance the preservation, security, and resilience of the regional transportation system;
4. Increase person and goods movement and travel choices within the transportation system;
5. Reduce GHG emissions and improve air quality;
6. Support healthy and equitable communities;
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network;
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel;
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options;
10. Promote conservation of natural and agricultural lands and restoration of habitats.

On September 3, 2020, the Regional Council approved of the 2020–2045 RTP/SCS in its entirety (SCAG 2020).

Local

City of West Hollywood General Plan 2035 Infrastructure, Resources, and Conservation

The Infrastructure, Resources, and Conservation Element of the West Hollywood General Plan 2035 (City of West Hollywood 2011b) addresses topics pertinent to this section of the EIR, including energy supply and conservation, green building, water supply and conservation, recycling and solid waste, and transportation infrastructure. The element establishes policies intended to foster energy conservation and efficiency. Policies from this element that are relevant to the proposed project are listed below. While some of these policies primarily address City-wide actions or actions that would be taken by the City as opposed to the developer or owner of a specific project, the collection of these policies as a whole encourages and facilitates an environment in which energy conservation (and GHG reduction) is a priority.

Policy IRC-2.3

Require that development projects pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.

Policy IRC-2.4

On an ongoing basis, share information on projected growth in jobs and housing with service providers and regional agencies to ensure that there is sufficient infrastructure capacity to support future population growth in the City.

Policy IRC-3.1

Allow for construction of new development only when there is sufficient water to supply that development, as determined by the service provider.

Policy IRC-3.6

Require all new buildings to meet the following standards:

- Achieve a reduction of water use of 40% less than baseline for buildings as calculated by the Energy Policy Act of 1992.
- Reduce water consumption for outdoor landscape irrigation, consistent with the most recent City policy (see Chapter 15.52, Water Conservation Plan, in the City's Municipal Code).
- Comply with all prevailing state laws and City regulations regarding indoor and outdoor water conservation and efficiency in new construction.

Policy IRC-3.7

Encourage existing residential and non-residential buildings to pursue strategies for water conservation, including:

- Drought-tolerant landscaping
- Drip irrigation systems for landscaping where appropriate
- Low-flow fixtures in bathrooms and kitchens

Policy IRC-4.1

Promote building energy efficiency improvements through strategies that may include the following:

- Retrofits of existing buildings with energy efficiency technology
- Expanded public outreach in partnership with Southern California Edison on energy efficiency upgrades
- A voluntary energy audit program for residents and businesses
- Diverse incentives for energy efficiency

Policy IRC-4.2

Promote land use patterns and mobility decisions that result in reduced vehicle trips and therefore reduced overall energy use from the transportation sector.

Policy IRC-4.3

Maximize the use of renewable energy in the City through strategies that may include the following:

- A comprehensive renewable energy program that provides incentives, outreach, financing, or similar forms of assistance to residents and businesses in the City
- Incentives to encourage commercial properties to develop solar energy production systems on private property and sell the energy to the public utility system

Policy IRC-4.4

As feasible, coordinate with available energy efficiency and conservation programs – such as those administered by Southern California Edison, the United States Department of Energy, or other organizations – to reduce energy use.

Policy IRC-5.1

As appropriate, update West Hollywood's green building regulations regularly and continue to administer a Green Building Program and/or enforce green building requirements within the City.

Policy IRC-5.3

Offer incentives for buildings to exceed the minimum Green Building Program requirements.

Policy IRC-6.9

In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following:

- Increase walking within the City
- Increase transit use and reduce barriers to transit ridership
- Increase ride-sharing
- Promote alternatives to automobile ownership

Policy IRC-6.10

Implement policies in the Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish the following:

- Reduce energy associated with the use, treatment, and conveyance of water and wastewater
- Improve energy efficiency in existing buildings
- Ensure high levels of energy performance in new construction
- Maximize the use of renewable energy
- Reduce the amount of waste sent to landfills

Policy IRC-7.2

Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.

Policy IRC-7.3

Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

Policy IRC-7.4

Prohibit combustion or gasoline powered engines in leaf blowers.

Policy IRC-7.5

Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

Policy IRC-7.6

Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

Policy IRC-10.1

Aggressively seek to reduce West Hollywood's rate of waste disposal per capita.

Policy IRC-10.2

Provide services for recycling and composting and expand these services over time, where appropriate.

Policy IRC-10.3

Encourage all construction projects (regardless of size) to divert 80% of the construction waste debris away from landfills.

Policy IRC-10.4

Provide ongoing education to residents and businesses about waste reduction, composting, and recycling.

Policy IRC-10.7

Encourage the use of recycled building materials in public and private development projects.

Policy IRC-10.10

Collaborate with other government agencies to promote waste reduction.

City of West Hollywood General Plan 2035 Mobility Element

The Mobility Element of the West Hollywood General Plan 2035 (City of West Hollywood 2011b) sets forth strategies for creating a balanced and multi-modal transportation system. The policies in this element are relevant to this section of the EIR because creation of a multi-modal transportation system supports a reduction in the use of single-occupancy vehicles, which are typically associated with greater energy demand and GHGs per capita when compared with alternative modes of transportation. Relevant policies are as follows:

Policy M-1.3

Consider requiring development projects to include transit amenities and transit incentive programs.

Policy M-3.9

Require new commercial development to provide for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within the property being developed.

Policy M-3.10

Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.

Policy M-4.2

As feasible, ensure that new development of commercial and multi-family residential uses enhance the City's bicycle network and facilities.

Policy M-5.8

Allow for the collection of fees from developers to undertake the following infrastructure projects to support new development: sidewalk improvements, landscaping, bicycle infrastructure, traffic calming devices, traffic signals, and other improvements that promote/maintain the pedestrian-oriented character of the community (i.e., traffic calming devices and Transportation Demand Management programs).

Policy M-5.9

Require new development to pay its share of transportation improvements necessitated by that development.

Policy M-8.16

Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.

City of West Hollywood Climate Action Plan

The City of West Hollywood's Climate Action Plan (CAP) recommends a series of actions that the City, residents, property owners, and businesses can take to reduce its contributions to global climate change by reducing GHG emissions (City of West Hollywood 2011a). The City's CAP outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. The City's CAP seeks to:

- Provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions.
- Place the City on a path to reduce annual communitywide GHG emissions by 20%–25% below 2008 business-as-usual emission levels by 2035.
- Inspire residents, property owners, and businesses to participate in community efforts to reduce GHG emissions.
- Demonstrate West Hollywood's ability to respond to and comply with California GHG reduction legislation and guidelines.

City of West Hollywood's Green Building Ordinance

On October 1, 2007, the City adopted one of the nation's first mandatory green building ordinances. A key component of the City's Green Building Program was the Green Building Point System for new construction, which offers incentives for projects that achieve exemplary status across a range of sustainable measures. The City's CAP includes actions which both strengthen and update the Green Building Ordinance within the Energy Use and Efficiency section.

In 2019, the City updated their Green Building Program. The associated zoning text amendments included the following: 1. Updated mandatory green building standards for all applicable project types, 2. Additional requirements for Specific Plans and Development Agreements, and 3. Project application requirements. The overall green building program includes amendments to Title 13 (Buildings and Construction) and 15 (Environmental Protection, Pollution, and Solid Waste) of the Municipal Code to modify requirements for water fixtures and fittings specifications, outdoor water submetering, and requirements for public green buildings (City of West Hollywood 2019a). The revised Green Building Program framework: (a) Utilizes existing state building code as basis for green building blocks, (b) Categorically aligns City requirements with CALGreen, (c) Strikeouts duplicate language in municipal code, (d) Keeps existing green building measures that are locally specific and/or more stringent than state code, and (e) Introduces new local green building requirements (City of West Hollywood 2019b). However, applications submitted for development review prior to January 1, 2020, may follow the City's 2007 Green Building Requirements for their projects.

2011 Bicycle Task Force Report

The Bicycle Task Force was created in 2010 upon City Council direction. The Bicycle Task Force was comprised of 18 members from a wide spectrum of community interests, including representation from City commissions. The Bicycle Task Force was charged with preparing a range of recommendations to improve bicycle mobility throughout the City

and with developing recommendations for community education on bicycle safety. Other goals for the Bicycle Task Force included learning and duplicating best practices from other cities with successful bike programs, identifying local routes for various types of bike lanes to expand and modify existing routes, and educating the community on cycling and pedestrian safety. In response to these goals, the Bicycle Task Force prepared the Bicycle Task Force Report to summarize its recommendations. The four primary goals identified in this report (City of West Hollywood 2011c) are as follows:

- Enhance cycling as a safe, healthy, and enjoyable form of transportation and recreation
- Increase the number and types of cyclists who commute in and through the City
- Reduce auto congestion throughout the City
- Provide infrastructure improvements to increase safety and connectivity

2017 Bicycle and Pedestrian Mobility Plan

The West Hollywood Bicycle and Pedestrian Mobility Plan set forth goals, objectives, policy actions, and design guidelines to improve and facilitate bicycle and pedestrian transportation (City of West Hollywood 2017). This plan creates the foundation for a pedestrian and bicycle-friendly West Hollywood that provides comfortable, safe, healthy, and convenient places to walk and bicycle within the context of a balanced, multimodal transportation network serving pedestrians, bicyclists, transit riders, and motorists, and lays out the policy framework for the implementation of an overall vision for the City that consists of the following overarching goals:

- Implement the West Hollywood General Plan and Climate Action Plan
- Comply with federal and state regulations
- Support multi-modal transportation options to reduce GHGs, congestion, and pollution
- Eliminate barriers along pedestrian routes and enhance sidewalks and crossings
- Provide a convenient and connected walking network
- Eliminate gaps in existing bicycle network and provide high-quality bicycle infrastructure to improve bicyclist comfort and safety
- Strengthen regional bicycle network connections
- Coordinate with neighboring jurisdictions to connect West Hollywood to regional destinations
- Improve City streets and sidewalks to provide enjoyable community living spaces
- Improve the end-of-trip experience for bicyclists with lockers, showers, changing areas and secure parking
- Foster educational programs to encourage safety and knowledge of rights and responsibilities
- Support the enforcement of traffic laws for all users of City streets
- Promote the City's identity as a walkable and bikeable place

3.5.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to GHG emissions are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to GHG emissions would occur if the project would:

- A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated at a project level under CEQA.

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009a). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review" states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

To address Threshold A, this analysis uses the SCAQMD recommended (but not adopted) numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects.

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the CAPCOA, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO₂e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development

projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO₂e per year), commercial projects (1,400 MT CO₂e per year), and mixed-use projects (3,000 MT CO₂e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO₂e per service population for project level analyses and 6.6 MT CO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the project consists of a mixed-use development, this analysis applies the recommended SCAQMD threshold of 3,000 MT CO₂e per year. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO₂e per year in evaluating Threshold A.

To address Threshold B, this analysis evaluates the consistency of the project with the City's CAP and state GHG reduction goals as articulated in SB 32, the 2017 Scoping Plan, and the 2020-2045 RTP/SCS.

3.5.4 Methodology

The project's short-term construction-related and long-term operational GHG emissions were estimated using the CalEEMod software. The modeling methodology is outline below.

Construction Emissions

CalEEMod Version 2016.3.2 was used to estimate project-generated GHG emissions during construction. Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 3.1.4, Methodology (Construction), are also applicable for the estimation

of construction-related GHG emissions. As such, see Section 3.1.4 for a discussion of construction emissions calculation methodology and assumptions used in the GHG emissions analysis.

Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod Version 2016.3.2. Operational year 2026 was assumed as the first full year of operations. Emissions from the existing land uses were also estimated using CalEEMod to present the net change in GHG emissions. Year 2019 was assumed for existing conditions. Potential project-generated and existing operational GHG emissions were estimated for area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, water supply and wastewater treatment, and routine emergency generator testing. Emissions from each category are discussed in the following text. For additional details, see Section 3.1.4, Methodology (Operations), for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources.

Area

CalEEMod was used to estimate GHG emissions from the project's and existing scenario area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 3.1.4 for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in volatile organic compounds (VOC) emissions, which are analyzed in air quality analysis only, and generate little to no GHG emissions.

Energy

The energy use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. The current version of CalEEMod assumes compliance with the 2016 Title 24 Building Energy Efficiency Standards (CAPCOA 2017); however, the project would be required to comply with the 2019 Title 24 Standards. Per the California Energy Commission (CEC) Impact Analysis for the 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, the first-year savings for newly constructed non-residential buildings, which would also apply to the project's residential component,³ are 197 gigawatt hours of electricity savings and 0.27 million therms of gas savings, representing reductions from the 2016 Title 24 standard of 10.7% and 1%, respectively (CEC 2018). To take into account energy reductions associated with compliance with 2019 Title 24, the CalEEMod Title 24 electricity and natural gas values were reduced by 10.7% and 1%, respectively. An additional 20% reduction was applied based on the project's commitment to achieve at least 20% reduction as compared to the 2019 Title 24 standards for energy. Based on the age of the existing buildings to be demolished, the historical energy use option (i.e., pre-2005 standards) was selected in CalEEMod as the existing buildings were built in compliance with less stringent building energy efficiency codes.

Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO₂ and other GHGs (CAPCOA 2017). In

³ The proposed residential structures are over 4 levels. As categorized in CalEEMod and consistent with ITE code, the proposed residences are considered mid-rise apartments because they are between 3 and 10 levels. However, Title 24 categorizes residential buildings that are 4 or more habitable levels as high-rise residential and high-rise residential, along with the project's hotel use, are included in the nonresidential section of Title 24.

addition, the existing billboards on the project site are assumed to require approximately 102,000 kilowatt-hours of electricity per year, and the proposed billboards are anticipated to require approximately 500,000 kilowatt-hours per year, based on project information provided by the applicant.⁴

CalEEMod default energy intensity factors (CO₂, CH₄, and N₂O mass emissions per kilowatt-hour) for SCE is based on the value for SCE's energy mix in 2012. The CO₂ emissions intensity factor for utility energy use in CalEEMod was adjusted consistent with SCE's 2018 Sustainability Report (SCE 2021).⁵ As explained in Section 3.1.2, SB 100 calls for further development of renewable energy, with a renewable energy target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.1.4 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles, to the extent it was captured in EMFAC 2014.^{6,7}

The California Air Pollution Control Officers Association (CAPCOA) has developed methodologies for quantifying the GHG emission reductions associated with numerous mitigation measures (CAPCOA 2010). Some GHG reduction techniques include land use and transportation planning that would reduce vehicle trips and/or trip lengths, enhance walking and bicycles as alternative modes of transportation, enhance availability of transit, and incorporate other approaches. In regards to mobile source emission reduction features relating to land use, it was assumed that the project would involve an increase in typical density and diversity of uses relative to existing conditions and relative to the CalEEMod default assumptions for the proposed land uses, which results in reduced VMT. In regard to increased diversity of uses, having different types of land uses near one another (such as for mixed-use developments, like the proposed project) can decrease VMT since trips between land use types are

⁴ Because digital signage is typically more energy intensive than traditional (i.e., static) signage, this analysis assumes that digital signage would be a component of the project to ensure conservative GHG calculations. In the event that the project's off-site signage program is not selected or approved by the City, the project may not include digital signage, meaning that the project's operational energy use and associated GHG emissions may be slightly reduced relative to the calculations shown in this section.

⁵ The CalEEMod default CO₂ intensity factor for SCE is 702.44 pounds per megawatt hour. The CO₂ intensity factor was revised to 531.44 pounds per megawatt hour for SCE to reflect power provided by eligible renewable sources in 2018.

⁶ The LCFS calls for a 10% reduction in the "carbon intensity" of motor vehicle fuels by 2020 and a 20% reduction in carbon intensity by 2030, which would further reduce GHG emissions. However, the carbon intensity reduction associated with the LCFS was not assumed in EMFAC 2014 and thus, was not included in CalEEMod 2016.3.2.

⁷ CalEEMod 2016.3.2 was used for this analysis since it was the current model at the time of the NOP. Of note, CalEEMod 2020.4.0 was released in June 2021 and incorporates updated mobile source emission factors from EMFAC2017. Overall, the use of CalEEMod 2016.3.2 and EMFAC2014 generally estimates more conservative results than CalEEMod 2020.4.0, including for GHGs. This reduction with EMFAC2017 is primarily based on updated data and methodologies, such as updated vehicular fuel economy and updated emission factors for light-duty gasoline vehicles per new Federal Test Procedure data and emission test data from CARB's Vehicle Surveillance Program, whereas EMFAC2014 light-duty vehicle emission factors were based on testing done in the 1990s.

shorter and may be accommodated by non-auto modes of transport (CAPCOA 2010). The reduction in overall VMT results in an associated reduction in mobile source emissions.

In regard to alternative modes of transportation, it was assumed that the project would improve the pedestrian network on the project site, which would result in minor reductions to motor vehicle emissions. Pedestrian network improvements include providing access and links to pedestrian facilities contiguous with the project site and minimizing barriers to pedestrian access and interconnectivity, which would encourage pedestrian travel. Pedestrian network improvements would result in a minor VMT reduction and an associated reduction in mobile source emissions (CAPCOA 2010).

Solid Waste

The project would generate solid waste, and therefore, result in CO₂e emissions associated with landfill off-gassing, as occurring under the existing scenario. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the project and existing land uses. It was assumed that the project and existing land uses would have a 50% solid waste diversion rate, consistent with the solid waste diversion requirements of AB 939, Integrated Waste Management Act. It should be noted that this is a conservative assumption, as the goal for the state is 75% diversion by 2020 in accordance with AB 341.

Water and Wastewater Treatment

Supply, conveyance, treatment, and distribution of water for the project and existing land uses require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project and existing land uses requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. The indoor water use and electricity consumption from water use and wastewater generation were estimated based on the Sewer Capacity Study prepared for the project (see Appendix K-2). Outdoor water for the existing condition was zeroed out, since existing landscaping is minimal. For the project, all outdoor water was accounted for in the “City Park” use, which was selected to represent the 0.29-acres of landscaping.

Stationary Sources

The proposed project would include a 1,000 kilowatt diesel emergency generator. Emissions associated with operation of the generator was estimated for the routine testing and maintenance of the emergency generator, assuming up to 50 hours of operation per year.⁸ The CalEEMod inputs incorporate default emission factors for this size generator.

3.5.5 Impacts Analysis

Threshold A: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction of the proposed project would result in short-term GHG emissions through the use of construction equipment, off-site vendor and haul trucks, and worker trips. Operation of the proposed project would result in GHG emissions from vehicular traffic, area sources (natural gas combustion, landscaping), electrical generation,

⁸ The maximum of 50 hours per year for maintenance and testing of the emergency generator was assumed in accordance with CARB's Airborne Toxic Control Measure for Stationary Compression Ignition Engines (17 CCR Section 93115) and anticipated SCAQMD permit conditions (SCAQMD Rule 1470 requirements).

emergency generator testing, water supply, and solid waste generation. These emissions were quantified, subtracted from the existing land use GHG emissions to determine the net increase in GHGs with the project.

Construction Emissions

Table 3.5-5 presents construction emissions for the proposed project from on-site and off-site emission sources.

Table 3.5-5. Estimated Annual Construction Greenhouse Gas Emissions

	CO ₂	CH ₄	N ₂ O	CO ₂ e
Year	<i>Metric Tons per Year</i>			
2022	310.43	0.05	0.00	311.59
2023	997.25	0.14	0.00	1,000.72
2024	358.95	0.05	0.00	360.11
2025	11.55	0.00	0.00	11.56
Total	1,678.19	0.23	0.00	1,683.98
Amortized Emissions	56.13			

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

See Appendix D for complete results.

Amortized construction GHG emissions represent total construction GHG emissions divided 30 years, which is the assumed project operational lifetime consistent with SCAQMD guidance (SCAQMD 2008).

As shown in Table 3.4-4, the estimated total GHG emissions during construction would be approximately 1,684 MT CO₂e over the construction period, which when amortized over the assumed project life of 30 years, would equate to 56 MT CO₂e per year.

Operational Emissions

The net change in operational GHG emissions (Proposed Project minus Existing emissions) is shown in Table 3.5-6.

Table 3.5-6. Estimated Annual Operational GHG Emissions

	CO2	CH4	N2O	CO2e
Emission Source	Metric Tons per Year			
Proposed Project				
Area	0.70	0.00	0.00	0.72
Energy – Buildings/Parking Garage	1,041.72	0.04	0.02	1,047.20
Energy – Billboards	128.41	0.01	0.00	128.99
Mobile	1,530.73	0.08	0.00	1,532.79
Emergency Generator Testing	25.53	0.00	0.00	25.62
Solid Waste	20.90	1.24	0.00	51.77
Water Supply and Wastewater	148.62	1.40	0.03	193.89
Total	2,896.61	2.77	0.05	2,980.98
Existing				
Area	0.00	0.00	0.00	0.00
Energy – Buildings/Parking Lot	133.41	0.01	0.00	134.09
Energy – Billboards	26.20	0.00	0.00	26.31

Table 3.5-6. Estimated Annual Operational GHG Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
Mobile	524.50	0.03	0.00	525.32
Solid Waste	5.12	0.30	0.00	12.70
Water Supply and Wastewater	11.15	0.11	0.00	14.56
Total	700.39	0.45	0.00	712.99
<i>Net Change in Emissions</i>				
Net Change (Proposed Project – Existing)	2,196.23	2.32	0.05	2,267.99
<i>Amortized construction emissions</i>				<i>56.13</i>
Total net operational + amortized construction GHGs				2,324.12

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

See Appendix D for complete results.

Totals may not sum due to rounding.

The Proposed Project emissions reflect operational year 2026 (as the anticipated first full year of operations). The Existing emissions reflect operational year 2019.

As shown in Table 3.4-5, estimated net annual project-generated GHG emissions would be approximately 2,268 MT CO₂e per year as a result of project operation. Estimated net annual project-generated operational emissions in 2026 plus the amortized project construction emissions would be approximately 2,324 MT CO₂e per year. Notably, this estimate accounts for a 20% reduction in energy as compared to the 2019 Title 24 standards and traffic reduction factors associated with the project, including increased density and diversity in an urban setting.

In addition, the proposed project also has a goal of Leadership in Energy and Environmental Design (LEED) Gold or equivalent green building standards, the digital billboards would be required to comply with the energy reduction and conservation measures from the City's Sunset Boulevard Off-Site Signage Policy,⁹ the project would include 28 full circuit EV Ready parking stalls, and the project applicant has committed to an exceedance of Title 24 water efficiency requirements by 35%. GHG emission reductions from these additional measures were not accounted for in Table 3.4-5 in order to provide a conservative estimate.

Overall, annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD threshold of 3,000 MT CO₂e per year. Therefore, the project's GHG contribution would not be cumulatively considerable and is **less than significant**.

Threshold B: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Consistency with the City's Climate Action Plan

The City adopted its CAP on September 6, 2011, concurrent with the adoption of the City's 2035 General Plan. The City's CAP includes strategies and performance indicators to reduce GHG emissions from municipal and

⁹ The Sunset Boulevard Off-Site Signage Policy includes the following requirements for digital billboards: 1) use 100% clean energy and/or generate energy on-site, and 2) all new billboard operations shall utilize the highest available clean energy tier from the City's energy provider to the extent feasible. The proposed project is committed to meeting these requirements, and may incorporate a number of feasible active and passive measures to offset the incremental energy usage attributable to digital signs, including, but not limited to, the installation of high performance glazing, high R-value walls and roof construction, balcony shading to avoid direct solar gain, utilization of high efficiency HVAC systems, optimized controls, and energy recovery.

communitywide activities within the City. The City's CAP strategies address seven major GHG sources and recommend actions to achieve GHG reductions through: community leadership and engagement, land use and community design, transportation and mobility, energy use and efficiency, water use and efficiency, waste reduction and recycling, and green space. For each strategy, the City's CAP recommends measures and actions that translate the CAP's vision into on-the-ground action. Measures define the direction that the City will take to accomplish its GHG reduction goals, while actions define the specific steps that City staff and decision makers will take over time. Overall, the goal of the City's CAP is to reduce the City's communitywide GHG emissions by 20%–25% below 2008 emission levels by 2035.

Table 3.5-7 describes the project's consistency with the City's applicable CAP measures. As stated in the City's CAP, projects that demonstrate consistency with the goals, strategies, actions, and emission reduction targets contained in the City's CAP would have a less-than-significant impact on climate change.

Table 3.5-7. Project Consistency with Applicable City of West Hollywood's Climate Action Plan Reduction Measures

Reduction Measures	Project Consistency
<i>Land Use and Community Design</i>	
LU-1.1: Facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Zones	Consistent. The project is not located within a Transit Overlay Zone. However, the project would be located along a commercial corridor (the Sunset Strip) within a designated transit priority area. The project would be a mixed-use development, as it would include commercial uses and residential uses. The project would also facilitate pedestrian activity and interaction through its design and location. The first several stories of the proposed building would be transparent and would be oriented towards Sunset Boulevard. The low-lying scale of this portion of the structure and the use of glass as a primary building material would provide pedestrian interest and would encourage pedestrian interaction along the project site's Sunset Boulevard frontage. This lower volume of the proposed building would have spaces for outdoor seating, a bar, restaurant, cafe, and the reception lobby for the Viper Room. Locating businesses that can be accessed and patronized by the public on the lower levels of the building would help support a pedestrian-oriented environment along project's Sunset Boulevard street frontage. The project would also include an outdoor pedestrian plaza, street trees, and landscaping planters along the project site's frontages on Sunset Boulevard, San Vicente Boulevard, and Larrabee Street, which would further enhance the pedestrian experience. Additionally, the project site is located within a transit priority area and adjacent to transit stops at the intersection of San Vicente Boulevard and Sunset Boulevard. As such, the proposed project would provide residences, hotel rooms, and employment opportunities within proximity to transit services.

Table 3.5-7. Project Consistency with Applicable City of West Hollywood’s Climate Action Plan Reduction Measures

Reduction Measures	Project Consistency
Transportation and Mobility	
T-1.1: Increase the pedestrian mode share in West Hollywood with convenient and attractive pedestrian infrastructure and facilities.	Consistent. The proposed project would be designed to encourage pedestrian activity. Separation of pedestrians from vehicular traffic would be accomplished through several elements on site, such as providing parking in a subterranean parking garage.
T-2.1: Increase the bicycle mode share by providing accessible, convenient, and attractive bicycle infrastructure.	Consistent. The proposed project would include bicycle parking, which would encourage residents, employees, and visitors of the project to use bicycles in compliance with the City’s Green Building Ordinance in effect at the time the proposed project’s application was submitted.. Additionally, the project would not have any driveways along Sunset Boulevard, which would facilitate safety of bicyclists using Sunset Boulevard.
T-2.2: Install bike racks and bike parking in the City where bike parking infrastructure currently does not exist.	Consistent. The proposed project would include bicycle parking.
Energy Use and Efficiency	
E-2.2: Require all new construction to achieve California Building Code Tier II Energy Efficiency Standards (Section 503.1.2).	Consistent. In addition to complying with the City’s Green Building Ordinance in effect at the time the proposed project’s application was submitted, the project would be required to achieve California Building Code Tier II Energy Efficiency Standards which states that new construction must exceed 2007 California Energy Code requirements by 30% over 2007 Title 24 requirements.
E-3.2: Require the use of recycled materials for 20% of construction materials in all new construction.	Consistent. The City’s Green Building Ordinance encourages that new development projects incorporate materials with recycled content. Although the exact percentage of building materials that would use recycled content has not yet been determined, the project would comply with the City’s Green Building Ordinance and would be consistent with the intent of this measure.
E-3.3: Facilitate installation of solar hot water heating systems on commercial and multifamily buildings.	Consistent. The project would not impede the City from facilitating the installation of solar hot water heating systems on buildings. As described in Section 2.5 of this EIR, the project would include insulation of all hot water pipes, which would reduce energy use associated with water heating. However, since there is no available roof space, solar photovoltaic systems are not feasible for the project.
E-3.4: Facilitate the installation of solar photovoltaic systems on multifamily residential, commercial, and industrial buildings, and parking lots.	Consistent. The project would not impede the City from facilitating the installation of solar photovoltaic systems on buildings and in parking lots. However, since there is no available roof space, solar photovoltaic systems are not feasible for the project.

Table 3.5-7. Project Consistency with Applicable City of West Hollywood’s Climate Action Plan Reduction Measures

Reduction Measures	Project Consistency
Water Use and Efficiency	
W-1.1: Reduce per capita water consumption by 30% by 2035.	Consistent. To reduce water use, the proposed project would include low-flow plumbing fixtures consistent with CALGreen building standards and the City’s Green Building Ordinance. The project would also use water-saving native plantings.
W-1.2: Encourage all automated irrigation systems installed in the City to include a weather-based control system.	Consistent. The irrigation systems installed on the project site would also include a weather-based control system.
Waste Reduction and Recycling	
SW-1.1: Establish a waste reduction target not to exceed 4.0 pounds per person per day.	Consistent. The proposed project would include space for the collection and storage of recyclables. In addition, at least 80% of construction and demolition waste would be diverted in accordance with the City’s Green Building Ordinance in effect at the time the proposed project’s application was submitted. The proposed project would be subject to all applicable state and City requirements for solid waste reduction.
Urban Forest	
G-1.1: Increase and enhance the City’s urban forest to capture and store carbon and reduce building energy consumption.	Consistent. The proposed project would involve removing 16 existing on-site trees. However, the existing street trees would be generally replaced by the project. The project would also involve vine plantings and green walls, planters with shrubs/groundcover, a vegetated mid-level roof terrace, rooftop plantings, and façade/balcony plantings. In total, the project’s vegetation would exceed the vegetation on the existing project site. The proposed landscaping would increase greenery in the City and would help reduce the project’s building energy consumption.
G-1.2: Establish a green roof and roof garden program to standardize, promote, and incentivize green roofs and roof gardens throughout the City.	Consistent. The proposed project would not impede the City from establishing a green roof and roof garden program. The project would include a green roof, a vegetated mid-level roof terrace, and façade/balcony plantings.

As presented in Table 3.4-6, the project is consistent with the applicable CAP reduction measures; therefore, the project would be consistent with the City’s climate action reduction measures and would not conflict with the adopted CAP. Additionally, the proposed project would be required to implement Mitigation Measure 3.15-1 from the Final Program EIR for the City’s General Plan and CAP (City of West Hollywood 2010). This measure states that to further reduce construction generated-GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.

Prior to releasing each request for bid to contractors for the construction of each development phases, the project applicant would be required to obtain the most current list of GHG reduction measures that are recommended by the

City and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor.

The project applicant may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, must be approved by the City prior to the release of a request for bid by the project applicant for seeking a primary contractor to manage construction. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, the ability of a contractor to effectively implement the selected GHG reduction measures becomes inherent to the selection process. The City's recommended measures for reducing construction-related GHG emissions at the time of this writing are listed in Section 3.5.6.

The proposed project would be designed and constructed in accordance with the City's Green Building Ordinance in effect at the time of the project's application, consistent with City requirements, and CALGreen, which would include implementing energy efficient systems and appliances, installing energy efficient lighting, EV charging stalls, and using water-efficient landscaping, irrigation systems, and water conserving plumbing and fixtures.

Project Consistency with SCAG's 2020-2045 RTP/SCS

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light trucks in the southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020–2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region. The strategies that pertain to SCAG's support of local jurisdiction sustainability efforts would not apply to the proposed project. The project's compliance with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** The proposed project's compliance with this strategy of the 2020–2045 RTP/SCS is demonstrated via the project's land use characteristics and features that would reduce vehicular trips and VMT. Regarding VMT reduction characteristics, the project is a mixed-use development located within a transit priority area and adjacent to transit stops at the intersection of San Vicente Boulevard and Sunset Boulevard. As such, the proposed project would provide residences, hotel rooms, and employment opportunities within proximity to transit services. The nature of the project's land use mix and site location would reduce VMT and associated GHG emissions by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips. The City's VMT guidance, adopted in November 2020, further supports that projects located within high-quality-transit areas would not have a significant VMT impact. See also the VMT impact evaluation included in Section 3.12, Transportation, of this EIR.

- **Promote Diverse Housing Choices.** The proposed project would comply with this strategy of the 2020–2045 RTP/SCS since it would result in the development of new market-rate and affordable residential units to increase the housing supply with a mix of options.
- **Leverage Technology Innovations.** One of the technology innovations identified in the 2020–2045 RTP/SCS that would apply to the proposed project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would support this goal through the inclusion of 28 EV charging stalls.
- **Promote a Green Region.** Another applicable strategy within the 2020–2045 RTP/SCS, for individual developments such as the proposed project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. Targeted sustainable design strategies of the proposed project, in addition to meeting the requirements of California’s Building Energy Efficiency Standards, CALGreen, and the West Hollywood Green Building Program, would include achieving LEED Gold or equivalent green building standards and a Green Star rating. Natural lighting and airflow would be used whenever practicable to reduce energy use. Landscaping and the proposed green roof would use water-saving native plantings and contribute to passive cooling strategies. Additionally, the project applicant has committed to an exceedance of Title 24 water efficiency requirements by 35% and an exceedance of Title 24 energy requirements by 20%. Durable, locally sourced materials, such as cast in place concrete and precast concrete would be used to improve building longevity and reduce the energy footprint. Smart building systems would be utilized to monitor building performance to ensure sustainability systems are functioning and to optimize user comfort. And as mentioned above, the proposed project also would include 28 electric vehicle charging stalls.

Based on the analysis above, the proposed project would be consistent with the SCAG 2020–2045 RTP/SCS.

Project Consistency with the CARB Scoping Plan, SB 32, and EO S-3-05

The Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California’s GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the CNRA observed that “[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan” (CNRA 2009a). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., LCFS), among others. The proposed project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

As discussed in Section 3.5.2, EO S-3-05 established a goal to reduce statewide GHG emissions to the 1990 level by 2020, and to reduce statewide GHG emissions to 80% below the 1990 level by 2050.¹⁰ SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by 2030. While there are no established protocols or thresholds of significance

¹⁰ In adopting AB 32, the legislature did not adopt the 2050 horizon-year goal from EO No. S-3-05.

for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

Although the proposed project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal, and it is reasonable to expect the proposed project's net emissions level to decline as the regulatory initiatives identified by CARB are implemented, and other technological innovations occur. In addition, the proposed project would support achievement of the SB 32 and EO S-3-05 goals through the project's compliance with the City's CAP (see Table 3.5-7 for a discussion of the project's consistency with the applicable CAP reduction measures) and consistency with the strategies identified in SCAG's 2020-2045 RTP/SCS to reduce per capita GHG emissions. For instance, the proposed project includes design features that optimize energy use and efficiency. To reduce energy use associated with lighting, energy star lighting, exit signs, and programmable thermostats would be installed, as well as timers or photo sensors for exterior lights. Natural lighting and airflow would also be used wherever practicable. Additionally, passive heating and cooling strategies would be employed, such as insulation of all hot water pipes, installation of exterior shading devices on south- and/or west-facing windows, and use of water-saving native plantings on the proposed green roof. Further, the proposed project would optimize water use and efficiency by installing low-flow plumbing fixtures in kitchens and bathrooms consistent with CALGreen building standards and the City's Green Building Ordinance, such as water efficient faucets, toilets, urinals. As a result of these design features, the proposed project would not only meet the requirements of California's Building Energy Efficiency Standards, it would also achieve LEED Gold or equivalent green building standards, and a Green Star rating. The proposed project also has committed to exceed Title 24¹¹ water efficiency requirements by 35% and Title 24 energy requirements by 20%. As such, given the reasonably anticipated decline in project emissions as the proposed project becomes operational, the proposed project would be consistent with EO S-3-05's horizon-year goal.

As discussed above, the new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. The Project's design features advance these goals by reducing VMT, providing facilities to increase the use of electric vehicles, improving energy efficiency, and reducing water usage.

In addition, as discussed above, the proposed project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order to achieve the GHG reductions from the land use and transportation sectors. By furthering implementation of SB 375, the project supports regional land use and transportation GHG reductions consistent with State climate targets for 2030 and beyond.

For the reasons described above, the proposed project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05.

Because the proposed project would be consistent with the applicable plans and regulations adopted for the purpose of reducing the emissions of GHGs, project-related GHG impacts would be **less than significant**.

3.5.6 Mitigation Measures

Impacts would be less than significant. Although no project-specific mitigation measures are required, the proposed project would be required to implement mitigation measure 3.15-1 from the Final Program EIR for the City's General

¹¹ Title 24 of the California Code of Regulations includes California's Building Energy Efficiency Standards and the California Green Building Standards Code.

Plan and CAP. This measure states that to further reduce construction-generated GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction. The City's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed as follows. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following to the extent feasible:

- Improve fuel efficiency of construction equipment:
 - o Reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
 - o Perform equipment maintenance (inspections, detect failures early, correction);
 - o Train equipment operators in proper use of equipment;
 - o Use the proper size of equipment for the job; and
 - o Use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use a CARB-approved low-carbon fuel, such as biodiesel, or renewable diesel for construction equipment.
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.
- Produce concrete on site if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from CARB's Heavy-Duty Vehicle Greenhouse Gas Measure and EPA.
- Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.

3.5.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.5.8 References

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3.6 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns that the project would contribute to potential difficulties in evacuating the streets north of Sunset Boulevard during emergencies, since Sunset Boulevard would likely be the main evacuation route for residents on those streets. Concerns were also expressed regarding potential safety issues associated with the emergency helicopter landing facility. These concerns are generally addressed in this section. Specifically, Section 3.6.5, Threshold F, addresses emergency evacuation and Threshold E addresses the emergency helicopter landing facility. Concerns were also expressed regarding the potential for the proposed building to collapse. Concerns regarding building stability are generally addressed in Section 3.4 of this EIR. It is also noted that the project would be subject to compliance with the California Building Code, which establishes stringent requirements for building construction. Compliance with the California Building Code protects structures from damage and instability to the extent feasible. Additionally, the City's plan check and building inspection procedures would ensure that the proposed project is constructed according to state standards and according to site-specific geotechnical recommendations. (See Section 3.6 and Appendix F of this EIR for more details.)

Information contained in this section is based on the *Phase I Environmental Site Assessment – 8850 Sunset*, dated May 2019 and prepared by EBI Consulting (EBI). This report is included in this Draft EIR as Appendix G and is referred to in this section as the "Phase I ESA." Other documentation used in this analysis includes the County of Los Angeles Department of Public Works' Disaster Routes maps, the City of West Hollywood General Plan, and Los Angeles Unified School District's online "School Finder" tool. Other sources consulted are listed in Section 3.6.8, References.

3.6.1 Environmental Setting

This section describes the existing conditions in the project area relative to hazards and hazardous materials.

Project Site Conditions

The existing buildings on the project site were initially constructed in the 1920s and 1930s (with limited additions added since that time) and are occupied by commercial tenants that include retail stores, restaurants, offices, and a nightclub. Similar site uses have occurred since the 1920s. The existing buildings have been constructed slightly into the sloping site with basements. No industrial or manufacturing activities are present within the project vicinity (Appendix G).

The project site is underlain by Holocene-aged alluvial deposits derived from the mountains located to the north of the site (Appendix F). The project site is within the western portion of the Hollywood Groundwater Basin (City of West Hollywood 2010). Five groundwater monitoring wells are present on the southern portion of the project site, within the existing surface parking lots. Based on the data collected from these wells as well as the southeasterly vicinity downslope, it is presumed that the predominant direction of groundwater flow in the vicinity is to the southeast (Appendix G).

Phase I Environmental Site Assessment Findings

The Phase I ESA was conducted to identify potential or existing environmental contamination on the site. During preparation of the Phase I ESA, both state and federal hazardous material databases were searched to determine if the project site currently contains or previously contained hazardous materials as a result of existing or past uses. A regulatory database report for the project site, prepared by Environmental Data Resources, Inc. (EDR), is included in Appendix E within the Phase I ESA. In addition to the database report, EBI contacted several local and regional agencies involved in regulating and keeping record of hazardous materials for any information connected to the project site. Agencies that were contacted include the Los Angeles County Department of Public Works, the Los Angeles County Fire Department Health Hazardous Materials Division, and the South Coast Air Quality Management District (Appendix G).

Project Site

No evidence of current or historical use, storage, generation, and/or disposal of hazardous substances was observed on site during the site reconnaissance, which was conducted by EBI in support of the Phase I ESA (Appendix G). Additionally, the project site was not identified on government databases pertaining to storage and disposal of petroleum products and hazardous materials/hazardous waste. Several industrial waste files, maintained at the Los Angeles County Department of Public Works Environmental Programs Division, were identified as pertaining to the project site. These files are related to grease traps installed at current and former restaurants located on the project site. In addition, five of the existing tenants, including the restaurants and nightclub, have sewer permits for their grease traps (Appendix G). Grease traps are standard elements in commercial areas and do not pose a threat to the environmental conditions on the project site.

Surrounding Areas

The Phase I ESA identified two sites in the project area with documented releases of petroleum hydrocarbons: a former Shell service station site, located at 8873 West Sunset Boulevard, approximately 80 feet north of the project site, and the existing Sunset Oil (former Arco) service station, located at 8906 West Sunset Boulevard, approximately 80 feet west of the project site. Documented releases at the former Shell service station site include gasoline and diesel, which resulted in both soil and groundwater contamination. Fifteen groundwater monitoring wells were installed on the Shell site and within the vicinity of the Shell site, including five wells on the project site that were installed in 1994. These wells have since been abandoned and were last sampled in June 2018. During the June 2018 sampling, total petroleum hydrocarbons as gasoline (TPHg), total petroleum hydrocarbons as diesel (TPHd), benzene, and other related fuel contaminants were reported as non-detect in the five wells on the project site. The exception was DIPE (diisopropyl ether, an oxygenate gasoline additive), which was identified in concentrations up to 28 micrograms per liter (ug/L) in two on-site wells in June 2018. Reviews of historical groundwater monitoring results show TPHg and benzene concentrations at maximums of 300 parts per billion (ppb) and 4 ppb, respectively, in on-site wells since 1994. These contaminants have been non-detect at the on-site wells since 2010. Based on this groundwater monitoring data, EBI concluded that contamination from the Shell Station has not significantly impacted the project site. Nevertheless, because the Shell Station leak has not received case closure with respect to regulatory compliance, and because low levels of contamination were still found during the last groundwater sampling, EBI concluded that the nearby Shell Station leak is considered a recognized environmental condition until regulatory closure is granted to the case. However, based on the mostly non-detect contaminant levels identified during June 2018, EBI concluded that the Shell Station leak does not present vapor intrusion concerns for development on the project site (Appendix G).

EBI also reports that the Sunset Oil service station (former Arco station), located approximately 80 feet to west of the project site, has a documented release of gasoline, which resulted in soil and groundwater contamination. Free product (i.e., gasoline and/or diesel product floating on groundwater) was removed from groundwater at this site and was deemed fully removed as of August 2009. This site was issued regulatory closure through a Low Threat UST Closure Policy, on July 7, 2015. This indicates that the contamination has been addressed and no further site assessments or remediation is required. As reported by EBI, tertiary butyl alcohol (TBA) levels remained elevated but were restricted to two on-site wells located near the center and south side of the service station site. Historically elevated TBA and other contaminants do not appear to have been identified on the east side of the Sunset Oil station (which is nearest to the project site), and only low levels of TBA were identified in a well located near the project site (on the east side of the service station site). EBI concluded that as of 2014, the Arco Station site did not appear to significantly impact the project site (Appendix G).

Asbestos and Lead

EBI conducted a limited visual survey of the project site for the presence of asbestos-containing materials (ACM) and lead based paints (LBP) as part of the Phase I ESA. Suspect ACM was observed in plaster walls and ceilings, sheetrock/joint compound composite material, acoustical ceiling tile, vinyl flooring, floor mastic, various construction mastics, caulking, and roofing materials. Similarly, due to the age of construction of the existing on-site buildings, LBPs are also expected to be present (Appendix G).

Shallow Methane

Subsurface gas in the form of natural deposits and from abandoned oil fields is present under portions of the City. These gases can lead to a variety of hazards, including combustion, human health risks, and fires. The project site is not located in an area of potential shallow methane identified by the City (City of West Hollywood 2010). As such, hazards associated with shallow methane are not expected to occur on the project site.

3.6.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to hazards and hazardous materials would apply to the proposed project.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled a revision of the National Contingency Plan. The National Contingency Plan provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the Environmental Protection Agency (EPA). CERCLA was amended by the Superfund Amendments and Reauthorization Act (on October 17, 1986).

The Federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act of 1976

The Federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act (RCRA) (1976) established a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

State

The following state regulations pertaining to hazards and hazardous materials would apply to the proposed project.

Cortese List/Government Code 65962.5

California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese list, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, underground storage tanks (USTs) with unauthorized releases, solid waste disposal facilities from which there is migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. This information is maintained by various agencies, including the Department of Toxic Substances Control (DTSC), State Department of Health Services, State Water Resources Control Board (SWRCB), and local Certified Unified Program Agencies (CUPAs). As each of the regulatory agencies typically now maintains these records in an electronic format, those requesting a Cortese list for a particular site are directed to the individual regulatory agencies. Typically, records searches are conducted via a regulatory database search company, such as the records search from EDR contained in the Phase I ESA for the proposed project. Database search companies such as EDR usually conduct searches in accordance with American Society for Testing and Materials (ASTM) Standard of Practice E 1527-13 Standard Practice for ESAs. The list of databases that is searched during this process is more comprehensive than the Cortese list. As such, the database search conducted for the proposed project includes the Cortese list but is not limited to this list.

California Hazardous Waste Control Act, Title 22 of the California Code of Regulations & Hazardous Waste Control Law, Chapter 6.5

The DTSC is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or in some cases more stringent than federal requirements. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are

required to prepare a Hazardous Materials Business Plan. Hazardous Materials Business Plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a threshold limit value of 10 parts per million or less)
- Extremely hazardous substances in threshold-planning quantities

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by the California Health and Safety Code, facilities are also required to prepare a Risk Management Plan and California Accidental Release Plan. The Risk Management Plan and Accidental Release Plan provide information on the potential impact zone of a worst-case release and require plans and programs designed to minimize the probability of a release and to mitigate potential impacts. Based on the proposed project land uses (i.e., residential/hotel), a Hazardous Materials Business Plan may be required (e.g., due to storage of pool chemicals); however, it is unlikely that a Risk Management Plan and Accidental Release Plan would be required, due to a probable lack of acutely hazardous materials. The Los Angeles County Fire Department Health Hazardous Materials Division (HHMD) would make a final determination regarding the appropriate plan(s) to be completed.

Occupational Safety and Health Act

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program was created in 1993 by Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities of environmental and emergency management programs. The program is implemented at the local government level by CUPAs. (In the City of West Hollywood, the County of Los Angeles Fire Department is the CUPA.) The program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (program elements):

- Hazardous Waste Generation (including on-site treatment under Tiered Permitting)
- Aboveground Petroleum Storage Tanks (only the spill prevention, control, and countermeasure (SPCC) plan)
- USTs

- Hazardous Material Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Uniform Fire Code Hazardous Material Management Plans and Inventories

Local

The following local/regional regulations pertaining to hazards and hazardous materials would apply to the proposed project.

Certified Unified Program Agency

As previously discussed, the CUPA consolidates, coordinates, and makes consistent hazardous materials and hazardous waste programs (program elements). The Los Angeles County Fire Department, HHMD is the CUPA for the City of West Hollywood. The HHMD was established in 1991 to administer the following:

- Hazardous Waste Generator Program;
- Hazardous Materials Release Response Plans and Inventory Program;
- California Accidental Release Prevention Program;
- Aboveground Storage Tank Program; and
- Underground Storage Tank Program.

HHMD is a division of the Los Angeles County Fire Department Prevention Services Bureau and includes inspection services and emergency operations.

Underground Storage Tank Program

In addition to the HHMD, the City of West Hollywood is located within the jurisdiction of the Los Angeles County Department of Public Works, Environmental Programs Division, with respect to regulation of USTs. All UST sites must have a current Unified Program Facility Permit from the Los Angeles County Department of Public Works.

General Plan

According to the Safety and Noise Element of the City's General Plan, the City is susceptible to a variety of hazards, including potential exposure to hazardous materials. The Safety and Noise Element states that common hazardous materials used throughout the City may include petroleum, fertilizers, pesticides, motor oil and lubricants, cleaning products, volatile organic compounds (VOCs), paint and paint thinners, old batteries, and other chemicals and products. The Safety and Noise Element contains the following goal and policies potentially relevant to the proposed project:

Goal SN-1

Reduce injury and damage from natural hazards.

Policy SN-1.2

Allow the consideration of potential natural or man-made hazards in project review and in City operations, considering best practices in hazard avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.

Policy SN-1.6

Utilize relevant data on natural hazards, including earthquakes, flooding, liquefaction, landslides, natural gas, and subsurface methane gas, and apply this information for purposes of land use planning, including any permitting.

Policy SN-1.8

Utilize the latest technologies to inform the community regarding potential hazards, locations of potential sources of hazards, and actions to take in case of emergency, ensuring that emergency preparedness is the mutual responsibility of the City, residents, and the business community.

Goal SN-2

Minimize exposure to hazardous materials.

Policy SN-2.2

Provide information, opportunities, and incentives to the community for proper disposal of toxic materials to avoid environmental degradation to the air, soil, and water resources from toxic materials contamination.

Policy SN-2.3

Encourage non-toxic materials and products in homes and businesses as an alternative to products containing potentially hazardous materials, including cleaning products, personal care products, storage and packaging products, furnishings, as well as foodstuffs to minimize the community's exposure to petrochemicals, VOCs, fertilizers, pesticides, and other chemicals suspected of causing cancer, reproductive toxicity, or other health-related concerns.

City of West Hollywood Standardized Emergency Management System/National Incident Management System Emergency Plan

The Standardized Emergency Management System/National Incident Management System (SEMS/NIMS) Emergency Plan is the City's plan to ensure the effective and economical allocation of resources in the time of emergency. In addition to other important items, the SEMS/NIMS Emergency Plan contains an evacuation routes map that identifies specific streets in West Hollywood that have been designated evacuation routes (City of West Hollywood 2017).

3.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have a substantial adverse effect related to safety hazards or excessive noise from airports (i.e., Threshold E) and would not have a substantial adverse effect from exposure of people or structures to wildland fires (i.e., Threshold G). Threshold G is not further analyzed in the EIR; however, Threshold E has been included to address concerns regarding the project's emergency helicopter landing facility. Based on the remaining thresholds, a significant impact related to hazards and hazardous materials would occur if the project would:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as result, would it create a significant hazard to the public or the environment.
- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area.
- F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

3.6.4 Methodology

The analysis contained within this section is largely based on the Phase I ESA. To determine the location of schools in the region for the purposes of the discussion under Threshold C, the Los Angeles Unified School District's online "School Finder" tool was utilized, and the Land Use and Urban Form Element of the City's General Plan was also reviewed (LAUSD 2019; City of West Hollywood 2011). Web-based aerial mapping services were also reviewed to identify school sites, and distances between the project site and nearby schools were approximated using Google Earth.

3.6.5 Impacts Analysis

Threshold A: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the proposed project could involve use, transport, and/or disposal of hazardous materials. However, such activities would be temporary and, therefore, would not be considered routine in nature. During operations, the proposed project would include limited transportation, use, and disposal of hazardous materials associated with janitorial, maintenance, landscaping, and repair activities (i.e., commercial cleaners, lubricants, or paints), and household cleaning supplies. Use of these materials would be limited, and transport, storage, use, and disposal of these materials would be subject to federal, state, and local health and safety requirements. Additionally, such materials are not considered to be acutely hazardous when used, stored, transported, and disposed of in accordance with local, state, and federal laws. Their use is typical of residential and commercial areas. Impacts associated with the routine transport, use, or disposal of hazardous materials would be **less than significant**.

Threshold B: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction

Construction Materials

The proposed project would include the demolition of existing buildings on site and the construction of a new mixed-use hotel and residential building. The proposed project also would include five subterranean levels, four of which would primarily be used as a parking garage. During construction, hazardous materials such as fuels and lubricants would be transported to and used on site in construction vehicles and equipment. Construction waste is one of the greatest sources of pollution in Santa Monica Bay, which is located hydrologically downgradient of the project site. Concrete, paint, and other materials that are also used on construction sites are major contributors to clogged

storm drains and polluted habitats, in the event that such materials exit a construction site (City of West Hollywood 2019). However, the potential for use of these materials to result in significant hazards to the public or the environment would be low, for the reasons described below.

The project contractor and construction crews would be required to comply with all applicable regulations governing the storage, handling, and disposal of hazardous materials and waste. As discussed in Section 3.7 the City requires preparation of a Local Storm Water Pollution Prevention Plan (SWPPP) and preparation of an Erosion Control Plan (ECP), which would be approved by and filed with the City. The Local SWPPP and ECP would identify potential pollutant sources that may be associated with construction activity, identify non-stormwater discharges, and recommend means and methods to effectively prohibit the entry of pollutants into the public storm drain system during construction.

In addition, in accordance with the West Hollywood Municipal Code, Section 15.56.060, and the City's Urban Runoff Management Program (City of West Hollywood 2019), all projects (regardless of size) undergoing construction in the City must follow specific best management practices (BMPs) to ensure that pollutants are not in contact with rain or runoff and remain on site. The BMPs must be implemented during demolition or at the start of new construction. These BMPs would be required to remain in place until a Certificate of Occupancy for the project has been issued. BMPs required under the City ordinance include:

- Construction waste in runoff from construction sites and parking areas must remain on site;
- Measures must be taken to prevent or minimize release to the environment particles related to cement-mixing, paint removal/preparation, sandblasting, or hard surface cutting activities (i.e., sidewalks); and
- Washing of construction or other industrial vehicles must not occur adjacent to the construction site. Potentially polluted runoff from the washing of vehicles on a construction site must remain on site.

These BMPs would help control the use of hazardous substances during construction and would minimize the potential for such substances to leave the site, thus reducing the potential for the public to be exposed to construction-related chemicals and materials and reducing the potential for such substances to be released into the environment. With implementation of applicable construction BMPs and adherence to applicable hazardous materials and waste regulations, impacts involving the release of hazardous materials into the environment due to upset and accident conditions during project demolition and construction would be **less than significant**.

Asbestos and Lead-Based Paint

Construction would involve demolition of existing buildings on the project site. As discussed in Section 3.6.1, EBI conducted a limited visual survey for the presence of ACMs and LBP on the project site as part of the Phase I ESA. Suspect ACM was observed in certain components of existing buildings on the project site. Similarly, due to the age of construction of the buildings, LBP is also expected to be present on site. Potential effects to workers or members of the public could occur from direct contact with these substances, incidental ingestion of the substances, and/or inhalation of airborne dust released from dried ACM or LBP materials during construction. A preconstruction survey would be required to determine the presence or absence of ACM and LBP. All ACM and LBP would be removed prior to the start of demolition and renovation activities in accordance with EPA requirements for LBP and the SCAQMD requirements for ACM (Rule 1403). Per state law, the applicant must obtain proof of satisfaction of state and regional requirements prior to the start of demolition and renovation activities. As such, this impact would be **less than significant**.

Subsurface Contamination

As discussed in Section 3.6.1, the project site is located near two sites where gasoline releases occurred into the subsurface soil and groundwater. Releases from the former Shell Station property, located immediately across Sunset Boulevard and hydrologically upgradient of the project site, resulted in soil and groundwater contamination beneath the service station. This site has not received closure with respect to regulatory compliance, as stated in Appendix G. However, based on the low contaminant levels identified in the groundwater monitoring wells on the project site in 2018, EBI concluded in the Phase I ESA that the impacts to the project site are not considered a current vapor intrusion concern, which indicates that any potential remaining soil and/or groundwater contamination beneath the site is not emitting vapors to the ground surface in quantities sufficient to affect human health and the environment during construction or operations (Appendix G).

At the Sunset Oil service station (former Arco station), located immediately across San Vicente Boulevard from the project site and hydrologically cross gradient (i.e., perpendicular to the groundwater flow direction), based on declining to stable groundwater contamination levels, this site was issued regulatory closure through a Low Threat UST Closure Policy, on July 7, 2015. It was noted that TBA levels remained elevated but were restricted to two on-site wells located near the center and south side of the service station site. Historically elevated TBA and other contaminants do not appear to have been identified on the east side of the Sunset Oil station (nearest to the proposed project site), and only low levels of TBA were identified in a well located near the project site (i.e., the east side of the service station site). EBI concluded that as of 2014, the Arco Station site did not appear to significantly impact the project site (Appendix G).

Groundwater Contamination

Based on the geotechnical investigation of the project site (Appendix F-1), groundwater was encountered at depths ranging from 19 feet to 42 feet below the project site. The proposed excavation would extend below these depths. As a result, it is anticipated that the excavation would likely extend into groundwater and temporary construction dewatering would be required. As described above, two nearby gas stations have experienced leaks in the past. While contamination has been remediated at both locations and is not expected to pose a substantial risk to the project site, there is still some possibility that groundwater beneath the project site may be contaminated with low concentrations of petroleum hydrocarbons. Discharge of potentially contaminated groundwater during dewatering operations could result in adverse water quality impacts to downstream beneficial uses, including downstream drainages (see Section 3.7 for details).

Prior to commencing excavation, the applicant would be required to procure a dewatering permit from the Los Angeles Regional Water Quality Control Board (RWQCB) for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Los Angeles RWQCB's Waste Discharge Requirement, National Pollutant Discharge Elimination System (NPDES) Permit. This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations contained within the permit so that water quality of surface waters is protected. Therefore, through this process, the applicant would comply with the NPDES permit requirement for dewatering. Compliance with these regulations would ensure that the impacts of these discharges do not constitute a significant and adverse impact to the public or the environment, including downstream drainages. As such, this impact would be **less than significant**.

Soil Contamination

Based on soil contamination at the nearby (current and former) service station sites, project excavations could encounter soils impacted by petroleum hydrocarbons, resulting in potentially significant health and safety impacts to construction personnel, as well as potential off-gassing of petroleum from impacted soil excavations and associated soil stockpiles. MM-HAZ-1, requiring the preparation and implementation of a Soils Management Plan, and MM-HAZ-2, requiring the preparation and implementation of a Health and Safety Plan, would ensure that if subsurface contamination is identified, soils would be properly characterized, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment. As such, this impact would be **less than significant with mitigation incorporated**.

Conclusion

For the reasons described above, construction hazard impacts would be **less than significant with mitigation incorporated**.

Operations

Routine operation of the proposed project would include the use of various hazardous materials, including chemical reagents, solvents, fuels, paints, and cleansers. These materials would be used for building and landscaping maintenance. Many of the hazardous materials used for building and landscaping maintenance would be considered household hazardous wastes and/or universal wastes by the EPA, which regards these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment relative to other hazardous wastes when they are properly stored, transported, used, and disposed of in accordance with local, state, and federal laws.

The use, storage, and transport of hazardous materials and wastes are subject to applicable federal, state, and local health and safety regulations (e.g., RCRA and the Hazardous Waste Control Act “cradle to grave” requirements). All hazardous materials generated and/or used on the project site would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 CCR 4.5). Furthermore, compliance with OSHA workplace and work practices requirements would avoid the exposure of persons and the environment to hazardous materials.

In addition to the regulations and practices described above, the following requirements would apply to storage and handling of hazardous wastes at the project site: (1) hazardous materials are required to be stored in designated areas designed to prevent accidental release in accordance with state law, including the California Hazardous Waste Control Act and the California Health and Safety Code; (2) OSHA requirements prescribe safe work environments for workers working with materials that present a moderate explosion hazard, high fire or physical hazard, or health hazard; (3) federal and state laws related to the storage of hazardous materials would be complied with to maximize containment and provide for prompt and effective clean-up in case of an accidental release; and (4) Hazardous Materials Inventory and Response Planning Reports would be filed with the City in accordance with Unified Program Permit requirements. Based on the proposed project land uses (i.e., residential/hotel), a Hazardous Materials Business Plan may be required (e.g., due to storage of pool chemicals) pursuant to the California Health and Safety Code.

Compliance with applicable regulations involving hazardous materials during operation would ensure that such materials are transported, used, stored, and disposed in a manner that minimizes the potential for upset and accident

conditions resulting in the release of a hazardous material into the environment. Due to the types of materials that would be used on the project site and the existing regulations that are required, it is not expected that the proposed project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. Upon compliance with applicable regulations, operational hazard impacts would be **less than significant**.

Threshold C: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is located within one-quarter mile of existing schools. West Hollywood Elementary, owned and operated by the Los Angeles Unified School District, is located approximately 0.2 miles to the southwest of the project site, at 970 North Hammond Street. Tree Academy (6th through 12th grade) is located approximately 0.2 miles east of the project site at 8628 Holloway Drive.

A variety of hazardous materials, including fuels for equipment and vehicles, new and used motor oils, cleaning solvents, and paints, would be used during construction activities for the proposed project. Improper handling and/or use of these materials during construction would represent a potential threat to the public and the environment. Construction contractors are responsible for accident prevention and containment, and construction specifications typically include provisions to properly manage hazardous substances and wastes. All contractors are required to comply with applicable laws and regulations regarding hazardous materials and hazardous waste management and disposal. Examples of hazardous materials management include preventing the disposal or release of hazardous materials onto the ground or into groundwater or surface water during construction, and providing completely enclosed containment for all refuse generated in the planning area.

In addition, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to a permitted waste facility for treatment, storage, and/or disposal. As discussed under Threshold B, the project contractor and construction crews would be required to comply with all applicable regulations governing the storage, handling, and disposal of hazardous materials and waste. As discussed in Section 3.7, the City requires preparation of a Local SWPPP and preparation of an ECP, which would be approved by and filed with the City. The Local SWPPP and ECP would identify potential pollutant sources that may be associated with construction activity, identify non-stormwater discharges, and recommend means and methods to effectively prohibit the entry of pollutants into the public storm drain system during construction. In accordance with the West Hollywood Municipal Code, Section 15.56.060, and the City's Urban Runoff Management Program (City of West Hollywood 2019), all projects regardless of size undergoing construction in the City must follow specific BMPs to ensure that pollutants are not in contact with rain or runoff and remain on site. As such, construction pollutants would be contained on-site to the extent feasible. For these reasons, proper use and disposal of these materials would not pose a significant risk to the public and the environment, including students, staff, and visitors at nearby schools.

As previously discussed, buildings on the project site contain ACMs and may contain LBP. Demolition activities could expose the public (including students, staff, and visitors at nearby schools) to these hazardous materials in the event that they are improperly handled and released to the environment. However, all ACMs and LBP would be removed prior to the start of demolition activities in accordance with EPA requirements for LBP and the SCAQMD requirements for ACM (Rule 1403). Per state law, the applicant must obtain proof of satisfaction of state and regional requirements prior to the start of demolition activities.

As described under Thresholds A and B above, subsurface contamination could be present at the project site and could potentially be released during construction excavation. In the event that contaminated soil or groundwater is not handled, transported, or disposed properly, it could potentially pose a hazard to nearby properties and people, including nearby schools. However, upon compliance with the permit requirements for dewatering discharges, potentially contaminated groundwater is not anticipated to pose a threat to the public or to the environment. Upon implementation MM-HAZ-1 and MM-HAZ-2, any subsurface soil contamination would be identified and soils would be properly characterized, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment, including nearby schools, to less than significant levels.

During operation, the project would not involve the use of acutely hazardous materials. As previously described, regulations are in place at the federal, state, and local level that require hazardous materials to be stored, handled, and transported in a manner that minimizes the potential for their release into the environment. Compliance with existing regulations would prevent children, teachers, staff, and visitors at the nearby schools from being exposed to hazardous materials during operation.

By complying with existing standards and regulations and upon implementation of MM-HAZ-1 requiring the preparation and implementation of a Soils Management Plan, and MM-HAZ-2, requiring the preparation and implementation of a Health and Safety Plan, construction and operational impacts associated with creating hazards within the vicinity of a school would be **less than significant with mitigation incorporated**.

Threshold D: Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Per the Phase I ESA prepared for the proposed project, the subject property is not identified on standard government databases for hazardous materials sites, including the DTSC EnviroStor database, the SWRCB GeoTracker site, and the Cortese list pursuant to Government Code Section 65962.5 (Appendix G). Several industrial waste files maintained at the Los Angeles County Department of Public Works Environmental Programs Division for the subject property were identified and are related to grease traps installed at current and former restaurants located on the subject property. No UST or aboveground storage tank permits for the project site were identified in the Phase I ESA.

However, as previously discussed, there are contaminated sites located in proximity to the project site: a former Shell service station, located to the north of the project site across Sunset Boulevard and an existing Sunset Oil (formerly Arco) service station, located to the west of the project site, across San Vicente Boulevard. The Shell service station regulatory case remains open, as stated in Appendix G. However, based on the low contaminant levels identified in the groundwater monitoring wells on the project site in 2018, the impacts to the proposed project from this off-site release are not currently considered a current vapor intrusion concern at the project site, indicating that conditions resulting from the Shell property would not pose a health threat to residents, employees, or guests at the site. Groundwater samples collected from downgradient monitoring wells located on the proposed project site contained no detectable concentrations of petroleum hydrocarbons in June 2018, the most recent sampling event. In addition, all contaminants from the Sunset Oil (former Arco) gas station were reported as non-detect in groundwater in 2011, and this site has been closed with respect to regulatory compliance.

As identified in the Phase I ESA, there is some potential that off-site releases of petroleum hydrocarbons has resulted in contaminated soil and/or groundwater underlying the project site, which could result in a hazard to the public or to the environment if contaminated soils or groundwater are released during construction excavation. With respect to groundwater, the applicant would be required to comply with the NPDES permit provisions for dewatering. Compliance

with these regulations would ensure that the impacts of groundwater discharges do not constitute a significant and adverse impact to downstream drainages, the environment, or the public. With respect to contaminated soil, implementation of MM-HAZ-1 requiring the preparation and implementation of a Soils Management Plan, and MM-HAZ-2, requiring the preparation and implementation of a Health and Safety Plan, would ensure that if subsurface contamination is identified, soils would be properly characterized, handled, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment. For these reasons, impacts related to hazardous materials sites would be **less than significant with mitigation incorporated**.

Threshold E: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest public airport to the project site is the Santa Monica Municipal Airport, located approximately 5.8 miles southwest of the project site. According to the Los Angeles County Airport Land Use Commission, the project site is located outside of the airport land use plan (Los Angeles County Airport Land Use Commission 2003). As such, the project site is not within two miles of a public airport, and the project site is not located within an airport land use plan. Therefore, the proposed project would not create an airplane safety hazard for people residing or working in the project area. However, a comment was received from the Los Angeles County Sheriff's Department requesting that the EIR address the height and location of the proposed emergency helicopter landing facility on the proposed project's roof to verify whether it would interfere with Flight Approach and Take-Off patterns for the helipad located at the West Hollywood Sheriff's Station approximately 0.5 mile to the south on Santa Monica Boulevard.

The proposed emergency helicopter landing facility would be situated on the roof of the proposed project, at the top of the residential portion of the project (on the eastern side of the building). The helicopter landing facility would be located at a height of approximately 189 feet above grade. The project's site plans in Appendix B show the proposed location and elevation of the emergency helicopter landing facility. The emergency helicopter landing facility is a fire department requirement and would only be used for emergency life safety events when it could be accessed by the fire department or the Sheriff's department. The emergency helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. The emergency helicopter landing facility would be located approximately 0.5 miles north of the existing West Hollywood Sheriff's Station helipad. Due to fire department requirements for emergency helicopter landings on high-rise buildings, there are often multiple emergency helipads in close proximity in urbanized areas. As such, situating the proposed emergency helicopter landing facility within proximity to the West Hollywood Sheriff's Station helipad would not present unusual conditions. In the event of an emergency, the response would be conducted by or would occur in coordination with local emergency responders (i.e., the Los Angeles County Fire Department and the Los Angeles County Sheriff's Department). The proposed emergency helicopter landing facility would be used solely by first responders, and conflicts with other helipads used by the same agencies are not anticipated. Furthermore, the emergency helicopter landing facility would be subject to Federal Aviation Administration (FAA) requirements. Advisory Circular 150/5390-2C, Appendix A, sets forth guidelines for development of emergency helicopter landing facilities (FAA 2012). Title 14 of the Code of Federal Regulations (CFR), Part 157, requires a notice of the proposed emergency helicopter landing facility to be submitted to the FAA on FAA Form 7480-1. This notice must be submitted 90 days in advance of constructing the emergency helicopter landing facility. The FAA would then review the facility, in consideration of a variety of factors, including effects on existing or contemplated traffic patterns of neighboring airports; effects on the existing airspace structure and projected programs of the FAA; and the effects that existing or proposed manmade objects and natural objects would have on the airport proposal. (In this case, the term "airport" includes heliports and helistops. Emergency helicopter landing facilities meet the definition of "heliport" under Title 14 CFR Part 157.) Upon completion of the facility, a

notice or letter of completion is required to be submitted to the FAA. Thereafter, operation of any helicopter using the facility would be subject to all FAA requirements concerning helicopter operations and safety.

In summary, the proposed emergency helicopter landing facility is a project requirement and would be used for emergency purposes only. Furthermore, the facility would be subject to FAA requirements, including design guidance and notification of construction and completion. Flight operations would be subject to all FAA regulations for helicopters and are expected to be coordinated by first responders, as the sole users of the proposed emergency helicopter landing facility. For these reasons, the proposed emergency helicopter landing facility is not expected to result in safety hazards, including conflicts with nearby helipads. Due to the limited operations of the facility, it is not expected to result in excessive noise. Impacts would be **less than significant**.

Threshold F: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City has prepared a SEMS/NIMS Emergency Response Plan, which was last updated in 2017. This plan addresses the City's planned response to emergencies, including natural disasters and technological incidents. The proposed project would be required to comply with this plan. The plan maps a number of evacuation routes through the City. The closest designated evacuation routes to the project site are Sunset Boulevard and San Vicente Boulevard (City of West Hollywood 2017). During proposed project construction, temporary lane closures may be required. However, the lane closures would be limited and scheduled in coordination with the City. In the event of an evacuation, any temporary lane closures would be required to cease. The evacuation would therefore proceed in a similar manner with or without the project. As such, project construction is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

During operations, the project would increase the number of people present on the project site relative to existing conditions. The project would therefore result in an incremental increase in the number of people who would need to evacuate and/or receive emergency services. However, as explained in Sections 3.10 and 3.11 of this EIR, the growth associated with the project would fall well within the projected population growth for the City, is not substantial, and has been accounted for in local and regional planning efforts. As such, the additional residents, hotel guests, and employees associated with the project would not substantially alter the proceedings of the City's emergency response plan or evacuation plan. Furthermore, the project's egress is onto Larrabee Street, and no driveways would be situated along Sunset Boulevard. This would minimize the project's effects on designated emergency evacuation routes (Sunset Boulevard and San Vicente Boulevard) in the event of an evacuation.

Further, the proposed project would be located on an infill development site and, therefore, would not introduce any new physical obstructions or impairments to emergency response or evacuation. The Los Angeles County Fire Department would review the proposed project plans to ensure adequate emergency access in and around the site. The plans would be adjusted in the event that the fire department identifies any deficiencies in access that could preclude emergency evacuation or emergency response. In the event of a disaster during project operation, the City's emergency plan would proceed in a similar fashion with or without the proposed project. For these reasons, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**.

3.6.6 Mitigation Measures

Implementation of the following mitigation measures would reduce identified impacts related to hazards and hazardous materials to less than significant levels.

MM-HAZ-1 **Soils Management Plan (SMP):** Prior to demolition and construction, the project applicant shall retain a qualified environmental consultant to prepare a SMP, which will be submitted to the Los Angeles County Fire Department, Health Hazardous Materials Division (HHMD), for review and approval prior to the commencement of excavation activities. The recommendations of the HHMD shall be incorporated in the SMP as applicable. A qualified environmental consultant shall be present on the project site during excavation activities to actively monitor the soils and excavations for evidence of contamination, and shall be on call at other times as necessary to monitor compliance with the SMP. The SMP shall be implemented during excavation and grading activities on the project site to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site, as follows:

Soil Testing/Segregation: The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than one hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.

Stockpile Management: During the project excavation phase, the applicant shall remove and properly dispose of contaminated materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the project Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils shall be properly treated and disposed of in accordance with SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the California Department of Toxic Substances Control and Los Angeles Regional Water Quality Control Board, with oversight by the Los Angeles County Fire Department HHMD.

MM-HAZ-2 **Health and Safety Plan (HASP):** Prior to initiation of grading and excavations, the applicant shall commission a HASP to be prepared in compliance with Occupational Safety and Health Administration (OSHA) Safety and Health Standards (29 Code of Federal Regulations 1910.120) and California Division of Occupational Safety and Health (CalOSHA) requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the City of West Hollywood Department of Building and Safety. The HASP would address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and excavation. Site workers shall be familiar with the health and safety plan and soil management plan and shall be trained on how to identify suspected contaminated soil. The HASP shall include, at a minimum, the following:

- Procedures for restricting access to any contaminated areas except for properly trained personnel;
- Procedures for notification and reporting, including internal management and local agencies (e.g., County of Los Angeles Fire Department Health Hazardous Materials Division), as needed;

- Health and safety measures for removal and excavation of contaminated soil;
- Regulatory considerations; and
- Worker health and safety plans for management of contaminated materials.

3.6.7 Level of Significance After Mitigation

Implementation of the mitigation measures listed in Section 3.6.6 would reduce potentially significant impacts from hazards and hazardous materials to **less than significant** levels by ensuring that contaminated soils, if encountered during construction excavation, are properly identified, excavated, and disposed of off-site and by ensuring that worker health is protected from any potential on-site contamination.

3.6.8 References

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3.7 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of the project site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts related to the implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding increased water runoff from the project site in the event of a flood.

The analysis in this section is based in part upon the following documents:

- Updated *Geotechnical Investigation, Proposed Hotel and Condominium Development 8850 Sunset Boulevard, West Hollywood, California APNs 4339-017- 001 Through -008*, by Geocon West, Inc. dated, February 17, 2021, and associated *Response to Geotechnical, Geology, and Seismic Review Sheets* dated May 25, 2021, and July 28, 2021, by Geocon West, Inc. (Included in this EIR as Appendix F-1.)
- *8850 Sunset Hydrology and Water Quality Technical Report* by John Labib + Associates, dated December 2018. (Included in this EIR as Appendix H.)

Other documentation used in this analysis includes the City of West Hollywood General Plan 2035, Safety and Noise Element and Infrastructure, Resources, and Conservation Element; the City of West Hollywood General Plan Environmental Impact Report; and the City of Beverley Hills's 2020 Urban Water Management Plan. Other sources consulted are listed in Section 3.7.8.

3.7.1 Environmental Setting

This section describes the existing conditions in the project area and identifies the resources that could be affected by the proposed project.

Regional and Local Watershed

The City of West Hollywood is located within in the Ballona Creek Watershed, a subwatershed of Santa Monica Bay. The Ballona Creek Watershed is approximately 128 square miles in size and is bounded by the Santa Monica Mountains to the north and the Baldwin Hills to the south (City of West Hollywood 2010). The watershed is highly developed with 49% of it covered by roads, rooftops, and other impervious surfaces (LAStormwater 2019).

Ballona Creek flows as an open channel for just under 10 miles from mid-Los Angeles through Culver City, reaching the Pacific Ocean at Marina Del Rey Harbor. The estuary portion is soft bottomed, while the remainder of the creek is lined in concrete. Ballona Creek is fed by a network of underground storm drains that reach north into Beverly Hills and West Hollywood. Major tributaries include Centinela Creek, Sepulveda Channel, and Benedict Canyon Channel (LAStormwater 2019).

Groundwater

The City of West Hollywood overlies the Hollywood Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. As described in more detail below (under Water Supply), the project site is located within the water service area of the City of Beverly Hills, which typically derives a portion of its water supply from local groundwater. The City of Beverly Hills is currently relying on imported water, as its water treatment plant is offline. (Until 2015, the plant

was used to treat Beverly Hills' groundwater supply.) Prior to the water treatment plant being taken offline, the City of Beverly Hills has historically pumped groundwater from the Hollywood Subbasin and plans to resume pumping once planned water infrastructure improvements are complete. The treatment plant is anticipated to be online by late 2021. Local groundwater extraction is anticipated to commence in late 2021 to early 2022 and will continue into the foreseeable future (City of Beverly Hills 2021). The Hollywood Subbasin underlies the City of West Hollywood and the northern portions of the City of Beverly Hills. The City of Beverly Hills is also planning to begin pumping from another groundwater basin—the La Brea Subarea of the Central Basin, which underlies the southern portions of the City of Beverly Hills. Pumping within the La Brea Subarea is anticipated to commence by early 2022 (City of Beverly Hills 2021). The two groundwater basins are separated by a subsurface anticline, which is a geologic structure that partially restricts groundwater flow (City of West Hollywood 2010; City of Beverly Hills 2010; CDWR 1961, 2004).

The Hollywood Subbasin has a surface area of 10,500 acres of mostly flat to mildly hilly terrain. Recharge within the Hollywood Subbasin is from percolation from direct precipitation, surface stream flows, and subsurface inflows from the Santa Monica Mountains. Direct percolation has decreased due to urbanization, and natural replenishment to water-bearing formations of the subbasin is limited to only a small portion of basin soils. Groundwater flow in the Hollywood Subbasin is generally from the Santa Monica Mountains to the north and out towards the Central Basin to the south. The U.S. Geological Survey has estimated groundwater outflows of about 5,900 acre-feet per year (AFY) to the Central Basin, but there are no formal agreements regarding this outflow. The total Hollywood Subbasin storage is estimated to be approximately 200,000 acre-feet (AF) and the natural safe yield for the Subbasin is estimated to be about 3,000 AFY. As the basin does not receive artificial recharge, the actual annual pumping limits are equal to the natural safe yield of 3,000 AFY (City of Beverly Hills 2021; CDWR 1961, 2004). The La Brea Subarea is an unadjudicated portion of the Central Basin. There is limited published data available related to the perennial yield of the La Brea Subarea but it is estimated to be approximately 4,300 AFY (City of Beverly Hills 2021).

The depth to groundwater varies throughout the City. Prior to the development of the City, the area that is now the City of West Hollywood was a natural area of high groundwater, containing marshland and artesian wells. Extensive pumping of water for agricultural and then urban uses substantially lowered the water table between the 1920s and the 1970s. In some areas of the City, the high groundwater is manifested by water seepage into subterranean garages, street drains, and gutters, and by water in pipeline trenches. Groundwater levels have changed historically based on urbanization and changes in groundwater pumping and use; groundwater levels dropped through most of the 20th century but have recently risen. Depth to groundwater is commonly shallower on the north side of the Hollywood Fault than on the south side of the fault; the fault acts as a barrier to groundwater flow toward the south (City of West Hollywood 2010). The Hollywood Fault is located approximately 100 to 200 feet south of the project site (see Section 3.4 of this EIR); as such, the project site is located in an area where groundwater is typically shallower.

According to the City of West Hollywood Seismic Hazards Map, the project site has a historic high groundwater level of 20 feet. In addition, geotechnical explorations of the site indicate that groundwater is present between depths of 19 to 42 feet below ground surface (Appendix F-1).

Water Supply

Water in the City is supplied by two agencies: the City of Beverly Hills and the Los Angeles Department of Water and Power. The project site is located within the City of Beverly Hills' service area. The City of Beverly Hills generally obtains its water supply from two sources: the Metropolitan Water District of Southern California (MWD) and local groundwater from the Hollywood Subbasin. (As noted above, supplies are currently sourced entirely from MWD.)

Based on historic agreements, the City of Beverly Hills has a preferential right to 11,800 AFY of MWD's 1.2 million AFY total minimum water supply (City of Beverly Hills 2021).

In accordance with the Sustainable Ground Water Management Act (SGMA), California's Department of Water Resources has determined that the Hollywood Subbasin has a very low priority in regards to enacting a Groundwater Sustainability Plan. This is because less than 9,500 AFY is withdrawn from the Hollywood Subbasin, and there are no documented impacts, such as significant and unreasonable declines in groundwater levels, depletion of groundwater in storage, depletion of interconnected surface waters, etc. The groundwater use within the Hollywood Subbasin is low because overlying land uses rely primarily on imported water sources and are served by municipal water rather than domestic groundwater wells. Basins designated by DWR as very low priority are not required to prepare and implement a Groundwater Sustainability Plan (CDWR 2019). However, this does not preclude a Groundwater Sustainability Plan from being developed for the basins on a voluntary basis.

As stated above, the City of Beverly Hills has plans to pump groundwater from the La Brea Subarea of the Central Basin. The Central Basin, including the La Brea Subarea, was considered to be a high priority basin by the California Department of Water Resources (City of Beverly Hills 2021). However, in lieu of creating a Groundwater Sustainability Plan for the La Brea Subarea, the City of Beverly Hills and other stakeholders opted to develop an alternative analysis demonstrating that the La Brea Subarea is now and has been sustainable for the last 40 years. This alternative analysis satisfies the objectives of the SGMA legislation (City of Beverly Hills 2016). The La Brea Subarea is now designated as "very low priority" by the California Department of Water Resources (CDWR 2019; City of Beverly Hills 2021).

Sourcing water from MWD is more cost-effective than pumping and treating groundwater. Moreover, the groundwater pumping limits of the Hollywood Subbasin (approximately 3,000 AFY) prohibit the City of Beverly Hills from pumping enough groundwater to meet 100% of the water demand in their service area. Although MWD's water supply has proven to be reliable and cost-effective relative to local groundwater production, the recent drought has increased the need for the City of Beverly Hills to develop additional water supply reliability. Potential water supply projects have been identified for expansion of groundwater supplies, with the goal of increasing supply redundancy and reliability. Projects include establishing three wells in the La Brea Subarea, one of which is anticipated to be online by early 2022. Locations for the other two wells are still being selected. Other longer-term projects include two new wells within the Hollywood Subbasin and one well within the Santa Monica Groundwater Basin within Roxbury Park, to supply the local irrigation demand (City of Beverly Hills 2021).

Stormwater Drainage

The existing site slopes mostly towards the south at an approximate 11% gradient, as well as to the east at 2.5% (Appendix H). Existing stormwater runoff from the project site is conveyed via sheet flow and curb drains to the adjacent streets, which in turn direct flow to subsurface storm drains beneath Sunset Boulevard, San Vicente Boulevard, and Larrabee Street.

Storm drain infrastructure in the City is jointly owned and operated by the City of West Hollywood and the County of Los Angeles. The Los Angeles County Flood Control District (LACFCD) maintains the backbone flood control system within the City, consisting of a network of catch basins and underground storm drain pipes. The City owns and maintains a few catch basins and small storm drain pipes that directly flow into the LACFCD system. The LACFCD system consists of regional underground storm drains that eventually feed into the upper reach of Ballona Creek, located approximately 3 miles southeast of the City (City of West Hollywood 2010). Ballona Creek flows in a

southwesterly direction and discharges into the Pacific Ocean at Marina del Rey Harbor (County of Los Angeles Department of Public Works 2016).

The City of West Hollywood is a co-permittee under the National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175, NPDES Permit No. CAS00401). The Los Angeles County Storm Water Quality Management Program is the local enforcement mechanism of this NPDES permit, which controls water pollution by regulating point sources that discharge pollutants to receiving waters (City of West Hollywood 2010). This permit will be referred to as the “Municipal NPDES Permit” in this document.

Water Quality

Water quality for all surface water and groundwater within the greater Los Angeles area is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). Water quality standards for all waters in the region are discussed in the region’s Basin Plan.

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify the waters of the state that do not meet the CWA’s national goal of “fishable, swimmable” waters and to develop total maximum daily loads (TMDLs) for such waters, with oversight of the United States Environmental Protection Agency (EPA). These waters are commonly referred to as “impaired.” A TMDL is a quantifiable assessment of potential water quality issues, contributing sources, and load reductions or control actions needed to restore or protect bodies of water.

As previously discussed, the City’s stormwater flows into the LACFCD system, consisting of regional underground storm drains that eventually feed into the upper reach of Ballona Creek (City of West Hollywood 2010). Ballona Creek contains the following 303(d) contaminants: cadmium, chlordane, DDT (Dichlorodiphenyltrichloroethane), and dieldrin (SWRCB 2017).

3.7.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to hydrology and water quality would apply to the proposed project.

Clean Water Act

In 1972, the Federal Water Pollution Control Act (later referred to as the Clean Water Act [CWA]) was amended to require that the discharge of pollutants into waters of the United States from any point source be effectively prohibited unless the discharge is in compliance with an NPDES permit. In 1987, the CWA was again amended to require that the EPA establish regulations for the permitting of stormwater discharges (as a point source) by municipal and industrial facilities and construction activities under the NPDES permit program. The regulations require that Municipal Separate Storm Sewer System (MS4) discharges to surface waters be regulated by an NPDES permit.

The CWA requires states to adopt water quality standards for water bodies and have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are set concentrations or levels of constituents such as lead, suspended sediment, and fecal

coliform bacteria, or narrative statements that represent the quality of water that would support a particular use. Because California had not established a complete list of acceptable water quality criteria for toxic pollutants, the EPA Region IX (the Pacific Southwest Region) has established numeric water quality criteria for toxic constituents in the form of the California Toxics Rule.

When designated beneficial uses of a particular water body are being compromised by water pollution, Section 303(d) of the CWA requires identifying and listing that water body as “impaired.” Once a water body has been deemed impaired, a TMDL must be developed for each impairing water quality constituent. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a “factor of safety” included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established as part of the CWA to regulate municipal and industrial discharges to surface waters of the United States. A discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. The City of West Hollywood, along with the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County are permittees under the Municipal NPDES Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001).

Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that would not attain water quality objectives, even after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a TMDL for each of the listed pollutants. The TMDL is the amount of loading that the water body can receive and still be in compliance with water quality objectives. The TMDL can also act as a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. The TMDL prepared by the state must include an allocation of allowable loadings to point and nonpoint sources, with consideration of background loadings and a margin of safety. The TMDL must also include an analysis that shows links between loading reductions and the attainment of water quality objectives. EPA must either approve a TMDL prepared by the state or, if it disapproves the state’s TMDL, issue its own. NPDES permit limits for listed pollutants must be consistent with the waste load allocation prescribed in the TMDL. After implementation of a TMDL, it is intended that the problems that led to placement of a given pollutant on the Section 303(d) list would be remediated.

Safe Drinking Water Act

Under the Safe Drinking Water Act (Public Law 93-523) passed in 1974, EPA regulates contaminants of concern to domestic water supply. Contaminants of concern relevant to domestic water supply are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by EPA’s primary and secondary maximum contaminant levels (MCLs), which are applicable to treated

water supplies delivered to the distribution system. MCLs and the process for setting these standards are reviewed triennially. Amendments to the Safe Drinking Water Act enacted in 1986 and 1996 established an accelerated schedule for setting MCLs for drinking water.

EPA has delegated to the California Department of Public Health (DPH) the responsibility for administering California's drinking water program. The DPH is accountable to EPA for program implementation and for adopting standards and regulations that are at least as stringent as those developed by EPA. The applicable state primary and secondary MCLs are set forth in the California Code of Regulations (CCR) Title 22, Division 4, Chapter 15, Article 4 and described in "Title 22 Standards" under the list of state regulations below.

State

The following state regulations pertaining to hydrology and water quality would apply to the proposed project.

State Water Resources Control Board

In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the state by the federal government under the CWA. Other state agencies with jurisdiction over water quality regulation in California include DPH (for drinking water regulations), the California Department of Pesticide Regulation, California Department of Fish and Wildlife, and the Office of Environmental Health and Hazard Assessment.

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt Basin Plans for all areas in the region and establish water quality objectives in the plans. California water quality objectives (or "criteria" under the CWA) are found in the Basin Plans adopted by the SWRCB and each of the nine RWQCBs.

Title 22 Standards

Water quality standards are enforceable limits composed of two parts: (1) the designated beneficial uses of water and (2) criteria (i.e., numeric or narrative limits) to protect those beneficial uses. Municipal and domestic supply (MUN) is among the "beneficial uses" as defined in Section 13050(f) of the Porter-Cologne Act, which defines them as uses of surface water and groundwater that must be protected against water quality degradation. MCLs are components of the drinking water standards adopted by DPH pursuant to the California Safe Drinking Water Act. California MCLs may be found in CCR Title 22, Division 4, Chapter 15, Domestic Water Quality and Monitoring. CCR Title 22, Article 16, Section 64449 defines secondary drinking water standards, established primarily for reasons of consumer acceptance (i.e., taste).

Drinking water MCLs are directly applicable to water supply systems "at the tap," (i.e., at the point of use by consumers in their home, office, etc.) and are enforceable by DPH. California MCLs, both Primary and Secondary, are directly applicable to groundwater and surface water resources when they are specifically referenced as water quality objectives in the pertinent Basin Plan. In such cases, MCLs become enforceable limits by the SWRCB and RWQCBs. When fully health protective, MCLs may also be used to interpret narrative water quality objectives prohibiting toxicity to humans in water designated as a source of drinking water in the Basin Plan.

California Porter-Cologne Water Quality Control Act

The federal CWA places the primary responsibility for the control of water pollution and for planning the development and use of water resources within the states, although it does establish certain guidelines for the states to follow in developing their programs.

California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and the RWQCBs broad powers to protect water quality and is the primary vehicle for implementation of California's responsibility under the federal CWA. The Porter-Cologne Act grants the SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product.

Each RWQCB must formulate and adopt a water quality plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include in its region a regional plan with water discharge prohibitions applicable to particular conditions, areas, or types of waste. The RWQCBs are also authorized to enforce discharge limitations, take actions to prevent violations of these limitations from occurring, and conduct investigations to determine the status of quality of any of the waters of the state within their region. Civil and criminal penalties are also applicable to persons who violate the requirement of the Porter-Cologne Act or SWRCB/RWQCB orders.

Water Quality Control Plan, Los Angeles Region Basin (Basin Plan)

The Los Angeles RWQCB has adopted the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) for its region of responsibility, which includes the City. The Los Angeles RWQCB has delineated water resource area boundaries based on hydrological features. For purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the hydrologic areas described in the Basin Plan. The Basin Plan also establishes implementation programs to achieve water quality objectives to protect beneficial uses and requires monitoring to evaluate the effectiveness of the programs. These objectives must comply with the state antidegradation policy (State Board Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Beneficial uses of water are defined in the Basin Plan as those necessary for the survival or wellbeing of humans, plants, and wildlife. Examples of beneficial uses include drinking water supplies, swimming, industrial and agricultural water supply, and the support of freshwater and marine habitats and their organisms. The proposed project is required to implement water pollution prevention best practices and design features during construction and operation, which would protect beneficial uses from adverse water quality impacts. These practices and features are described in detail in Section 3.7.5.

The existing beneficial uses for the Hollywood (groundwater) Subbasin, as designated by the Los Angeles RWQCB in the Basin Plan, are listed below.

- **Municipal and Domestic Supply (MUN):** Includes uses of groundwater for community, military, municipal, or individual water supply systems.
- **Agricultural Supply (AGR):** Includes uses of groundwater for farming, horticulture, or ranching. These uses include but are not limited to irrigation, stock watering, and support of vegetation for range grazing.

- Industrial Service Supply (IND): Includes uses of groundwater for industrial activities that do not depend primarily on water quality such as mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, and oil well repressurization.
- Industrial Process Supply (PROC): Includes uses of groundwater for industrial activities that depend primarily on water quality, which include process water supply and all uses of water related to product manufacture or food preparation.

Urban Water Management Planning Act

Each urban water supplier in California is required to prepare an Urban Water Management Plan (UWMP) and update the plan on or before December 31 in years ending in “5” and “0,” pursuant to California Water Code Sections 10610–10657, as last amended by SB 318 (Chapter 688, Statutes of 2004). SB 318 is the 18th amendment to the original bill requiring a UWMP, which was initially enacted in 1983. In accordance with this regulation, the City of Beverly Hills has a UWMP that is periodically updated, as required.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) was signed into law in 2014. SGMA requires governments and water agencies of high- and medium-priority groundwater basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline for achieving sustainability. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

As previously discussed, the City of Beverly Hills has plans to resume groundwater pumping from the Hollywood Subbasin and to begin pumping from the La Brea Subarea. In accordance with SGMA, California’s Department of Water Resources has determined that the Hollywood Subbasin has a very low priority in regards to enacting a Groundwater Sustainability Plan (CDWR 2019). The Central Basin (including the La Brea Subarea) is also now designated as “very low priority” by the California Department of Water Resources (CDWR 2019).

Local

The following local/regional regulations pertaining to hydrology and water quality would apply to the proposed project.

Dewatering Permit

The discharge of treated or untreated groundwater associated with construction or project dewatering to surface waters in coastal watersheds of Los Angeles and Ventura Counties is regulated by the *Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties* (Order No. R4-2018-0125, NPDES No. CAG994004). This permit specifies the discharge prohibitions, receiving water limitations, monitoring and reporting program requirements, and general compliance determination criteria for the discharge of groundwater. Each Permittee must submit a Notice of Intent to begin the application process.

Municipal National Pollutant Discharge Elimination System (NPDES) Permit

The City of West Hollywood along with the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County are permittees under the Municipal NPDES Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001). This permit specifies that all new development and redevelopment projects that fall under specific priority project categories must comply with the City's Low Impact Development (LID) requirements. The LID requirements include BMP requirements for site design, source control, and treatment control.

City of Beverly Hills Urban Water Management Plan

The City of Beverly Hills' UWMP includes estimates of past, current, and projected potable and recycled water use, identifies water conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. The factors forecasting the City's future water demand include utilizing the California Department of Water Resources population tool and the Southern California Association of Government's (SCAG) population projections.

City of Beverly Hills Water Enterprise Plan

In December 2015, the City of Beverly Hills adopted its Water Enterprise Plan to evaluate a 10-year water portfolio that would enable the City of Beverly Hills to reduce its dependence on purchased and imported water from the MWD. The recommended portfolio, which was determined to be the most feasible and viable, includes groundwater supply development in the La Brea Subbasin of the unadjudicated Central Basin, water conservation, water staffing, and water banking.

City of West Hollywood Municipal Code

Chapter 15.56, Storm Water Runoff Pollution Control, in the City of West Hollywood's Municipal Code, sets forth standards to protect water quality in the City. These standards include the requirements of the Municipal NPDES Permit. The proposed project is subject to Section 15.56.095 of this ordinance, which sets forth LID requirements for new development and redevelopment projects.

Chapter 15.52, Water Conservation Plan, regulates irrigation water practices in the City to reduce potable water consumption. Section 19.26.090, Plant Materials, discusses and regulates the City's drought tolerance requirements for plant materials. Chapter 19.26.070, Irrigation and Water Conservation, contains standards for landscape irrigation and conservation and irrigation equipment standards.

Section 19.20.060 describes minimum green building requirements for specific categories of new development. The green building requirements include provisions for storm drain management, permeable surfaces, and stormwater diversion.

General Plan

The Infrastructure, Resources, and Conservation Element of the City's General Plan contains the following goal and policies potentially relevant to the proposed project:

Goal IRC-9

Provide safe, sanitary, and environmentally sustainable stormwater management.

Policy IRC-9.1

Work with Los Angeles County Flood Control District for maintenance and operation of the regional stormwater system that serves the City, sharing information about service needs and growth projections.

Policy IRC-9.2

Maintain, fund, and regularly monitor the City's stormwater infrastructure.

Policy IRC-9.3

As feasible, maximize local actions to reduce, capture, and treat urban runoff.

Policy IRC-9.4

Collaborate with other government agencies and the Santa Monica Bay and Ballona Creek Watersheds to reduce and remove contaminants in urban runoff.

Policy IRC-9.4

Collaborate with other government agencies and the Santa Monica Bay and Ballona Creek Watersheds to reduce and remove contaminants in urban runoff.

Policy IRC-9.5

Pursue programs that reduce the amount and improve the quality of stormwater runoff in a manner that meets or exceeds regional, state, and federal stormwater programs.

Policy IRC-9.6

Reduce the amount and improve the quality of stormwater that leaves the City through best management practices, including stormwater reuse and the use of vegetation and permeable surfaces to capture and filter stormwater.

Policy IRC-9.7

Encourage development projects to manage stormwater on site in accordance with the City approved Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.

Policy IRC-9.8

Explore innovative ways of capturing and reusing stormwater for non-drinking water purposes to reduce the use of potable water.

Policy IRC-9.9

Require that development projects pay for the cost of stormwater system improvements necessitated by that development.

3.7.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to hydrology and water quality are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have substantial adverse effects on erosion or siltation on- or off-site; the project would not substantially increase the amount of surface runoff in a manner that would result in flooding on- or off-site; the project would not impede or redirect flood flows and; the project would not be affected by flood hazards, tsunamis, seiche zones, and would not risk releasing pollutants as a result of inundation. Accordingly, these issues are not

further analyzed in the EIR. Based on the remaining thresholds, a significant impact related to Hydrology and Water Quality would occur if the project would:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - III. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

3.7.4 Methodology

Project impacts related to hydrology and water quality were evaluated based on the proposed project's adherence to local, state, and federal standards; proposed land use and site design; and proposed best management practices for control of surface runoff and reduction of pollutants in runoff. Documents reviewed and incorporated as part of this analysis include the Updated Geotechnical Investigation, Proposed Hotel and Condominium Development, 8850 Sunset Boulevard, West Hollywood, California APNs 4339-017- 001 Through -008 and associated Response to Geotechnical, Geology, and Seismic Review Sheets (Appendix F-1), and the 8850 Sunset Hydrology and Water Quality Technical Report (Appendix H).

3.7.5 Impacts Analysis

Threshold A: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Construction

The project site, which is located in a heavily urbanized area of the City, is presently developed. However, implementation of the project would represent a more intense use of the project site as compared to existing uses and current conditions.

Construction activities, such as grading and excavation, may generate additional pollutants that could adversely affect the quality of surface runoff. The proposed project would involve demolition and grading of the entire project site, followed by construction of the proposed uses. Construction activities would include site preparation, grading/earthwork, building construction, paving, and architectural coating. Excavation and removal of a large quantity of earth materials would occur during construction, potentially necessitating temporary on-site storage of excavated soils. Onsite soils would be subject to erosion during these activities, and downstream drainages could be subject to temporary sedimentation. In addition, incidental spills of petroleum products and hazardous materials from construction equipment could result in discharges of various pollutants to downstream drainages, including Ballona Creek, Ballona Estuary, and Santa Monica Bay. In addition, during grading and soil storage, there is the potential for soil migration off-site via wind and/or water erosion.

The City requires preparation of a Local Storm Water Pollution Prevention Plan (SWPPP) and preparation of an Erosion Control Plan (ECP), which would be approved by and filed with the City prior to the commencement of construction. The Local SWPPP and ECP would identify potential pollutant sources that may be associated with construction activity, identify non-stormwater discharges, and recommend means and methods to effectively prohibit the entry of pollutants into the public storm drain system during construction.

In addition, in accordance with the West Hollywood Municipal Code (WHMC), Section 15.56.060, and the City's Urban Runoff Management Program (City of West Hollywood 2019), all projects undergoing construction in the City (regardless of size) must follow specific BMPs to ensure that pollutants (including sediment) are not in contact with rain or runoff and remain on site. The BMPs must be implemented during demolition or at the start of new construction. Such BMPs are required to remain in place until a Certificate of Occupancy has been issued. BMPs required under the City's Urban Runoff Management Program include:

- Runoff, sediment, and construction waste from construction sites and parking areas must remain onsite. (This is generally accomplished through use of sandbag barriers, dust controls, perimeter controls, drain inlet protection, and proper construction site housekeeping practices.)
- Any sediments or that are tracked offsite must be cleaned and removed the same day;
- Plastic covering shall be used to prevent erosion of any unprotected area, such as mounds of dirt;
- Measures shall be taken to prevent or minimize release to the environment particles related to cement-mixing, paint removal/preparation, sandblasting, or hard surface cutting activities (i.e., sidewalks); and
- Washing of construction or other industrial vehicles shall not be allowed adjacent to the construction site. No polluted runoff from the washing of vehicles on a construction site must remain onsite.

Implementation of applicable construction BMPs would ensure that pollutants (including sediment) are not in contact with rain or runoff and remain on site as opposed to entering the storm drain system. As a result, water quality impacts during construction would be **less than significant** through compliance with applicable regulatory requirements.

Construction Dewatering

Based on the geotechnical investigation of the proposed project (Appendix F-1), groundwater was encountered at depths ranging from 19 feet to 42 feet below the project site. The proposed excavation would be approximately 74 feet below grade along Sunset Boulevard. As a result, it is anticipated that the excavation would likely extend into groundwater, and temporary construction dewatering would be required. In the absence of dewatering in accordance with a dewatering permit, potentially polluted groundwater could be released to adjacent storm drains, resulting in adverse impacts to downstream surface waters.

Prior to commencing excavation, the applicant would be required by existing regulatory requirements to procure a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations contained within the permit so that the water quality of surface waters is protected. Application for the permit would involve collecting and analyzing groundwater samples to determine its constituents. In the event that contamination is identified, the permit would include specific types of treatment requirements to ensure compliance with the discharge standards. The permit also establishes requirements for initial and continuous groundwater testing throughout the dewatering process to

ensure that the water remains suitable for discharge. Compliance with these regulations would ensure that the impacts of dewatering discharges do not constitute a significant and adverse impact to downstream drainages, including Ballona Creek. As a result, water quality impacts associated with construction dewatering would **be less than significant**.

Operations

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in the excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water. The proposed project would involve on-site vehicular activity, which can be a source of hydrocarbons and heavy metals. The proposed project may also involve use of fertilizers for the proposed landscaping. Project-related vehicular activity and use of fertilizers on site could increase the number of pollutants in on-site runoff, which could adversely affect the water quality of receiving waters, including downstream Ballona Creek, Ballona Estuary, and Santa Monica Bay.

The Los Angeles RWQCB issued a Municipal NPDES Permit (No. CAS004001) in December 2012 that established LID requirements for new development and redevelopment projects. This Permit was most recently updated by Final Order No. R4-2012-0175 on November 8, 2012, and amended by SWRCB Order WQ 2015-0075 and LARWQCB Order R4-2012-0175-A01 on June 16, 2015, and September 8, 2016, respectively. This permit specifies that all new development and redevelopment projects that fall under specific priority project categories must comply with the City's LID Requirements. The project meets the criteria for the development of a LID Plan that is subject to the provisions of the Municipal NPDES Permit. The development and implementation of a LID Plan for the proposed project is also required by WHMC Section 15.56.095.

Per the WHMC, the proposed project is required to be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest, in accordance with the West Hollywood LID Plan Guidance document (City of West Hollywood 2018). Based on this guidance document, on-site retention and treatment of stormwater runoff for the stormwater quality design volume defined by the Los Angeles County MS4 Permit Planning and Land Development Program would be: (a) the 0.75 inches, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, depending on whichever is greater. This LID feature is designed to treat the "the first flush" of runoff from individual storm events, as this initial stormwater volume is typically the most polluted part of storm runoff. Although it is preferable to infiltrate retained stormwater on site, infiltration on site is often infeasible. In those instances, retained and treated runoff is discharged to the storm drain following detention and treatment.

The proposed project would comply with City and County LID requirements and would also include a number of other design features that may reduce the volume of stormwater runoff and improve the quality of stormwater runoff. As stated in the Hydrology and Water Quality Technical Report (Appendix H), due to the proposed development's subterranean footprint and the existing slope of the site, on-site filtration would not be feasible for the project. Instead, the required LID volume of stormwater runoff would be treated using biofiltration systems. Such a system would consist of hard bottom biofilters with layers of mulch, soil, and gravel, which would treat stormwater through biofiltration before discharging it into the street or the storm drain main pipe in Sunset Boulevard. These biofiltration systems would collect stormwater runoff through drains and downspouts, which

would concentrate the water from the building's podium decks and direct it to the biofiltration system. The anticipated biofiltration systems for the proposed project would either be planter box(s) or proprietary devices.

The proposed project would include a total of 12,419 square feet of landscaped area, distributed on Levels B1, 1, 3, 4, and the roof. The proposed project would incorporate a privacy wall vine planting at the southern boundary of the project site on Level B1, adjacent to the London Hotel. At Level 1 (Sunset Level), the proposed project would incorporate street trees along the northern, eastern, and western project boundaries. On Levels 3 and 4, the 120-foot opening in the building would contain terraced landscaping with native plantings. The roof landscaping would consist of ground cover native plants and short palm trees near the pool. These landscaped areas would contribute to minimizing runoff and improving the quality of stormwater runoff through filtration. While some infiltration through landscaped areas would occur, the proposed project would primarily rely on implementation of the biofiltration system BMPs described above to control stormwater runoff contamination.

As required by LID standards, detailed plans for compliance with City and County LID requirements would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits. Detailed plans would include the location of oil and grease separators at storm drain inlets and the location of pervious landscape features.

In addition to City and County LID requirements, the City also has an Urban Runoff Ordinance that outlines practices for all development in the City and runoff control requirements for all new development. Required practices include: 1) collection, storage, and minimization of urban runoff; 2) maintenance of equipment; 3) removal of debris; and 4) prohibition of the use of any pesticides and fungicides that are banned by the EPA. As part of the runoff control requirements for new developments, all new developments in the City must prepare an Urban Runoff Mitigation Plan that addresses one or more of the following goals: 1) maximization of permeable areas for infiltration of runoff; 2) maximization of the amount of runoff directed toward permeable areas or stored for reuse; and 3) removal of pollutants through installation of treatment control BMPs. Compliance with the City's Urban Runoff Ordinance would contribute in reducing off-site water quality and impacts.

In summary, compliance with the Municipal NPDES Permit, WHMC LID requirements, the City's Urban Runoff Ordinance, and the City's Urban Runoff Mitigation Plan requirements would protect surface water quality during operation pursuant to local and regional requirements. Impacts would therefore be **less than significant**.

Operational Dewatering

As previously discussed, dewatering may be required during construction due to groundwater within the maximum depth of the proposed subterranean levels. However, permanent dewatering during operation would not be required, as the subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods (Appendix F-1). As a result, no potential long-term water quality impacts would occur as a result of discharge from dewatering activities. In addition, groundwater quality would be protected from potential incidental spills of hazardous materials or petroleum products as a result of construction of the impervious basement floor and walls. Therefore, **no impacts** would occur.

Threshold B: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Construction

As described above, temporary dewatering would be conducted during construction. During dewatering, groundwater would be pumped from the site and discharged to the storm drain system, resulting in a loss of groundwater and a temporary and localized fluctuation in the depth of groundwater (groundwater levels would not be affected below the lowest point of excavation, or approximately 74 feet below grade along Sunset Boulevard). Although some localized lowering would occur in the vicinity of the project site, there are no water supply wells that draw groundwater from the project site or adjacent sites. Therefore, the effect on the area's groundwater supplies would be considered negligible (Appendix H). Furthermore, the amount of water withdrawn would be negligible relative to the volume of water in the groundwater basin. The temporary extraction of groundwater at the project site is therefore not anticipated to substantially decrease groundwater supplies. Additionally, it is not anticipated that dewatering of the project site would affect the production rate of the water supply wells operated by the City of Beverly Hills that draw from the Hollywood Subbasin. Once temporary construction dewatering is discontinued, it is anticipated that the water table would return to its current elevation at the site boundaries. Impacts would therefore be **less than significant**.

Operation

Groundwater Recharge

The project site is currently paved and impervious to groundwater recharge. As such, development of the proposed project would not result in a net increase in impervious surfaces and associated recharge to the Hollywood Subbasin, which is the groundwater basin that underlies the project site. No impacts would occur with respect to groundwater recharge.

Groundwater Supply

As shown in Section 3.14, the project would result in a net increase in water consumption at the project site of approximately 109,606 gallons per day, or approximately 123 AFY. As demonstrated in Section 3.14, the increase in water demand attributable to the proposed project would be accommodated within the City of Beverly Hills' projected water supply.

As shown in the City of Beverly Hills' UWMP, some of the water supply in its service area is expected to be obtained from multiple groundwater sources in the future. Specifically, the City of Beverly Hills reported in their 2020 UWMP that 2,952 AFY would be obtained from local groundwater by 2025, and 3,327 AFY would be obtained from local groundwater from 2030 onward (City of Beverly Hills 2021). This equates to approximately 30% of the City's projected future water supply. As such, a portion of the proposed project's water demand may be met through groundwater use. However, the City of Beverly Hills' plans for future groundwater pumping would not be affected by the proposed project. Plans for groundwater pumping are currently underway, and such plans would proceed with or without the proposed project. Additionally, as demonstrated through the UWMP, the anticipated extraction of 3,327 AFY from local basins would not change over time, even during dry or multiple dry years. Rather, groundwater pumping would be limited by the capacities of the existing and planned wells. Once the improvements are complete, pumping is anticipated to remain at 3,327 AFY, regardless of the year or of drought conditions (City of Beverly Hills 2021). As such, development of the proposed project would not alter or affect planned groundwater pumping,

supplies or recharge. The City of Beverly Hills also has the ability to increase purchases of imported water supply through MWD. As further explained in Section 3.14, MWD's 2020 UWMP includes plans for continued development of a diversified resource mix, which would help protect MWD from potential interruptions in water supply and, in turn, would support the continued provision of reliable water to member agencies, such as the City of Beverly Hills. Once planned groundwater improvements are complete, the City of Beverly Hills UWMP shows that anticipated groundwater pumping would remain constant over time and under single-dry or multiple-dry year scenarios (City of Beverly Hills 2021). This demonstrates that anticipated future increases in water demand to accommodate growth and/or increases in water demand due to drought are expected to be met through additional purchases from MWD (as opposed to increased pumping of local groundwater).

While the proposed project would result in a minor increase in water demand in the City of Beverly Hills' service area, it would not increase demand to the extent that groundwater supplies would be substantially withdrawn, resulting in impediments to sustainable groundwater management. Rather, the proposed project's anticipated water demand would fall within the projected water supplies for the City of Beverly Hills' service area, including anticipated groundwater supplies. As such, the proposed project would not impede sustainable groundwater management, and impacts would be **less than significant**.

Threshold C: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

The project site is currently paved, and stormwater runoff from the proposed project is conveyed via sheet flow and curb drains to the adjacent streets. The Los Angeles County Department of Public Works Hydrology Manual requires that a storm drain conveyance system be designed for a 25-hour storm event and that the combined capacity of a subsurface storm drain and surface stormwater flow system accommodate flow from a 50-year event. The existing peak stormwater flow from the project site from a 50-year storm event is approximately 3.16 cubic feet per second (Appendix H).

Stormwater runoff from the proposed development would be conveyed to the public streets via roof downspouts, site area drains, and podium drains, in a similar manner as the existing drainage. However, as described under Threshold A, the proposed storm drain system would include a biofiltration system in order to treat stormwater runoff, as required by Los Angeles County Department of Public Works and the City of West Hollywood. The proposed project would also decrease the existing impervious area by adding planting and landscaping around the site and upper levels. The peak flow generated from a 50-year storm event would be 3.14 cubic feet per second after project implementation, which is slightly less than the existing peak flow (Appendix H). Consistent with existing conditions, this flow would be conveyed to the adjacent public streets and/or the storm drain main pipe in Sunset Boulevard. As a result, the project would not alter the existing drainage pattern or runoff volumes relative to existing conditions. Because runoff from the existing project site is being accommodated by existing stormwater infrastructure, it is expected that the stormwater volumes from the project site during operations (which would decrease slightly relative to existing conditions) would also be sufficiently accommodated by existing infrastructure.

Regarding runoff pollutants, the project's landscaping and biofiltration systems would eliminate runoff pollutants prior to discharge to the storm drainage system pursuant to local and regional requirements, in

contrast to existing conditions where pollutants are not treated. For these foregoing reasons, impacts would be **less than significant**.

Threshold E: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Water quality control plans are designed to preserve and enhance water quality and protect the beneficial uses of all downstream water bodies. Water quality control plans pertaining to the project include the County's LID Manual (County of Los Angeles 2014), the City's LID Plan Development Guide (i.e., City LID Standards) (City of West Hollywood 2018), and the City's Urban Runoff Management Program (City of West Hollywood 2019). As previously discussed under Threshold A, the proposed project would comply with each of these water quality control plans, and other applicable municipal code requirements pertaining to water quality. As a result, the proposed project would not conflict with or obstruct implementation of a water quality control plan .

A sustainable groundwater management plan, also known as a groundwater sustainability plan, demonstrates management and use of groundwater in a manner that can be maintained during a planning and implementation horizon without causing undesirable results. Water to be consumed by the project uses would be provided by the City of Beverly Hills, which typically sources a portion of its water supply from groundwater pumped from the Hollywood Subbasin. The City of Beverly Hills also has plans to begin pumping groundwater from the La Brea Subarea. As previously discussed, California's Department of Water Resources has designated the Hollywood Subbasin and the Central Basin (including the La Brea Subarea) as having very low priority in regards to enacting a Groundwater Sustainability Plan (CDWR 2019). However, this does not preclude a Groundwater Sustainability Plan from being developed. In the event that a Groundwater Sustainability Plan were to be prepared for the Hollywood Subbasin and/or the La Brea Subarea, the City of Beverly Hills would be subject to compliance with the plan(s). Based on anticipated water supply and continued groundwater monitoring, implementation of the project would not substantially deplete groundwater supplies such that sustainable management of the Hollywood Subbasin or the La Brea Subarea would be impeded. Furthermore, the project would not prohibit or impede the City of Beverly Hills' planned groundwater initiatives enumerated in the City of Beverly Hills' Water Enterprise Plan, which include monitoring and applying for grants, abiding by the requirements of SGMA, initiating discussions aimed at participation in a water bank, participating in a future recycled water program, and staying abreast of water rights issues and cessation filings. Other, longer-term actions include revisiting the Water Enterprise Plan at least every ten years (and possibly more frequently) and participating in the Los Angeles Recycled Water Program (City of Beverly Hills 2017). These initiatives would help protect sustainable groundwater supply for the City of Beverly Hills.

Furthermore, as substantiated in Section 3.14, the project's anticipated water demand would fall within anticipated available water supplies at the time of project buildout and into the future. The proposed project would not change the groundwater pumping plans of the City of Beverly Hills, and would not, therefore, compromise sustainable management of the Hollywood Subbasin and the La Brea Subarea. In addition, the proposed project would not increase the imperviousness of the project site, and thus would not affect recharge of the underlying aquifer. Lastly, the project would be required to comply with all relevant federal, state, and local regulations pertaining to groundwater and surface water quality. For these reasons, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and **no impact** would occur.

3.7.6 Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

3.7.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.7.8 References

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3.8 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding the scale of the project relative to the surrounding uses and potential conflicts with the existing character of the project area. Comments also expressed concerns that the project is not consistent with the Sunset Specific Plan, that the project focuses on tourists rather than local residents, and that the project would have negative effects on quality of life. Concerns were also expressed regarding the project's proximity to an existing hotel and whether the proposed land uses (namely, the hotel and restaurant uses) are needed in the project area.

Information contained in this section is based primarily on the City's General Plan, the Sunset Specific Plan, and the City's Zoning Ordinance. Other sources consulted are listed in Section 3.8.8.

3.8.1 Environmental Setting

Existing Land Uses

As described in Section 2.3 of this EIR, the project site is currently developed with one- and two-story commercial buildings that are currently occupied by the Viper Room nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. Behind the businesses are surface parking lots. The project site is also developed with four roof-mounted billboards. The City's General Plan identifies the project site as being within the Sunset Boulevard Commercial Subarea. The project site is also located within the Sunset Specific Plan area.

Adjacent and Surrounding Land Uses

As described in Section 2.3 of this EIR, land uses surrounding the project site include commercial and residential uses. To the immediate north of the project site, on the north side of Sunset Boulevard, are commercial uses located in one- and two-story buildings. Multi-family residential buildings are further to the north of Sunset Boulevard, along Larrabee Street and North Clark Street. The multi-family residential buildings range in height from approximately two stories to five stories. However, the project area slopes up towards the north, and multi-family residential uses to the north appear greater in height from the project site level. At the northeast corner of Sunset Boulevard and Larrabee Street are a four-story office building, one-story commercial building, and surface parking lot. To the immediate east of the project site, there are several one- to two-story commercial buildings, and a four-story multi-family residential building. Further east, along Nellis Street, are several multi-story residential uses and a seven-story office building. The southern project boundary abuts the London Hotel, which is an 11-story luxury hotel with a rooftop pool. To the west of the project site is a gas station and mini-mart, one- and two-story commercial buildings, and two- and three-story multi-family residential buildings.

The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. The 9000 Sunset Boulevard building, located about 700 feet west of the project site, is approximately 14 stories (194 feet) in height. Further to the west, the building at 9229 Sunset Boulevard is 144 feet in height, the building at 9200 Sunset Boulevard is 195 feet in height, and the building at 9201 Sunset Boulevard is 140 feet in height. To the east of the project site, the Mondrian hotel building at 8440 Sunset Boulevard is 147 feet in height, and the Andaz West

Hollywood hotel building at 8401 Sunset Boulevard is 150 feet in height. Additionally, several recently approved and constructed projects also rise over 100 feet above the Sunset Strip. The Edition Hotel, located on the corner of Sunset Boulevard and Doheny Drive at 9040 Sunset Boulevard (about 1,000 feet west of the project site) is 14 stories in height. This project was approved in 2010 and opened at the beginning of September 2019. The Arts Club Project (8920 Sunset Boulevard) was approved in 2018 and will be 137 feet in height (9 stories). A hotel that would be approximately 248 feet in height (22 stories) is being proposed at 9034 Sunset Boulevard, between the 9000 Sunset Boulevard building and the Edition Hotel. As such, while the proposed project is immediately surrounded by low-rise structures to the north, east, and west, it is located in an area that is characterized by buildings ranging from one story in height to well over 100 feet in height.

3.8.2 Relevant Plan, Policies, and Ordinances

General Plan

The City's General Plan identifies the location, density, and intensity of land uses, the basic design and function of circulation, and policies regarding open space, infrastructure, recreation, and public service needs for the entire City. The Land Use and Urban Form element of the General Plan sets forth goals and policies to guide the City's urban form and land use patterns and to establish a vision for the built environment. Within the Land Use and Urban Form element, the City's commercial areas are divided into five sub-areas. The proposed project site is located within the Sunset Boulevard Commercial Subarea. Sunset Boulevard is also known as the Sunset Strip, which is described in the General Plan as being a "renowned urban corridor, tracing the southerly foothills of the Santa Monica Mountains. Its entertainment, restaurant, shopping, and hospitality destinations attract visitors from around the country and abroad" (City of West Hollywood 2011).

The General Plan provides land use designations and specifies allowable uses and building intensities for each designation. The land use designations and locations set forth in the General Plan are consistent with the zoning districts found in the Zoning Ordinance. The proposed project site falls within the Sunset Specific Plan (SSP) land use designation. This designation provides for implementation of the Sunset Specific Plan. (The Sunset Specific Plan, as well as the project site's zoning designation, will be referred to herein as "SSP.") In Figure 3-3 of the Land Use and Urban Form element, portions of Sunset Boulevard are designated as a Streetscape Improvement Opportunity area and a Pedestrian Destination Street. The project site is located along a portion designated as a Streetscape Improvement Opportunity area. As demonstrated in Section 3.8.5, the proposed project would be consistent with applicable streetscape goals and policies set forth for Sunset Boulevard in the General Plan and in the SSP. As described below under the subheading for "Sunset Streetscape Pilot Projects," the City is also in the process of formulating a new streetscape plan for the Sunset Strip.

City of West Hollywood Zoning Ordinance

The proposed project site is designated as SSP in the Zoning Ordinance. As stated in the Zoning Ordinance (specifically, Section 19.46.020), all development projects within the Sunset Specific Plan area shall comply with the design standards and criteria specified in the Sunset Specific Plan. In a case where the SSP standards are inconsistent with or contradict this Zoning Ordinance, the SSP design standards shall prevail. As such, the applicable zoning regulations for the project site are set forth in the SSP. However, a number of City requirements not listed in the SSP are covered in the Zoning Ordinance. In these cases (except where superseded by the SSP), the Zoning Ordinance applies (City of West Hollywood 1996).

Sunset Specific Plan

The project site is located in the SSP area. The SSP was adopted in July 1996 and encompasses the Sunset Boulevard corridor located in the City, known as the “Sunset Strip,” or “The Strip.” The Sunset Strip extends 1.2 miles in an east–west direction. The Sunset Strip is bordered by the City of Beverly Hills to the west and the City of Los Angeles to the east. The Sunset Strip is a regional hub with boutiques, outdoor cafes, specialty stores, restaurants, hotels, nightclubs, and entertainment venues. The Sunset Strip draws commercial businesses, visitors from surrounding areas, and tourists.

Purpose

The overall purpose of the SSP is to set forth a framework to achieve the goals of preserving the eclectic character of Sunset Boulevard, managing and directing growth, and promoting responsible development. As stated in the SSP, Sunset Boulevard serves as a major focus for urban life in the City, as well as an attractive destination for visitors. Through the SSP, the City aims to create a vital and varied streetscape, both through physical design and through a mix of businesses and uses on the street. The SSP promotes a human-scale atmosphere that accommodates the Sunset Strip’s entertainment image while aiming to create a sense of community for local residents. The SSP also aims to improve the livability of the Sunset Strip by providing more places for people to gather, talk, sit, and live. The SSP integrates Sunset Boulevard into the greater community, balancing commercial needs and neighborhood concerns (City of West Hollywood 1996).

Development Caps

The SSP establishes a cap on the maximum level of both commercial and residential development projected to occur over the 20-year life of the SSP. The SSP was established in 1996, so its buildout year extended to 2016. As such, the proposed project falls outside of the planning horizon of the SSP.

The commercial development cap established in the SSP is 1.18 million square feet and the residential development cap is 259 residential units. The SSP also shows the anticipated distribution of commercial land uses along the Sunset Strip as follows: 66% office, 18% retail, 9% hotel, 5% restaurant, and 2% entertainment. Since the adoption of the SSP, the state has enacted a law (Senate Bill 330) that restricts local governments’ abilities to enforce caps on housing development. The commercial development cap from the SSP was realized approximately in 2019.

The SSP states that the City may need to reevaluate the development cap during SSP implementation to determine whether it should be increased. The City may also need to reevaluate the assumed land use mix. If either the cap or the land use mix are changed from the assumptions set forth in the SSP, the City would be required to prepare supplemental environmental analyses to evaluate those changes. The proposed project would involve the construction of 181,903 square feet of commercial uses and 41 dwelling units. While the proposed project would contribute to an exceedance of the commercial cap in the SSP, the proposed project would require an SSP amendment, which is being analyzed for its potential environmental impacts within this EIR. As indicated above, the residential cap in the SSP is no longer applicable, due to recent state law that has been adopted to address the housing crisis. Furthermore, the proposed project is being proposed outside of the planning horizon of the SSP.

Policies and Standards

The City has developed policies and standards that apply to the properties along the Sunset Strip. These policies reflect the City’s vision of how Sunset Boulevard will fit into the City as a whole while maintaining its unique character. The policies that apply to all of Sunset Boulevard are categorized in the SSP as follows: Economic Development, Development Requirements: Height and Density, Urban Design, Open Space and Streetscape, Use Mix, Transportation, Parking, Billboards and Art Advertising, Cultural Resources, and Arts Program. Table 3.8-2 analyzes the project’s consistency with relevant goals from these sections of the SSP.

Geographic Areas

In the SSP, the Sunset Strip is divided into 8 geographic areas, to create a framework for designating and implementing policies that are specific to particular areas of The Strip. Each geographic area is anticipated to receive a portion of the projected development. The project site is located within Geographic Area 6, which is called the “Holloway Triangle.” The Holloway Triangle area is bound on the east by 8730 Sunset Boulevard and on the west by San Vicente Boulevard. Holloway Triangle is described in the SSP as one of the major intersections on Sunset Boulevard, with a concentration of entertainment billboards and a unique daytime and nighttime pedestrian and entertainment atmosphere.

Each geographic area along the Sunset Strip includes a number of different development sites, and the requirements for each site are described in detail in the SSP. The project site is designated as development Site 6-E in the SSP. Table 3.8-2 in this section analyzes the project’s consistency with relevant policies and standards for Geographic Area 6.

Target Sites

Site 6-E is designated as a “target site” in the SSP. Target sites are defined in the SSP as blocks that are suitable for increased density and/or height. The City used the following criteria to select target sites: creating a pedestrian environment; assuring a desirable mix of uses; possible environmental impacts; site size, location and topography, particularly slope and view opportunities; traffic circulation and access; feasibility for the desired urban design features; and, preserving historically significant buildings.

A total of 10 target sites were identified in the SSP to receive increases in floor-area-ratio (FAR) allowances and height limits. These target sites were chosen based on their ability to successfully handle increased densities with comparatively fewer environmental impacts (City of West Hollywood 1996).

Sunset Boulevard Off-Site Signage Policy

The City adopted the Sunset Boulevard Off-Site Signage Policy in 2019 for the purpose of realizing “the City’s long-standing vision to enhance the unique traditions of Sunset Boulevard to integrate off-site signs, entertainment, and public art into the existing iconic and historic setting, resulting in a one-of-a-kind built environment that celebrates the City’s creative identity” (City of West Hollywood 2019a). The Sunset Boulevard Off-Site Signage Policy document replaces the Billboards and Art Advertising section of the SSP (which is Part Two: Section 1, Subsection 8 of the SSP). The policy builds on the principles of the SSP but provides a more detailed and updated framework for the design of off-site signage and also allows for new signage opportunities. The policy addresses four different types of potential off-site advertising projects: billboards (new billboards or modifications to existing billboards), tall wall signs, temporary creative off-site signage projects, and alternative off-site signage projects (City of West Hollywood 2019a).

Per the Sunset Boulevard Off-Site Signage Policy (hereafter referred to as the Off-Site Signage Policy), a new billboard may be approved as part of a new development if the project involves development of a parcel to at least 75% of the allowed permitted floor area (base density) established in the SSP. In addition, the development application must have been deemed complete by the City between June 1, 2012, and May 1, 2019. The proposed project could qualify for new off-site signage because its density would exceed the base density for the project site, and the project application was deemed complete within the required timeframe.

The proposed project includes an application for an off-site sign that includes a two-faced sign on Sunset Boulevard. The sign faces would be vertical in orientation, with the west elevation providing approximately 1,000 square feet of digital signage surrounded with a 500-square foot area of architectural lighting and the east elevation providing approximately 500 square feet of static signage surrounded with a 1,000-square foot area of architectural lighting. The sign is currently proposed to be located at the public entry of the project's hotel component, following the profile of the building's curvilinear face, and integrating with a dynamic lighting installation. Any off-site signage that is developed on the project site would be required to comply with the provisions of the Off-Site Signage Policy.

Sunset Streetscape Pilot Projects

The City's Long Range Planning and Mobility Division is investigating potential streetscape improvements for Sunset Boulevard. The first step in the process is the "Sunset Experience," which involved pop-up streetscape pilot projects that were positioned along the Sunset Strip for a period of 6 months (from December 2018 through May 2019). Examples of these projects include seats on the sidewalk under colorful light poles, seats under umbrellas, and several intersections that were extended with strokes of color. As stated on the City's webpage, the purpose of the pop-ups was to "create spaces to welcome pedestrians, invite walking, encourage interaction, and draw attention to Sunset as an exciting place for people, not just cars" (City of West Hollywood 2019b). Throughout the 6-month duration of the pilot projects, the City monitored each streetscape installation and made adjustments based on input received from users on Sunset Boulevard. The City then evaluated the success of the pilot projects and is currently in the process of synthesizing the findings into a Streetlife Action Framework, which will provide recommendations for future actions on Sunset Boulevard. Examples of topics that may be covered in the Streetlife Action Framework include corridor-length streetscape improvements, intersection treatments, site-specific interventions, and programming suggestions to activate streetlife and improve pedestrian safety, as well as a process for using additional pop-ups to test, measure and refine changes to the design and programming of Sunset Boulevard. The project is being undertaken by the City in collaboration with an urban design and planning firm (City of West Hollywood 2019b). The Streetlife Action Framework has not been released at the time of this writing. However, the proposed project would not interfere with or impede the City from implementing future streetscape initiatives on Sunset Boulevard and would in fact improve the streetscape along the project site's frontage with street trees, lighting, a pedestrian-scale and transparent building frontage, and a pedestrian plaza.

3.8.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use and planning are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not physically divide an established community (i.e., Threshold A). Accordingly, this issue is not further

analyzed in the EIR. Based on the remaining thresholds, a significant impact related to land use and planning would occur if the project would:

- B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.8.4 Methodology

Land use and planning impacts are assessed based on whether the proposed project would conflict with plans, policies, and regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect. The following set of documents are the land use documents that are applicable to the project site and are used to evaluate the consistency of the project with adopted plans and regulations:

- West Hollywood General Plan 2035
- Sunset Specific Plan
- Sunset Boulevard Off-Site Signage Policy (an amendment to the Sunset Specific Plan)
- City of West Hollywood Zoning Ordinance

Consistency with plans addressing a specific environmental resource area are addressed in the associated topical section of this EIR (e.g., consistency with the Air Quality Management Plan is addressed in the air quality section [Section 3.1], consistency with plans and policies addressing climate change are discussed in the greenhouse gas emissions section [Section 3.5], and consistency with growth forecasts and policies from SCAG's RTP/SCS are addressed in the greenhouse gas emissions section [Section 3.5] and in the population and housing section [Section 3.10]).

3.8.5 Impacts Analysis

Threshold B: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Development on the project site is regulated and guided by the City's General Plan, the SSP, and the City's Zoning Ordinance. The following discussion addresses the proposed project's consistency with applicable land use goals, policies, and objectives from the General Plan Land Use and Urban Form Element, the SSP, and the Zoning Ordinance.

General Plan Consistency

Table 3.8-1 outlines the applicable policies identified in the Land Use and Urban Design Element of the General Plan and the proposed project's consistency with each of these policies. As shown below, the proposed project would be consistent with applicable goals and policies of the General Plan. For those General Plan goals and policies that do not specifically pertain to the proposed project, the project would not impede the City's ability to meet those goals and policies.

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
Urban Form and Pattern	
Goal LU-1: Maintain an urban form and land use pattern that enhances quality of life and meets the community's vision for its future.	Consistent. As described below, the proposed project is generally consistent with the urban form and land use pattern of the project area. The proposed project would enhance quality of life in the City through revitalization of an underutilized site within a transit priority area, activation of the site's Sunset Boulevard street frontage, provision of housing (including affordable housing), and provision of outdoor landscaped areas that would be available to the public. The project serves to revitalize the Strip through development of a mixed-use building and provision of jobs, housing, guestrooms, meeting spaces, and publicly accessible outdoor green spaces, while retaining existing features of the site, such as the Viper Room nightclub, iconic off-site signage, and north-south views through the site.
(LU-1.1) Maintain a balanced land use pattern and buildings to support a broad range of housing choices, retail businesses, employment opportunities, cultural institutions, entertainment venues, educational institutions, and other supportive urban uses within the City.	Consistent. The proposed mixed-use hotel building would contain space for guestrooms, meeting rooms, a banquet hall, restaurants, outdoor dining, a nightclub, and residences. The residences within the project site would range in size from 1-bedroom units to 4-bedroom units, and the project also proposes income-restricted units that would support a broader range of housing choices. The proposed project would expand the variety of uses available on the project site relative to existing conditions, thereby furthering the goal of providing a broad range of urban uses within the City.
(LU-1.2) Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.	Consistent. While the proposed project represents an increase in height of the development on the project site, the building has design components that would reflect the height and scale of the surrounding area and that would preserve existing views. The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, which is consistent with the height of buildings immediately to the north, east, and west of the project site, which are generally one to two stories in height. The hotel and residential volumes that would rise up from the lower transparent volume would be separated by a 120-foot opening, which would preserve north-south views through the site. The separate hotel and residential volumes have been designed with differentiated material palettes. The differentiated materials, the opening between the two volumes, and the transparency of the first several floors of the structure would minimize the visual

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	effects of increased height, would break up the massing, and would add visual interest. Although the existing commercial buildings on the project site and the other buildings immediately to the north, east, and west of the site range in height from one to two stories, the height and massing envisioned for the project are compatible with existing contrasts in scale throughout the densely developed and urban environment of the Sunset Strip. The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. Examples include the building at 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; the building at 9229 Sunset Boulevard, which is approximately 10 stories (144 feet) in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is about 1,000 feet west of the project site and is 14 stories in height. These taller structures along the Sunset Strip are intermixed among low-rise and mid-rise commercial buildings and the resulting contrasts in scale and massing contributes to the existing visual character of the Sunset Strip and of West Hollywood as a whole. Additionally, the proposed project would be approximately 315 feet west of a 7-story office building and would be immediately adjacent to the 11-story London Hotel. As such, the 15-story proposed project would not represent an abrupt change relative to immediately surrounding uses. While the proposed building would represent a change in building height on the project site relative to existing uses, a building of 15 stories (i.e., the height of the proposed project) with a large view corridor incorporated into the design would not be inconsistent with other development in the vicinity.
(LU-1.3) Encourage new development to enhance the pedestrian experience.	Consistent. The first several stories of the proposed building would be transparent and would be oriented towards Sunset Boulevard. The low-lying scale of this portion of the structure and the use of glass as a primary building material would provide pedestrian interest and would encourage pedestrian interaction along the project site's Sunset Boulevard frontage. This lower volume of the proposed building would have spaces for outdoor seating, a bar, restaurant, cafe, and the reception lobby for the Viper Room. Locating businesses that can be accessed and patronized by the public on the lower levels of the building would help support a pedestrian-oriented environment along project's Sunset Boulevard street

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	frontage. The project would also include an outdoor pedestrian plaza, street trees, and landscaping planters along the project site's frontages on Sunset Boulevard, San Vicente Boulevard, and Larrabee Street, which would further enhance the pedestrian experience.
(LU-1.4) Continue to maintain regulations that encourage preservation of existing housing and development of new housing that accommodates households that are diverse in size, type and income.	Consistent. The proposed project is located along a commercial corridor and, therefore, would not involve removal of existing housing. The proposed project would include residential units that range in size from 1 bedroom to 4 bedrooms and would also include income-restricted units. Therefore, the proposed project would accommodate households that are diverse in size, type and income. Overall, the proposed project would increase the number of housing units in the City and would not affect the City's ability to maintain housing regulations.
(LU-1.5) Encourage the retention and success of existing, and the incubation of new, commercial establishments that serve the needs of residents.	Consistent. The proposed project would create a new space for an existing on-site business (the Viper Room nightclub). It would also incorporate new commercial space for restaurants, bars, cafes, and a hotel to serve the needs of residents and visitors.
(LU-1.8) Promote the establishment, retention, and expansion of businesses that provide employment for West Hollywood's residents and the surrounding region.	Consistent. The proposed project would expand job opportunities available at the project site for residents of the City and surrounding areas by including spaces for a variety of businesses at the site (hotel, restaurants, cafes, bars, nightclub, and building maintenance).
(LU-1.10) Encourage new non-residential land uses that contribute to a strong and diversified local economy.	Consistent. The proposed project would include a variety of non-residential land uses (boutique hotel, bars, cafes, restaurants, meeting rooms, a banquet hall), which would equate to an increase in the overall commercial space available on the project site, as well as an increase in the variety of non-residential land uses on the project site. As such, the proposed project would help strengthen and diversify the local economy relative to existing conditions.
(LU-1.11) Prohibit new land uses that harm the physical health and well-being of the community.	Consistent. The proposed project would consist of a multi-use building that would include a hotel, residences, restaurants, meeting rooms, nightclub space, a banquet hall, cafes, bars, and landscaping. These uses are not considered harmful to the physical health and well-being of the community.
(LU-1.13) Seek to reduce the demand for motorized transportation by supporting land use patterns that prioritize pedestrian, bicycle, and transit mobility options, and mixed use development.	Consistent. The proposed project is a mixed-use development located within a transit-priority area, meaning that the site is within 0.5 mile of a major transit stop. (Specifically, the project site is located approximately 0.4 mile from the major transit stop at the intersection of San Vicente Boulevard and Santa Monica Boulevard. There are also transit stops

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard.) The proposed project would provide residences, guestrooms, and employment opportunities within proximity to transit services, thereby encouraging residents, employees, or visitors of the project to use transit, walking, biking, or a combination thereof in lieu of a personal vehicle. Additionally, the project would be located in proximity to numerous services (stores, restaurants, offices, entertainment venues), which would allow residents, employees, and visitors at the site to reduce their use of personal vehicles by walking or biking.
(LU-1.14) Support the continuation of existing and new uses that enhance the social and health needs of residents.	Consistent. The pedestrian-oriented design features of the project (described above in the consistency analysis for LU-1.3) would encourage pedestrian activity in the area. The landscaped roof area that would be located in between the proposed opening in the building would include publicly accessible landscaped terraces and would provide greenspace that would be visible from Sunset Boulevard and the surrounding buildings. The landscaping and outdoor area would provide relief from the urban character of the project area. The project's cafes and outdoor areas would provide a place for social and neighborhood gatherings. Additionally, the project would include meeting rooms and a banquet hall that would provide more formalized gathering spaces. The project would also enhance landscaping within and around the project site, which would enrich the streetscape and the pedestrian experience along the project site's frontages. Supporting the pedestrian experience and providing for additional gathering spaces would help cater to both social and health needs of residents.
(LU-1.21) Provide for the expansion and recruitment of commercial uses that provide economic and fiscal benefits for the City, including entertainment businesses, music and entertainment venues, bars and night clubs, hotels and hospitality, and design and creative arts.	Consistent. The proposed project would include a hotel, restaurants, cafes, bars, meeting rooms, and a banquet hall, which would expand the commercial uses on the project site and would provide increased economic and fiscal benefits for the City. The project would also include space for the Viper Room, a well-known nightclub that is currently located on the project site. Provision of space for the Viper Room within the project would help maintain Sunset Boulevard's variety of music and entertainment venues, which attract nightlife to the Sunset Strip and provide associated economic and fiscal benefits.
Goal LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City.	Consistent. The proposed project is a mixed-use, infill development within a transit priority area. The proposed project would include commercial and

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	residential development and, therefore, would provide a mix of land uses in an area that is supported by transit opportunities.
(LU-2.1) Direct the majority of new development to the City's commercial corridors served by high levels of existing or future public transit, with an emphasis on developing transit-supportive land use mixes and intensities near high frequency transit stops such as Santa Monica Boulevard near Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard.	Consistent. The proposed project would involve new development at the corner of Sunset Boulevard and San Vicente Boulevard. The project is located within a transit priority area, meaning that it is located within 0.5 mile of a major transit stop. The nearest major transit stop is located at the intersection of San Vicente Boulevard and Santa Monica Boulevard, which is within 0.5 mile of the project site and is served by four Los Angeles Metropolitan Transportation Authority (Metro) bus routes that have frequent service intervals (between 6 minutes and 20 minutes during peak commute periods). Additionally, several bus stops are located immediately adjacent to the project site, including at the corner of San Vicente and Sunset Boulevard. The proposed project contains a mix of residential and commercial uses, and its proximity to a major transit stop would encourage residents, employees, and patrons to use transit.
(LU-2.2) Consider the scale and character of existing neighborhoods and whether new development improves and enhances the neighborhood when approving new infill development.	Consistent. The proposed project is located along the Sunset Strip and is not located within a residential neighborhood. Nevertheless, while the proposed project would increase heights on the project site, the building has design components that would reflect the height and scale of the surrounding area and that would preserve existing views. (See the consistency analysis for LU-1.2 for a description of these design components.) Furthermore, the proposed project is about the same height as the nearby 9000 Sunset Boulevard building, located about 700 feet west of the project site, which is approximately 194 feet in height. Additionally, the proposed project would revitalize an underutilized site along the Sunset Strip and would enhance the neighborhood by introducing visual interest, streetscape improvements, and neighborhood gathering spaces to the site. See also the consistency analysis for LU-1.2, which describes the project's height and massing relative to the scale of buildings in the surrounding areas.
(LU-2.3) Allow residential mixed-use development in commercial corridors, including as described in adopted specific plans, except in the Commercial Neighborhood 2 land use designation and in the parcels on and near Santa Monica Boulevard shown in Figure 3-5.	Consistent. The proposed project is a residential mixed-use development along a commercial corridor. It is not located within the Commercial Neighborhood 2 land use designation or along Santa Monica Boulevard.
(LU-2.8) Consider increases in the General Plan's permitted FAR and height for projects in all	Consistent. The proposed project would introduce new uses of significant importance on the site and provide public benefits, including include a larger, re-

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
commercial designations that provide one or more of the following: a. Expand existing facilities or introduce new uses which are considered to be of significant importance (public benefits, historical use, socially-valued use, etc.). b. Provide significant benefits to the City. c. Offer architectural design that is of unusual merit and will enhance the City. d. Affordable Housing	envisioned and enhanced Viper Room (a culturally important live music venue in the City), an extensive terrace park and café above Sunset Boulevard open to the public, an exterior passageway connecting the London Hotel and Larrabee Street neighborhood to Sunset Boulevard, the largest conference/event space on the Sunset Strip, new curbs, sidewalks and street trees, a street-level restaurant and café with outdoor dining on Sunset Boulevard, and a roof-top restaurant. The proposed project also would provide a landmark architectural design that is of unusual merit and would enhance the City and support the Sunset Strip's iconic status with a building of architectural merit designed by a renowned architectural firm. See also the consistency analysis for LU-5 and LU-5.1, which describe the project's proposed architectural design. The proposed project also would provide affordable housing, consisting of 10 restricted-income units. In addition, the project will provide a package of additional public benefits that will be negotiated with the City under the Public Benefits Policy.
Urban Design	
Goal LU-4: Provide for an urban environment oriented and scaled to the pedestrian.	Consistent. See the consistency analysis for LU-1.3 LU-1.14, and LU-6, which describe the pedestrian-oriented features of the project. While the residential and hotel volumes of the proposed building would extend above the pedestrian scale, these volumes would rise upwards from a one- to three-story lower volume, which would be designed and oriented for pedestrian interaction along Sunset Boulevard. This lower volume would be transparent and would extend along the entirety of the project site's Sunset Boulevard frontage, thereby encouraging continuity of the pedestrian experience along the Sunset Strip and providing interest for pedestrians.
(LU-4.1) Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.	Consistent. The proposed project would provide restaurants, cafes, bars, and outdoor terraces within walking distance of residential areas.
(LU-4.2) Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.	Consistent. The proposed project would include street trees and landscaping planters along the project site's frontages on Sunset Boulevard, San Vicente Boulevard, and Larrabee Street, which would enhance the pedestrian experience and provide sidewalk shade. Streetscape improvements would be reviewed by the City to ensure that the design is coordinated with other development in the area. Additionally, the lower volume of the proposed building would be scaled and oriented for pedestrian interaction along Sunset Boulevard. See the consistency analysis for

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	LU-1.3 and LU-1.14 for further details on the pedestrian-oriented features of the project.
(LU-4.3) Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	Consistent. The proposed project would include removal of the existing surface parking lot on the project site. Parking for the proposed project would be constructed underground, thereby eliminating the parking area from public views and the street frontages of the project site.
(LU-4.5) Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.	Consistent. The proposed project would include plantings along the site's street frontages and a landscaped roof above the building's third story (situated between the residential and hotel volumes) with publicly accessible terraces that would be visible from Sunset Boulevard and the surrounding buildings. (This area will be referred to in this section as the "mid-level roof terrace.") The project would also include landscaping on the building's upper roof level.
(LU-4.6) Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques:	Consistent. See analysis for parts (a) through (g) below.
a. Minimizing vehicle intrusions across the sidewalk.	Consistent. Vehicle intrusions would be limited to two driveways along the project site's Larrabee Street frontage and one intrusion along the project site's San Vicente Boulevard frontage. No intrusions would be located along Sunset Boulevard, which is expected to have a higher concentration of pedestrian activity.
b. Locating the majority of a building's frontages in close proximity to the sidewalk edge.	Consistent. The building's main frontage would be along Sunset Boulevard, which is expected to have more pedestrian activity than the San Vicente Boulevard and Larrabee Street frontages. The Sunset Boulevard sidewalk would be directly fronted by an outdoor pedestrian plaza area with outdoor seating, which would extend along the glass walls of the building's lower levels.
c. Requiring that the first level of the building occupy a majority of the lot's frontage, with exceptions for vehicle access.	Consistent. The building's main frontage would extend along Sunset Boulevard and would be separated from the sidewalk by a pedestrian plaza area along its Sunset Boulevard frontage and along portions of its San Vicente Boulevard and Larrabee Street frontages.
d. Allowing for the development of outdoor plazas and dining areas.	Consistent. The proposed project would have outdoor dining and an outdoor plaza area along its Sunset Boulevard frontage and along portions of its San Vicente Boulevard and Larrabee Street frontages.
e. Requiring that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage.	Consistent. The building's street level frontages would be primarily glass along Sunset Boulevard and along portions of San Vicente Boulevard and Larrabee Street and would be visually "penetrable." Use of glass as the primary cladding for the lower levels of the proposed building would allow maximum visual

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	interaction between the sidewalk areas and the interior of the building. Other design treatments such as landscaping along the building's frontages, outdoor patio areas, outdoor seating, and structural elements would also contribute to an attractive street frontage.
f. Requiring that ground floor uses be primarily pedestrian-oriented.	Consistent. The ground-floor uses of the project site would consist primarily of a bar, restaurant, cafe, the Viper Room reception lobby, and the hotel lobby. These uses would be visually and physically penetrable, pedestrian-oriented, and would have street frontages along Sunset Boulevard.
g. Discouraging new surface parking lots.	Consistent. The proposed project would not include surface parking lots.
Goal LU-5: Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.	Consistent. The proposed project would be constructed with architectural interest, quality building materials, and thoughtful site design. The proposed building would include a variety of architectural elements and would have varied massing and heights. The design would incorporate a unique 120-foot opening that would create visibility through the building, preserving north-south views through the site. An outdoor landscaped terrace would be visible at the base of this opening. The residential and hotel volumes would have differentiated material palettes to further break down the building scale and provide for differentiated experience and views. The building would then be capped with a distinctive bridge connecting the residential and hotel volumes. These features would add visual interest to the project and would contribute to the quality of the design.
(LU-5.1) Continue to encourage diverse architectural styles that reflect the City's diversity and creativity.	Consistent. The proposed project presents a unique architectural design that would incorporate distinctive elements and curvatures different from those seen in other buildings throughout the City. For example, the project would include a 120-foot opening, creating visibility through the building and allowing space for an elevated outdoor terrace. Two separate towers would be situated on either side of the opening, and each tower would display distinct albeit complementary designs and materials. The base of the building would have an undulating roofline and would be constructed primarily of glass. These elements would combine to create an overall unique and distinct style that would reflect creativity and would increase the diversity of architectural styles in the City.
(LU-5.3) Require that new development be designed to reflect the natural topography of the City.	Consistent. The project site has a southerly slope gradient of approximately 11% and an easterly slope gradient of 2.5%. The proposed project would

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	generally retain a similar gentle slope through terracing of the lower levels (see the east and west elevations shown in Appendix B).
(LU-5.4) Encourage the use of high quality, permanent building materials that do not require excessive maintenance and utilize the design review process to evaluate such materials.	Consistent. The proposed project would use quality building materials throughout. The project would be constructed with durable, locally sourced materials, such as cast in place concrete and precast concrete, which would help improve building longevity. Additionally, the project would undergo review by the City's Design Review Sub-Committee to evaluate the building's design and the proposed materials. The building materials for the proposed project are shown in Appendix B.
Public Spaces and Streetscape	
Goal LU-6: Create a network of pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the City.	Consistent. The proposed project would include streetscape improvements along the project site's street frontages, including street trees and landscaping planters. The project would also include street-fronting restaurant, bar, and cafe uses, which would have transparent openings to further orient the site to pedestrians. The project would also include outdoor patios along the project's street frontages. Each of these design elements would enhance the pedestrian-oriented nature of the project area.
(LU-6.1) Where appropriate, development projects should incorporate open spaces that are accessible to the public.	Consistent. The proposed project would include a series of public outdoor spaces at the street, landscaped roof, and terrace levels of the building.
(LU-6.5) Design the streetscape of high volume corridors, including Sunset Boulevard, Santa Monica Boulevard, San Vicente Boulevard, La Cienega Boulevard, La Brea Avenue, Fountain Avenue, and Fairfax Avenue, to balance regional traffic flow with pedestrian movement and safety and the unique physical environment of the area.	Consistent. The proposed project is located along Sunset Boulevard and San Vicente Boulevard and would improve the streetscape along its frontages with trees, landscaping planters, and pedestrian-scale lighting. Additionally, a pedestrian plaza area would be incorporated along the project's Sunset Boulevard frontage.
Goal LU-7: Seek to expand urban green spaces and sustainable landscapes.	Consistent. The proposed project would include landscaping at the street level, at the mid-level roof terrace, and at the rooftop of the building. Landscaping would consist of water-saving native plantings.
(LU-7.1) Continue to enhance the network of green, pedestrian-friendly streets that connect parks and major destinations throughout the City in accordance with the City's Streetscape Master Plan.	Consistent. See the discussion for Goal LU-7. The proposed project would include street trees along all three of the site's street frontages. It would also include landscape planters along the project's street frontages. Other pedestrian-oriented features of the project are discussed under the consistency analysis for LU-1.3. While the proposed project is not located within proximity to a park, it is located along the Sunset Strip, which is a major destination in the City.

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	The project's pedestrian-oriented features and landscaping would support the pedestrian experience along Sunset Boulevard and would contribute to the creation of a continuous pedestrian experience along Sunset Boulevard.
(LU-7.3) Require development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site, as sidewalk width permits, where such street trees do not currently exist or where replacement is needed.	Consistent. The proposed project would include installation of 13 street trees along the project site's street frontages. The new street trees would be installed per City requirements.
(LU-7.5) Promote the use of drought-tolerant and native plants throughout the City.	Consistent. Landscaping for the project would consist of water-saving native plantings.
(LU-7.6) Encourage the use of permeable paving and reduce the use of impervious pavement.	Consistent. The proposed project would reduce impervious surfaces on the site relative to existing conditions by incorporating planter boxes, landscaped terraces, and rooftop gardens into the project design.
(LU-7.7) Encourage green roofs.	Consistent. The proposed project would include gardens at the mid-level roof terrace and at the rooftop of the building.
Commercial Sub-Areas – Sunset Boulevard	
Goal LU-15: Maintain Sunset Boulevard as a regional, national, and international destination for entertainment, and the primary economic engine of the City.	Consistent. The proposed project would revitalize a site on Sunset Boulevard with a mixed-use development that would incorporate a unique and iconic architectural design; pedestrian-oriented amenities; outdoor public spaces; and restaurants, bars, and cafes. The project would also include space for the Viper Room, a well-known nightclub that is currently located on the project site. Provision of space for the Viper Room within the project would help maintain Sunset Boulevard's variety of entertainment venues. The project would also include hotel guestrooms, meeting rooms, and a banquet hall, which would support tourism and business development in the City.
(LU-15.1) Continue to promote a great diversity of uses on Sunset Boulevard including the following:	Consistent. Refer to analysis for parts (a) through (f) below.
a. Entertainment and related uses to support the community's vision of a high quality national and international entertainment destination.	Consistent. The proposed project would provide space for continued operation of the Viper Room, which is a well-known nightclub and music venue currently located on the project site. The project would also include bars, restaurants, and cafes, which would provide venues for people to gather before and after shows at the Viper Room and other venues along Sunset Strip. The proposed project would also support entertainment uses through provision of hotel guestrooms within walking distance to a wide variety of entertainment venues.

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
b. Offices catering particularly to entertainment and creative businesses.	Not applicable. The proposed project would not include office spaces. However, it would provide hotel guestrooms that would support nearby offices and would also provide meeting rooms and a banquet space, which could be used by entertainment, creative and other businesses in the area to host meetings or events.
c. Night clubs, music venues, theaters, and other live entertainment venues.	Consistent. The proposed project would provide space for continued operation of the Viper Room, which is a well-known nightclub and music venue currently located on the project site.
d. Restaurants, bars, and cafes that support both the daytime and nighttime populations.	Consistent. The proposed project would include restaurants, bars, and cafes, most of which are expected to be open from the morning until the nighttime and would therefore support both daytime and nighttime populations.
e. Neighborhood-serving retail businesses that provide goods and services for nearby residents.	Not applicable. The proposed project would not include retail shops, other than retail uses ancillary to the hotel. However, as stated above, it would include restaurants, bars, and cafes, as well as a series of public outdoor spaces that could be used by nearby residents.
f. Hotels and other hospitality uses.	Consistent. The proposed project would include a hotel and associated amenities (spa/gym, outdoor pools, restaurants, lounges). The project would also include meeting rooms and a banquet hall.
(LU-15.2) Allow residential uses on Sunset Boulevard in mixed-use buildings pursuant to the Sunset Specific Plan.	Consistent. The proposed project would include residences within a mixed-use building.
(LU-15.3) Maintain the identity of Sunset Boulevard as an eclectic urban environment with varied building heights and architectural styles.	Consistent. The proposed project would present a unique architectural design and would incorporate a number of distinctive architectural elements that would contribute to the eclectic urban environment of the Sunset Strip. The proposed project would be taller than buildings immediately to the north, east, and west of the site, which range in height from one to two stories. However, as described in the discussion for LU-1.2, the project's height would be consistent with a variety of taller structures that are interspersed along the Sunset Strip, including two 14-story buildings within approximately 1,000 feet of the site and the 11-story London Hotel adjacent to the site. As such, the project would support variability of building heights and architectural styles on Sunset Boulevard.
(LU-15.4) Require high density development identified in the Sunset Specific Plan to support the economic development goals of the City.	Consistent. The proposed project exceeds the density specified for the project site in the SSP. The project would support the economic development goals of the City set forth in the Economic Development element of the General Plan. Refer also to the discussions

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	under the “Economic Development” subsection in Table 3.8-2.
(LU-15.5) As feasible, locate parking behind buildings or in structures hidden from public view so as not to detract from the pedestrian experience.	Consistent. Parking for the proposed project would be located in a subterranean garage.
(LU-15.6) Seek to create a park-once district for this area that allows for centralized, shared parking facilities from which customers and employees can then walk to and between multiple destinations.	Not applicable. The proposed project would not involve creation of a park-once district; however, the project would not preclude the City from implementing such a district.
(LU-15.7) Maintain the Sunset Specific Plan and update as appropriate.	Consistent. The proposed project would require a Sunset Specific Plan amendment, which would involve updates to the provisions set forth for the project site in the SSP. However, because the proposed project would be consistent with and would help implement the overarching goals and vision of the SSP, as demonstrated in the “Sunset Specific Plan Consistency” subsection below, such updates would be appropriate and would be consistent with the overall intent of the plan.
Signage	
Goal LU-16: Maximize the iconic urban design value and visual creativity of signage in West Hollywood.	Consistent. As described in Section 3.8.2, the proposed project may incorporate digital signage along the building’s Sunset Boulevard frontage. In the event that digital signage is part of the project, it would be designed and operated in compliance with the Off-Site Signage Policy. This policy sets forth regulations for off-site signage along the Sunset Strip and promotes unique design, creativity, and innovation.
(LU-16.1) Consider aesthetics, size, location, lighting, and siting in the evaluation of off-site signage.	Consistent. The project site currently supports four billboards. As such, the project would not involve a new location for off-site signage along the Sunset Strip. Rather, the off-site signage program for the project would likely consolidate the existing signage into fewer signs. Per the Off-Site Signage Policy, new signage must be integrated into the design of the proposed project, which would improve the aesthetics of signage on the project site compared to the existing off-site signage. The design, size, location, lighting, and siting of the off-site signage would be required to comply with the Sunset Strip Off-Site Signage Policy, which includes regulations for lighting, size, location, and design of off-site signage.
(LU-16.2) Design and locate off-site signage to minimize its impact on: adjacent properties, the public right of way, cultural resources, creation of shade and shadow, and potential conflict with the development of adjacent properties.	Consistent. The off-site signage component of the project would be required to comply with the City’s Off-Site Signage Policy. This policy document contains provisions that protect neighboring properties, the public right-of-way, and cultural resources from potential effects that can be associated with off-site

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	signage. The policy also contains provisions requiring new off-site signage to be integrated into the design of a building. This requirement would reduce the potential for off-site signage to result in shade/shadow effects and other visual effects, since the signage would be integrated into the building rather than protruding outwards or above the building.
(LU-16.3) Consider impacts to surrounding neighborhoods when evaluating off-site signage.	Consistent. The off-site signage component of the project would be required to comply with the Off-Site Signage Policy. This policy document contains provisions that are protective of surrounding neighborhoods, such as limits on lighting levels, restrictions on the visually intensive aspects of digital imagery, and requirements for high-quality design.
(LU-16.4) Design off-site signage in new developments in concert with the architectural lighting, landscape, and public art program of the development.	Consistent. The off-site signage component of the project would be required to comply with the Off-Site Signage Policy. The policy includes design principles that encourage off-site signage to be integrated with excellent building design; to be part of a cohesive design approach; to be integrated with other building features such as architectural lighting elements and green walls; and to provide innovative opportunities for integrated public art. Additionally, digital billboards are required to contribute a minimum of 17.5% of programming time for art or civic announcements.
(LU-16.5) As appropriate, allow new off-site signage on the Sunset Strip and in the Eastside Redevelopment Area where there is a public benefit, or in other areas where it is replacing an existing sign.	Consistent. The proposed project is located on the Sunset Strip and may include an off-site signage component that could replace the existing four billboards on the project site.
(LU-16.6) As appropriate, consider both the direct economic value of the project and the indirect economic value of the project to the economy as a whole when evaluating the approval of off-site signage as part of a new development project.	Consistent. The off-site signage component of the project would be required to comply with the Off-Site Signage Policy. This policy document addresses economic development and community benefits and encourages off-site signs that increase the value and visibility of off-site signage on the Strip, that resonate with the City's creative identity, and that provide public benefits, among other economic and community considerations.
(LU-16.7) Require new development to be designed to function economically whether or not off-site signage is placed on the building.	Consistent. In the event that the project's off-site signage component is not approved by the City and therefore omitted from the project design, the proposed mixed-used building would still be constructed and operated, if the project is approved by City decision makers.
(LU-16.8) Carefully integrate off-site signage into new development so that the building and not the sign is the primary use of the land.	Consistent. Per the Off-Site Signage Policy, the proposed project's off-site signage component would be subject to design principles that encourage off-site signage to be thoughtfully integrated with building design and to be part of a cohesive design approach

Table 3.8-1. General Plan Consistency Analysis

Goal/Policy	Analysis
	that brings together signage with building architecture.
(LU-16.9) Require an offsetting public benefit when a new development includes an off-site sign.	Consistent. See the consistency analysis for LU-16.4 and LU-16.6.
Goal LU-17: Ensure that on-site signs are an asset to the City.	Consistent. Any on-site signage at the project site would be implemented in accordance with a Comprehensive Sign Program, which would protect the project site from signs that would be inconsistent with the design of the proposed building in size, placement, location, and/or number. As such, the project would not contribute signs to the City that would degrade the City's visual attractiveness or overall design and image.
(LU-17.2) Rely on size, placement, location, and numeric limits for on-site signs that properly integrate into overall site development, avoiding undue proliferation of signage and preventing signs from dominating or overpowering buildings.	Consistent. Any on-site signage would be designed in compliance with a Comprehensive Sign Program, consistent with Section 19.34.070 of the Zoning Ordinance. As stated in Section 19.34.070, the purpose of a Comprehensive Sign Program is to "integrate the design of the signs proposed for a development project with the design of the structures, into a unified architectural statement." As such, approval of a Comprehensive Sign Program for the project site would protect the project site from undue proliferation of signage and from signs that would be inconsistent with the design of the proposed building in size, placement, location, and/or number.
(LU-17.3) Allow imaginative signage that is a positive contribution to its surroundings through the use of Creative Sign Permits, and in the execution of Comprehensive Sign Programs.	Consistent. As described above, any on-site signage would be designed in compliance with a Comprehensive Sign Program. Additionally, any Creative Sign that is proposed would need to obtain a Creative Sign Permit.
(LU-17.4) Encourage signage that is designed for pedestrians, especially where there is discretionary authority such as Creative Signs and Comprehensive Sign Programs.	Consistent. As described above, the on-site signage for the proposed project would be implemented in accordance with a Comprehensive Sign Program. Pedestrian-oriented signage would be used where needed (likely on the lower volume of the building, which has been designed at the pedestrian scale).

Source: City of West Hollywood 2011

As demonstrated in Table 3.8-1, the proposed project would be consistent with Citywide land use goals and policies, as well as the goals and policies established specifically for Sunset Boulevard. In addition to the specific goals and policies listed above, the City has also established an overall description for Sunset Boulevard in the General Plan. The Sunset Strip is described as a "renowned urban corridor" with "entertainment, restaurant, shopping, and hospitality destinations" that "attract visitors from around the country and abroad." The proposed project would support and further these aspects of the Sunset Strip through its iconic architecture, which would help to maintain the Sunset Strip as a noteworthy urban corridor that is seen as a national and international destination. The project would provide a new restaurant and hospitality destination, thereby supporting and continuing the Sunset Strip's

reputation as a premier location for such uses. For these reasons, and as further substantiated throughout Table 3.8-1, the proposed project is considered consistent with the General Plan.

Sunset Specific Plan Consistency

As described in Section 3.8.2, the project site is located within the boundaries of the SSP and is specifically designated as Site 6-E in the SSP. The SSP sets forth policies and guidelines to preserve the eclectic character of Sunset Boulevard, manage and direct growth, and promote responsible development. Table 3.8-2 outlines applicable goals from the SSP and includes discussions of the proposed project's consistency with each of these goals. For those SSP goals that do not specifically pertain to the proposed project, the project would not impede the City's ability to meet those goals and policies, as the project would not preclude implementation of those goals and policies at applicable locations along the Sunset Strip.

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
<i>Economic Development</i>	
Goal II: Strengthen the City's economic base through retention, expansion, and attraction of key industries.	Consistent. The proposed project would strengthen the City's economic base through expansion of commercial uses on the project site. The proposed building would also provide space for the existing Viper Room nightclub, to allow for retention and continued operation of the well-known nightclub. The proposed project would also contain space for guestrooms, meeting rooms, a banquet hall, restaurants, cafes, bars, outdoor dining, and outdoor terraces. The hotel, meeting rooms, banquet hall, and on-site amenities would support tourism to the Sunset Strip and would provide space for local business or visiting businesses to hold meetings and events.
Goal IV: Increase employment opportunities for West Hollywood residents in West Hollywood businesses.	Consistent. The proposed project would expand the commercial space available at the project site, providing space for a hotel and associated amenities, meeting rooms, a banquet hall, restaurants, cafes, bars, outdoor dining, and outdoor terraces, thereby increasing space for various employment opportunities. The project would also provide space for continued operation of the existing Viper Room nightclub. As shown in Section 3.10 of this EIR, the project is expected to generate a net increase of 187 jobs on the project site. Many of these additional jobs could be filled by West Hollywood residents.
<i>Development Requirements: Density and Height</i>	
Goal I: Distribute intensification along Sunset Boulevard to encourage responsible development.	Consistent. The proposed project would represent intensification of uses on the project site. As noted in the consistency analysis for LU-1.2, the other buildings immediately to the north, east, and west of the site range in height from one to two stories. The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street intermixed

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
	among low-rise and mid-rise commercial buildings. As such, the project would contribute to the distributed nature of development with increased intensity along the Strip.
Goal II: Allow increases in density and height at locations where impacts are more easily mitigatable.	Consistent. The proposed project would involve increased height and density at the project site. Impacts are more easily mitigatable at the project site for a number of reasons. First, the project site does not directly abut any residentially zoned properties. Almost all adjacent uses are zoned SSP, with the exception of several properties located across San Vicente Boulevard from the project site, which are zoned for high density multi-family residential uses. At this location, San Vicente Boulevard is four lanes wide, with a center dividing lane. As such, the project site is separated from the nearest residential uses by a wide and generally busy roadway. Secondly, the project site is within the vicinity of other tall buildings, such as the building at 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; the building at 9229 Sunset Boulevard, which is approximately 10 stories (144 feet) in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is about 1,000 feet west of the project site and is 14 stories in height. As such, the project would not represent a markedly new intensity of development in the general vicinity. Furthermore, the project site is located within a transit priority area, which would encourage residents, employees, and patrons to use transit. Use of transit to access the site would reduce the number of vehicle trips associated with the project.
Goal III: Create a cohesive sense of design, using density and height so that new development feels integrated with existing development.	Consistent. See the consistency analysis for LU-1.2 in Table 3.8-1.
Urban Design: Standards and Guidelines	
Goal I: Encourage the development of a street that presents a powerful image to visitors while also encouraging use by local residents.	Consistent. The project presents a unique architectural design and incorporates a variety of visually distinctive elements that would be expected to attract the attention and interest of visitors. The project would also contribute to visitor accommodations by incorporating a hotel, meeting rooms, a banquet hall, and associated amenities into its land use mix. The project would provide restaurants, cafes, bars, and outdoor terraces within walking distance of residential areas, which would encourage use by local residents.

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
Goal II: Enhance economic development and pedestrian activity by improving the physical attractiveness of the street through widening sidewalks and providing places for relaxation, shopping, living, and dining.	Consistent. See the consistency analysis for LU-1.3 in Table 3.8-1 for a description the project's pedestrian-oriented features and how it would help foster pedestrian activity. The proposed project would provide a series of outdoor landscaped public spaces at the street, on terrace levels, and at the roof, which would provide space for relaxation and gathering. The project would also include restaurants, cafes, and bars. While the proposed project would not widen adjacent sidewalks within the public right-of-way, a proposed concrete walkway along the project site's Sunset Boulevard and San Vicente Boulevard frontages would serve to create a wider pedestrian plaza. The proposed project would not widen sidewalks; however, it would not preclude the City from undertaking such streetscape improvements in the future.
Goal III: Encourage sensitive design that continues the varied pattern of use, height, and density.	Consistent. The proposed project would represent intensification of uses on the project site but would do so in a way that would contribute to a varied pattern of height and density in the vicinity. Uses surrounding the project site consist of retail shops, restaurants, offices, multi-family residential, and a hotel. Some of the proposed project uses currently exist within the vicinity of the project site (namely, hotel, multi-family residential, and restaurants). However, this type of mixed-use development is appropriate within a highly developed and urbanized area. Additionally, the proposed project would have a distinct appearance in contrast to the surrounding development. As such, even though some land uses may already be included in the immediate vicinity, the project would nevertheless contribute to the eclectic and creative nature of the Sunset Strip.
Goal VI: Protect and enhance significant public views to the Los Angeles basin and to the hills above Sunset as well as along street corridors and within open spaces.	Consistent. Under existing conditions, views of the Los Angeles basin that may have been available when looking across the project site from Sunset Boulevard are generally obstructed by the London Hotel, an 11-story building that is adjacent to the southerly boundary of the project site, and other urban development. Some views are still intermittently available when looking south along Larrabee Street and San Vicente Boulevard from the neighborhoods north of Sunset Boulevard. However, such views are generally limited to the roadway corridors, which would not be affected by the proposed development. The project's 120-foot-wide opening in the center of the building would help preserve the existing views that are available through the site. While the project could partially block views to the Los Angeles basin as

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
	observed from upper levels of residential buildings north of Sunset Boulevard (which may have views that extend over the London Hotel), such views are not considered public views and are already partially compromised by the London Hotel. See Section 3.15 of this EIR for details. When looking north from Sunset Boulevard, views of the Hollywood Hills are substantially obstructed by existing development. However, some views are available when looking north along the corridors that are created by Larrabee Street and San Vicente Boulevard. The proposed project does not include any development or obstructions within the public right-of-way; as such, views of the hills to the north that are available along these corridors would not be substantially affected by the project. Furthermore, the project would include a 120-foot-wide gap in the center of the building, which would help preserve views. While views of the hills from the upper stories of the London Hotel may be partially obstructed by the project, these views are not considered public views.
Open Space and Streetscape	
Goal II: Increase setbacks, where feasible, to provide additional open space and opportunities for uses such as outdoor dining and landscaping, which will enhance the pedestrian environment and allow room for street furniture.	Consistent. The proposed project would incorporate a pedestrian plaza space along the project's Sunset Boulevard frontage that would partially wrap around the building along the site's Larrabee Street and San Vicente Boulevard frontages. This space would include outdoor dining and landscaping.
Goal V: Develop a continuum of public and private open spaces that provide for comfort, safety, and the enjoyment of Sunset Boulevard.	Consistent. The project would incorporate publicly accessible open spaces and private open spaces that would include landscaping and outdoor dining, providing for comfort, safety, and enjoyment of Sunset Boulevard.
Use Mix	
Goal I: Include many options so that opportunities exist for the expansion or creation of many use types.	Consistent. See consistency analysis for Goal II under Economic Development, above.
Goal II: Consider both daytime and nighttime uses in all geographic areas so that businesses support each other and can share parking.	Consistent. The proposed project's restaurants, bars, and cafes would cater to both daytime and nighttime use. The on-site businesses would be supported by the parking provided underneath the project site.
Goal IV: Increase pedestrian-friendly uses and nighttime businesses.	Consistent. See the consistency analysis for LU-1.3 in Table 3.8-1, which describes the pedestrian-friendly aspects of the project. The project's restaurants, bars, and cafes would cater to both daytime and nighttime uses. As shown in Chapter 2.0 of this EIR, most on-site businesses are expected to remain open until 2:00 am.

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
Transportation	
Goal I: Facilitate walking, and enhance the safety and comfort of people who walk to, from, and along Sunset Boulevard.	Consistent. See the consistency analysis for LU-1.3 in Table 3.8-1, which describes the pedestrian-friendly aspects of the project. The proposed project's frontages would have trees, landscaping planters, and pedestrian-scale lighting, which would enhance the safety and comfort of people walking along Sunset Boulevard and along the project's frontages on Larrabee Street and San Vicente Boulevard.
Goal II: Facilitate demand by bicyclists who want to ride to, from, and along Sunset Boulevard.	Consistent. The proposed project would include bicycle parking, which would encourage residents, employees, and visitors of the project to use bicycles. Additionally, the project would not have any driveways along Sunset Boulevard, which would facilitate safety of bicyclists using Sunset Boulevard.
Goal III: Support the use of public transit by improving service and increasing safety and comfort on transit lines and at waiting areas.	Consistent. While the project would not involve any transit-related facilities, the project consists of a mixed-use development that would be located within a transit priority area and adjacent to transit stops at the intersection of San Vicente Boulevard and Sunset Boulevard. As such, the location of the project would support and encourage use of transit by project residents, employees, and visitors. While the proposed project would not directly improve transit services or facilities, the project would not prevent the City or other transit providers from improving transit services or facilities. Furthermore, the project would be subject to the City's Transportation Facilities and Programs Development Fee and would thus provide additional funding to the City for development of transit-related improvements.
Goal IV: Promote a decrease in automobile use among employees of Sunset Boulevard workplaces.	Consistent. The proposed project would be located in a transit priority area and would also be located adjacent to transit stops at the intersection of San Vicente Boulevard and Sunset Boulevard. The location of the project would enable and encourage employees of the project to use transit. Additionally, the project would be situated within walking distance of residential neighborhoods and a variety of commercial services, including restaurants, cafes, bars, shops, and entertainment venues. As such, the location of the project would also encourage employees to walk to work and/or to nearby services.
Goal V: Reduce congestion caused by inefficient use of existing parking and poorly distributed parking locations, and make public parking available and accessible.	Consistent. The proposed project would remove existing surface parking lots, which are generally considered an inefficient use of land. The project would include a subterranean garage to provide parking for the uses within the project. The entrances to the garage would be situated away from Sunset

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
	Boulevard in order to reduce congestion to the extent feasible. While the project would not include public parking, it would not preclude development of public parking along or near the Sunset Strip.
Billboards and Art Advertising	
The Billboards and Art Advertising section of the SSP has been replaced by the Sunset Boulevard Off-Site Signage Policy, which is described in Section 3.8.2 above.	Consistent. The proposed project may include an off-site signage component, as described in Section 3.8.2. The design and operation of the project’s off-site signage would be required to comply with the provisions of the Off-Site Signage Policy.
Cultural Resources	
Goal I: Protect historically or architecturally significant structures that reflect the early transition of development on Sunset in the 1920s and 1930s. This period represents a change, in terms of uses and transportation, from Sunset’s agricultural past to a new urban context.	Consistent. See Section 3.2 of this EIR. The project site does not contain historically or architecturally significant structures. The project site does not contain any designated properties, nor does it contain structures that represent the best architectural examples of early development on Sunset Boulevard. As such, while the project would involve demolition of the on-site structures, it would not involve removal of historically or architecturally significant structures. Development of the proposed project would not affect the City’s ability to preserve and protect other significant structures or designated properties.
Goal II: Preserve structures that represent the best architectural examples of early Sunset Boulevard development.	
Goal III: Protect designated properties.	
Urban Arts Program	
Goal III: Further enliven the pedestrian-active atmosphere, and contribute to the concept of Sunset Boulevard as an attractive destination.	Consistent. See the consistency analysis for LU-1.3, LU-5.1, and Goal LU-15 in Table 3.8-1 above, which describe the pedestrian-oriented features of the project and the unique aspects of the project that would attract interest and support visitors on the Sunset Strip.
Geographic Areas: Area 6 – Holloway Triangle	
Objective 2: Design buildings, signage, lighting, billboards, streetscape elements, and open spaces that establish Holloway Triangle as a dynamic outdoor space.	Consistent. See the consistency analysis for LU-1.3 in Table 3.8-1 above, which describes the pedestrian-oriented features of the project. Additionally, the project would incorporate series of outdoor, landscaped spaces that would be open to the public. The project may include off-site signage. Required compliance with the Off-Site Signage Policy would ensure that any off-site signage on the project site would contribute to the creativity and electric nature of the Sunset Strip. The pedestrian-oriented features of the project, the proposed outdoor landscaped spaces, and the potential inclusion of off-site signage would support the establishment of the Holloway Triangle as a dynamic outdoor space.

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
Objective 3: Develop a diverse mix of uses in the Holloway Triangle that extends the pedestrian focus of the commercial development of Sunset Plaza further west.	Consistent. See the consistency analysis for LU-1.3 in Table 3.8-1 above, which describes the pedestrian-oriented features of the project. Additionally, the proposed project would include a restaurant, bar, cafe, outdoor dining, and lobby space for the Viper Room on the first floor, with entrances facing Sunset Boulevard. These uses would contribute to the mix of uses within Holloway Triangle, and their positioning on the lower level of the proposed project would invite pedestrian interest.
Objective 5: Encourage development and businesses that provide nighttime uses and increase nighttime safety on Sunset.	Consistent. The project's restaurants, bars, and cafes would cater to both daytime and nighttime uses. As shown in Chapter 2.0 of this EIR, most on-site businesses are expected to remain open until 2:00 am. The project's frontage along Sunset Boulevard would be largely transparent, which would support visibility and would minimize secluded places around the structure. Additionally, the project's frontage would be improved with pedestrian-scale lighting, which would also improve safety and visibility at night along the project's street frontages. The project would also have full-time security personnel.
Objective 7: Physically integrate the Bel Age Hotel into the activity of Sunset Boulevard and augment its operation by developing compatible uses, such as conference/meeting facilities, restaurant, and retail.	Consistent. The Bel Age Hotel is now called the London Hotel, which is located directly south of the project site. The proposed project would include meeting rooms, a banquet hall, and restaurants. The southern façade of the proposed building has been designed as a primary façade that includes a valet area which relates to the London Hotel and does not appear as the rear of a building. The project approvals include an SSP amendment, which includes changing the design recommendations for the project site with respect to the relationship between development on the project site and the hotel to the south. Recommendations in the SSP call for creation of a midblock pedestrian walkway through the project site to connect the London Hotel to Sunset Boulevard. The SSP amendment replaces this recommendation with a proposal to provide connections between Sunset Boulevard and the London Hotel via a covered pedestrian stairway on the project site's west side. The stairway would connect Sunset Boulevard to the proposed project's covered outdoor lobby facing the London, from which pedestrians could cross the property line at a proposed access point to reach the London Hotel's entrance. Another recommendation provided in the SSP states that any conference space that may be developed on the project site should be located below Sunset Boulevard and oriented towards the main entrance to the London Hotel. The SSP

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
	amendment replaces this recommendation with a proposal to incorporate the conference space above Sunset Boulevard and oriented toward Sunset Boulevard. As such, upon approval of the project and the associated SSP amendment, the project would be consistent with this SSP objective. This objective does not pertain to avoiding or mitigating an environmental effect. Rather, this is an urban design objective that seeks to augment and improve the operations of an existing hotel business near the Sunset Strip.
Requirements and Recommendations	
Development Requirements for Area 6 (all sites): 1. Density and Height: The overall density for this area is 1.5 and the height limit is 35 feet, except for 6-B and 6-E, which are designated Target Sites. If these sites are developed according to the requirements listed below, an FAR bonus of 2.75 and height bonuses of up to 100 feet will be permitted. The maximum height bonus is 100 feet on the south side of 6-E, relating in scale to the Bel Age Hotel. If the area around the Holloway Triangle is developed as a whole with a cohesive design scheme, height bonuses may reach a maximum of 60 feet.	Consistent. The project site would be developed at a density of 6.00 (i.e., an FAR of 6:1), and the proposed building would be approximately 200 feet in height, as measured from the southwest corner of the project site and 189 feet in height, as measured from Sunset Boulevard. The requested project approvals include an SSP amendment, which would establish a base density for the project site of 6.00 and a maximum allowable height limit on the project site of 200 feet. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the density and height requirements in the SSP. The environmental impacts associated with increased density and height, which include increased air emissions, noise, transportation, population, and demands for public services and utilities, are evaluated throughout this EIR. In addition, under the SSP, the City retains discretion to approve an alternative proposal for projects that exceed contemplated limitations on the site “upon a showing that the alternative proposal furthers the goals stated by this plan and is consistent with the purposes and intent of the design and development requirements; guidelines; and standards that would otherwise apply.” As discussed in this Table 3.8-2 and in Sections 3.8.5 and 3.15 of this EIR, while the proposed project would not be fully consistent with certain design requirements and recommendations that are applicable to the project site, including density, height, and land use specifications, the proposed project would further the City’s goals for the Sunset Strip that are established in the SSP.
Urban Design Requirements for Site 6-E: If all properties on Site 6-E are consolidated and developed as a single, integrated development that complies with requirements listed below, a height bonus will be permitted up to a maximum of 100 feet on the south side of 6-E and an FAR bonus up to 2.75.	Consistent. Under the proposed project, all properties on Site 6-E would be consolidated and developed as a single, integrated development. The project’s consistency with the specific requirements for Site 6-E are addressed below. The project’s consistency with the allowable height and density are addressed above

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
To be eligible for these bonuses, the development of 6-E shall incorporate the following components:	under the “Development Requirements for Area 6 (all sites).”
A 15-foot average setback from the curb along the Sunset Boulevard frontage for the purposes of creating a widened sidewalk, pedestrian plaza space, and space for outdoor dining. An additional 10 foot setback along approximately 25% or more of the street frontage is encouraged.	Consistent. As shown in the project’s site plans (see Appendix B), the proposed project would provide a setback from Sunset Boulevard ranging from approximately 34 feet to 18 feet. The setback would create a widened sidewalk and would also provide for pedestrian plaza space and outdoor dining space.
Retail and restaurant uses along a minimum of approximately 75% of the length of the block. Retail/restaurant uses are encouraged along the length of the through-block passageway but are discouraged above the ground floor, except at the front of the building facing Sunset Boulevard.	Consistent. Restaurant uses, outdoor dining, and the entrance to the Viper Room would make up a majority of the project’s frontage along Sunset Boulevard. A small portion would be devoted to the hotel lobby; however, the restaurant uses, outdoor dining, and Viper Room would make up approximately 88% of the block length. Restaurant uses also would be provided at the top of the building, overlooking Sunset Boulevard.
Office space shall be adaptable for use by entertainment industries.	Consistent. While the project would not include office uses, project approval would involve an SSP amendment, which would specify development of a hotel and residential uses at the project site. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the land use specifications for the project site. The environmental impacts associated with the development of hotel and residential uses instead of office uses are evaluated throughout this EIR.
The southern facade of Site 6-E shall be designed as a primary facade and should related to the entrance of the Bel Age hotel; it should not appear an insignificant elevation or as the rear of a building.	Consistent. The rear (south-facing) elevation of the proposed building is designed with a similar level of detail and architectural interest as the front (north-facing) elevation of the building. See the conceptual building elevations and sections in Appendix B for visual depictions of the proposed north and south facades.
Auto access should be provided from San Vicente and Larrabee only and should be located at or near the southern edge of the block.	Consistent. Auto ingress/egress would be provided from San Vicente Boulevard and Larrabee Street only. The entrances/exits would be positioned towards the southern edge of the block. (See Appendix B for visual depictions of the vehicular ingress/egress for the project.)
Design Recommendations for Site 6-E: A covered or uncovered pedestrian passageway or arcade located approximately midblock between San Vicente and Larrabee should connect the Sunset Boulevard sidewalk to the main entrance of the Bel Age Hotel. Additionally, an elevated passage may connect this development to the hotel, over the carriage entrance.	The proposed project would not fully comply with the design recommendations for site 6-E as established in the SSP. The design recommendations call for a midblock pedestrian passageway between Larrabee Street and San Vicente Boulevard to connect Sunset Boulevard to the London Hotel. The proposed project would not include a midblock passageway, but instead provides a design with a clear passageway along San Vicente Boulevard ranging from 12-15 feet wide on the project site, of which a minimum of 10

Table 3.8-2. Sunset Specific Plan Consistency Analysis

Specific Plan Goals & Requirements	Analysis
If conference space is included in the development, it should be a single-level conference facility with a minimum of 20,000 square feet of meeting space. The potential location would be below the level of Sunset Boulevard and tied to, or oriented toward, the back of 6-E and the main entrance to the Bel Age Hotel.	feet would be covered. The design recommendations also state that if conference space is included in the project, it should be a single-level conference facility with a minimum of 20,000 square feet of meeting space, to be located below the level of Sunset Boulevard and tied to or oriented toward the back of the project site and the main entrance of the London Hotel. While the proposed project would include meeting space, the meeting areas would be 2,372 square feet in size divided into multiple rooms, and would be located above Sunset Boulevard. Although the proposed conference space is not oriented toward the main entrance of the London Hotel, the southern façade of the building has been designed as a primary façade which relates to the London Hotel and does not appear as the rear of a building. While these are design recommendations (and not requirements), the project approvals include an SSP amendment, which would bring the project into consistency with the specifications for Site 6-E. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the recommendations in the SSP. Inconsistencies with the design recommendations for the relationship between development on the project site and the London Hotel would not cause significant environmental impacts, as these recommendations pertain to urban design as opposed to environmental impact mitigation.
Urban Design Recommendations for Area 6 (all sites): Public Art: All fees paid to the City should be pooled and used to fund the design, fabrication, installation, and maintenance of a significant art installation on the Holloway Triangle. The installation should be clearly visible to passing motorists, related thematically to the heritage of Sunset Boulevard, and interactive with pedestrians.	Consistent. The project applicant would pay public art fees, as required by the City.

Source: City of West Hollywood 1996

As described in the analysis within Table 3.8-2, the proposed project would meet most of the City's goals for the Sunset Strip that are established in the SSP. However, as also demonstrated in Table 3.8-2, the proposed project would not meet certain design requirements and recommendations that are applicable to the project site, including density, height, and land use specifications.

While the project does not meet all of the precise development parameters that were established for the project site in the SSP, the project is consistent with, and would help achieve, the City's overall vision for the Sunset Strip as established in both the SSP and in the General Plan. The overarching goals of the SSP are to preserve the eclectic character of Sunset Boulevard, manage and direct growth, and promote responsible development. The proposed

project would contribute to maintaining the eclectic character of the Sunset Strip through a new building with unique and innovative architecture that would continue the legacy of creativity and eclectic design along Sunset Boulevard. The project would also involve growth within the confines of one of the Target Sites that was selected for new development, increased height, and increased density on the Sunset Strip, thereby remaining consistent with the SSP's overall guidance regarding growth. The proposed project would also incorporate a range of sustainable, pedestrian-oriented, and transit-oriented features and would promote and support economic growth in the City, thereby incorporating the SSP's overarching goal of promoting responsible development. In addition to these overarching goals, the SSP provides further details regarding the City's vision for the Sunset Strip, specifying that the Sunset Strip will be a "gathering place for the City" with a vital and varied streetscape and places to gather, talk, sit, and live and that the Strip will be a "good place to do business" that is a "desirable address for entertainment, hotel, specialty retail, restaurant, office, and related uses." The vision also specifies that the SSP aims to improve circulation along the Sunset Strip through increased mass transit options, more efficient parking, streetscape improvements, and careful design of ground-floor building frontages. The SSP also intends to "maintain the powerful historic and contemporary image of the Sunset Strip while allowing the area to grow, change, and meet new needs." In conclusion, the SSP states that Sunset Boulevard will "continue to symbolize its colorful past and become a premiere example of livable urban design that is uniquely suited to the culture, climate, lifestyle, and economic realities of Southern California today and in the future."

The proposed project would be consistent with, and would help implement, this vision for the Sunset Strip established in the SSP. The project would support the vision of the Sunset Strip as a "gathering place for the City" by providing outdoor dining, terraces, restaurants, bars, and cafés, as well as more formal gathering places (meeting rooms and a banquet hall), thereby expanding and enhancing gathering places at the project site. The project's innovative design would enhance the visual and architectural variability along the Strip, enlivening and invigorating the street near the project site and contributing to the creation of a "vital and varied streetscape." By revitalizing a site on the Sunset Strip with a unique and iconic building containing a hotel and restaurant uses, the proposed project would also support the City's vision for economic growth and development along the Sunset Strip, further establishing the Strip as a location for innovation, creativity, and business. The proposed project would be consistent with the City's vision for improved circulation along the Sunset Strip, as it would be a mixed-use development located within the vicinity of mass transit, thereby supporting use of mass transit by residents, visitors, and employees of the project. The proposed project would also include adequate parking underneath the project site, would incorporate a variety of streetscape improvements, and would be designed at its lower levels to encourage pedestrian interest and interaction. The proposed project would embody the SSP's vision for a historic and contemporary image for the Sunset Strip by concentrating new development on a site that does not contain a designated or eligible historic resource (see Section 3.2 of this EIR for details) and by continuing the legacy of artistic innovation and creativity on the Strip through a unique building concept. The project would also provide space for the existing Viper Room, thereby ensuring continuation of this well-known, existing nightclub business on the Strip. The project would thus further the City's overall vision for the Sunset Strip by supporting economic development while creating an interactive and community-oriented urban destination that would continue the legacies of the Viper Room and of artistic innovation and creativity on the Strip.

While the project is consistent with the overall vision for the Sunset Strip described in the SSP, the project also provides an opportunity to revisit the SSP through the amendment process to consider more up-to-date design and land use needs, which have changed over the course of the past 24 years. (The SSP was adopted 24 years ago, in 1996. Since that time, urban design concepts have evolved, the Southern California economy has undergone a variety of changes, and the nature of development and design along the Sunset Strip has shifted over time.) The proposed SSP amendment would allow the specific land use regulations for the project site to reflect and

accommodate the modern design and land use needs of the Sunset Strip while continuing to ensure that the project is in line with the City's overall vision for the boulevard. As demonstrated under the "General Plan Consistency" subheading above, the proposed project is also consistent with the vision for the Sunset Strip that is expressed in the General Plan, which reflects more recent goals for the Sunset Strip (the General Plan was adopted in 2011, which is 15 years after adoption of the SSP).

In conclusion, the proposed project would not fully meet all of the SSP's land use specifications for the project site. However, the project would be consistent with, and would help further, the City's long-term vision for the Sunset Strip, as established in both the SSP and in the more recently adopted General Plan. Furthermore, the proposed SSP amendment would allow the land use regulations for the project site to be updated consistent with modern design and land use needs along the Strip. As such, the project is considered to be consistent, overall, with the SSP.

Zoning Ordinance Consistency

The proposed project site is zoned SSP. The zoning regulations for the SSP zone are set forth within the SSP. The project's consistency with the SSP is discussed in Table 3.8-2. While the project would require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site, the project would comply with all other applicable aspects of the SSP. The proposed project would also comply with other applicable provisions of the City's Zoning Ordinance. As described above in Table 3.8-2, the project would be brought into consistency with the SSP upon approval of the proposed SSP amendment. As Table 3.8-2 also describes, under the SSP the City retains discretion to approve an alternative proposal for projects that exceed contemplated limitations on the site "upon a showing that the alternative proposal furthers the goals stated by this plan and is consistent with the purposes and intent of the design and development requirements; guidelines; and standards that would otherwise apply." As discussed in this Table 3.8-2 and in Sections 3.8.5 and 3.15 of this EIR, while the proposed project would not be fully consistent with certain design requirements and recommendations that are applicable to the project site, including density, height, and land use specifications, the proposed project would further the City's goals for the Sunset Strip that are established in the SSP and therefore is an alternative proposal the City has the discretion to approve. Environmental impacts that could be caused by aspects of the project that diverge from the existing SSP requirements (i.e., increased height and density and inclusion of a hotel instead of retail uses) are evaluated throughout this EIR.

In summary, for the reasons described above, the proposed project would be consistent with applicable land use policies upon project approval, and impacts resulting from the proposed project would therefore be **less than significant**.

3.8.6 Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

3.8.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.8.8 References

City of West Hollywood. 1996. *Sunset Specific Plan*. Adopted July 1996.

City of West Hollywood. 2011. *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed October 2, 2019. <http://www.weho.org/city-hall/download-documents/-folder-155>.

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City of West Hollywood. 2019b. The Sunset Experience. Webpage. Accessed October 28, 2019. <https://www.weho.org/city-government/city-departments/planning-and-development-services/long-range-and-mobility-planning/ongoing-plans-studies/sunset-streetscape-pilot-projects>.

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3.9 Noise

This section describes the existing noise conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project as related to noise and vibration. Noise monitoring and modeling data are included in Appendix I to this EIR.

Comments received in response to the Notice of Preparation (see Appendix A) regarding noise included concerns for the project's potential to generate increased long-term noise attributable to additional traffic, the proposed nightclub, and helicopter noise from the proposed emergency helicopter landing facility. Concerns were also expressed regarding noise that could be generated from the proposed driveway on Larrabee Street. Concerns were also expressed regarding the potential for construction noise from the project to affect West Hollywood Elementary School.

Information contained in this section is based on ambient noise measurements conducted of the project area in July 2019. Other documentation used in this analysis includes project-specific information provided by the applicant, as well as traffic volume data. Other sources consulted are listed in Section 3.9.9.

3.9.1 Background Information

Noise Characteristics

Sound can be described in terms of level or amplitude (measured in decibels (dB)), frequency or pitch (measured in hertz (Hz) or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Table 3.9-1 provides examples of A-weighted noise levels from common sounds.

Table 3.9-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kph (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area, heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)

Table 3.9-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013a.

Notes: kph = kilometers per hour; mph = miles per hour

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech interference, sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the state, and local agencies have established criteria to protect public health and safety, to prevent disruption of certain human activities, and to minimize annoyance.

Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level (L_n), the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA.

L_{eq} is a sound energy level averaged over a specified time period. L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that 1 hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors. L_{max} is the greatest sound level measured during a designated time interval or event. L_n is a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50% of the time. L_{90} noise level represents the noise level that is exceeded 90% of the time and for environmental noise is representative of the background ambient noise level.

Unlike the L_{eq} and L_n metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} and L_n because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). “Time weighted” refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics typically differ from one another by no more than 0.5 and are often used interchangeably.

In the context of community noise (i.e., outside of a listening laboratory or other controlled conditions), it is generally accepted that the average healthy listener can barely perceive a noise level change of 3 dBA (Caltrans 2013a). A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud. A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound energy (e.g., doubling the average daily numbers of traffic on a road) would result in a barely perceptible change in sound level.

Vibration Characteristics

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (vibration decibel (VdB)) is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible (FTA 2018).

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors nearest to the project site include residential land uses to the west and east (approximately 75 and 65 feet away, respectively), a hotel located immediately to the south (approximately 25 feet away), an elementary school (approximately 280 feet to the southwest), and residences to the north (approximately 130 feet away). These locations represent the closest noise-sensitive land uses with the potential to be impacted by the proposed project. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the residential units and hotel rooms to be constructed as part of the proposed project would be considered noise-sensitive receptors, once constructed.

3.9.2 Environmental Setting

This section describes the existing conditions in the project area and also identifies receptors that could be affected by the proposed project.

The project site is located on the Sunset Strip, which is a highly urbanized area within the City and an internationally known corridor historically recognized for its entertainment uses, restaurants, and billboards. As such, the project site and surrounding area are subject to typical urban noises, such as noise generated by traffic, machinery, and other outdoor activities. The predominant noise sources at the project site include transportation activities and stationary

sources. “Transportation noise” typically refers to noise from automobile use, trucking, aircraft, etc. “Stationary noise” typically refers to noise from sources such as heating, ventilation, and air conditioning (HVAC) systems, compressors, landscape maintenance equipment, construction activities, or machinery associated with local industrial or commercial activities. Site-specific ambient noise measurements are discussed later in this section.

The project site is currently developed with four one- and two-story commercial buildings totaling approximately 21,000 square feet. The existing buildings are currently occupied by a nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. The project site also has surface parking lots and four existing billboards. The existing commercial buildings appear to be one-story along Sunset Boulevard with the second story daylighting in the back (south side) due to the slope of the project site. The surface parking lots are located on the southern portion of the project site.

Land uses surrounding the project site include commercial and residential uses. To the immediate north of the project site, on the north side of Sunset Boulevard, are commercial uses located in one- and two-story buildings. Multi-family residential buildings are farther to the north of Sunset Boulevard, along Larrabee Street and North Clark Street. At the northeast corner of Larrabee Street are an office building, a commercial building, and a surface parking lot. To the immediate east of the project site, there are several commercial buildings, and a multi-family residential building. Farther east, along Nellis Street, are several residential uses and an office building. The southern project boundary abuts a property that is developed with the London Hotel, which is an 11-story luxury hotel with a rooftop pool. To the west of the project site is a gas station and mini-mart, one- and two-story commercial buildings, and two- and three-story multi-family residential buildings. An elementary school (West Hollywood Elementary School) exists to the southwest of the project site, approximately 280 feet away.

To identify the existing ambient noise levels in the general vicinity of the project site, noise measurements were taken with a SoftdB Piccolo sound level meter, which conforms to industry standards set forth in American National Standards Institute (ANSI) S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 2 (General Purpose). The accuracy of the instrument was verified using a calibrator and operated according to the manufacturer’s written specifications. At the measurement sites, the sound level meter’s microphone was placed at a height of approximately five feet above grade, and covered with the manufacturer-provided windscreen. The measured noise levels are shown in Table 3.9-2, and measurement locations are shown in Figure 3.9-1. The nearest sensitive receptors that could potentially be subject to noise impacts associated with the project include the adjacent transient residential (i.e., hotel) use to the south, residential uses to the east and west, residential uses to the north (north of Sunset Boulevard and north of a frontage row of commercial uses), and an elementary school to the southwest.

Table 3.9-2. Existing Measured Ambient Noise Levels in Project Site Vicinity

Receiver No.	Location	Start/End Time	Primary Noise Sources	Noise Levels (dBA)			
				<i>L_{eq}</i>	<i>L₉₀</i>	<i>L_{min}</i>	<i>L_{max}</i>
ST1	On project site (8850 Sunset Blvd.), northeast corner of Sunset Blvd. at Larrabee St.	9:30 AM – 9:46 AM	Traffic along Sunset Blvd.	70.7	67	64	91
ST2	On west side of project site (8878 Sunset Blvd.), east of N. San Vicente Blvd.	9:55 AM – 10:11 AM	Traffic along San Vicente Blvd. and Sunset Blvd.	66.8	63	60.2	86.2

Table 3.9-2. Existing Measured Ambient Noise Levels in Project Site Vicinity

Receiver No.	Location	Start/End Time	Primary Noise Sources	Noise Levels (dBA)			
				<i>L_{eq}</i>	<i>L₉₀</i>	<i>L_{min}</i>	<i>L_{max}</i>
ST3	Residential use (1019 N. San Vicente Blvd), west of project site	10:26 AM – 10:41 AM	Traffic along San Vicente Blvd. and Sunset Blvd.	64.8	62	50	87.7
ST4	West side of hotel use (1020 N. San Vicente Blvd.) south of project site.	10:58 AM – 11:13 AM	Traffic along San Vicente Blvd.	65.6	62	54.8	91.6
ST5	Residential use (1014 Larrabee St.), east of project site	11:25 AM – 11:50 AM	Traffic along Larrabee St. and Sunset Blvd.	63.2	59	58.5	75.9
ST6	Residential use (1111 Larrabee St.), north of project site	11:53 AM – 12:09 PM	Traffic along Sunset Blvd.	64.2	60	51	88.1
ST7	Southern side of project site, adjacent to hotel lobby entrance.	11:18 AM – 11:33 AM	Traffic along Sunset Blvd. and San Vicente Blvd.	57	55	50.6	80.6

Notes: Noise measurements were taken on July 11, 2019, at each location for a duration of 15 minutes. Noise measurements were conducted during typical daytime hours (off-peak), and school was not in session during the measurements, which leads to a more conservative baseline scenario for the purposes of the noise analysis.

Source: Appendix I

Existing vehicular traffic is the major source of noise in the project area. Roadway noise levels were calculated for primary street segments located in proximity to the project site. The roadway segments selected for analysis are those that are expected to be most directly impacted by project-related traffic, which include the roadways that are nearest to the project site and that would carry the most project-generated trips. These roadways, when compared to roadways located farther away from the project site, would experience the greatest percentage increase in traffic generated by the project.

Existing roadway noise levels were estimated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) 2.5 Traffic Noise Model (FHWA 2004) and traffic volumes provided in Appendix L. The FHWA model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Consistent with City standards, the 24-hour noise levels have been expressed in terms of CNEL. The existing average traffic noise levels in the project vicinity at representative measured (ST) and modeled (M) receiver locations (as shown in Figure 3.9-1) are provided in Table 3.9-3. As shown, existing traffic noise levels at modeled locations in the project vicinity range from approximately 56 dBA CNEL (at ST7, located along the southern side of the project site, between San Vicente Boulevard and Larrabee Street) to approximately 69 dBA CNEL (at ST1, located at the corner of Sunset Boulevard and San Vicente Boulevard).

Table 3.9-3. Existing Modeled Traffic Noise Levels

Representative Receiver No.	dBA CNEL
ST1: Northeast corner of Project Site, Sunset Blvd. at Larrabee St.	69
ST2: West side of project site, east of N. San Vicente Blvd.	66
ST3: Residential use, west of project site	66

Table 3.9-3. Existing Modeled Traffic Noise Levels

Representative Receiver No.	dBA CNEL
ST4: West side of hotel, south of project site	67
ST5: Residential use east of project site	62
ST6: Residential use north of project site	65
ST7: Southern side of project site, adjacent to hotel lobby entrance.	56
M1: Residential use, west of N. Doheny Drive	59
M2: Residential use, east of N. Doheny Drive	66
M3: Residential use, east of Hammond Street	59
M4: Residential use, east of North Clark Drive	58
M5: Residential use, east of Horn Ave.	64
M6: Residential use, northeast corner of San Vicente Blvd. and Cynthia Ave.	57
M7: Residential use, south of Holloway Dr.	67
M8: Residential use, north of Miller Dr.	66
M9: Residential use, west of La Cienega Blvd.	62

Source: Appendix I

3.9.3 Relevant Plan, Policies, and Ordinances

Federal

There are no federal regulations pertaining to noise or vibration that apply to the proposed project.

State

The following state regulations pertaining to noise or vibration would apply to the proposed project.

Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a general plan, which must identify and appraise the noise problems in the community. The Noise Element must recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and must quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment.

California Code of Regulations Title 24

State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. State noise regulations and policies applicable to the proposed project include Title 24 requirements and noise exposure limits for various land use categories.

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (California Code of Regulations Title 24, Part 2, Chapter 12, Section 1207.11.2). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB L_{dn} or greater. The acoustical analysis must show the building has been designed to limit intruding noise to an interior level not exceeding 45 dB L_{dn} for any habitable room.

Local

The following local regulations pertaining to noise or vibration would apply to the proposed project.

City of West Hollywood Noise Control Ordinance

The City's Noise Control Ordinance (Chapter 9.08 of the City's Municipal Code) serves to protect people from non-transportation noise sources such as construction activities, commercial operations, machinery, and nightlife. The City's Noise Control Ordinance outlines factors to be considered when determining whether a noise, sound or vibration is a prohibited noise source within the City (Chapter 9.08.040); provides examples of prohibited noises (Chapter 9.08.050); and discusses noise exemptions (Chapter 9.08.060).

The City's Noise Control Ordinance includes general noise regulations (Chapter 9.08.050f) that regulate noise from construction activities. Construction noise deemed to be disturbing is prohibited between the hours of 7 p.m. to 8 a.m. Monday through Friday, or at any time on Saturdays (except between the hours of 8 a.m. and 7 p.m., interior construction is permissible); or at any time on Sundays or holidays. Section 9.08.060 allows the City Manager to exempt projects from these limits if necessary to protect or promote public safety or welfare. Additionally, Section 9.08.060 exempts sound created in the performance of emergency work from the City's noise ordinance provisions.

In addition, the City's Noise Control Ordinance regulates noise between the hours of 10:00 p.m. and 8:00 a.m. During these hours, the City's Noise Control Ordinance prohibits using, operating, or permitting to be played, used or operated any radio, musical instrument, phonograph, television set, instrument or any similar device at a volume sufficiently loud as to be plainly audible at a distance of fifty feet or more (Chapter 9.08.050a). The City's Noise Control Ordinance also prohibits continuous, repeated, or sustained noise from the premises of any commercial establishment that is adjacent to residential dwelling units, that is plainly audible from the residential dwelling units between the hours of 10:00 p.m. and 8:00 a.m. (Chapter 9.08.050k).

City of West Hollywood General Plan 2035 Safety and Noise Element

The Safety and Noise Element of the West Hollywood General Plan 2035 (City of West Hollywood 2011) identifies noise exposure standards that have been adopted by the City. Figure 10-4 and Figure 10-5 in the West Hollywood General Plan 2035 depicts the 2010 traffic noise contours and future traffic noise contours for the City, respectively. Transportation noise impacted areas are those areas that fall within the 60 dBA CNEL or greater noise contours.

Table 10-1 of the West Hollywood General Plan 2035 summarizes compatibility guidelines for non-transportation source noise¹ affecting noise-sensitive land uses (notably, residential properties). A project should not cause noise-sensitive land uses to be exposed to noise levels that exceed 55 dBA L_{eq} during daytime hours (8 a.m. to 10 p.m.) or 50 dBA L_{eq} for nighttime hours (10 p.m. to 8 a.m.).

Table 3.9-4 shows the land use compatibility guidelines based on the City's noise level guidance for residential properties. A project is considered to be compatible with the noise environment if the noise level generated by the project falls within Zone A (normally acceptable) or Zone B (conditionally acceptable). If the noise level of a project falls into Zone A, typically no mitigation is needed and if it falls into Zone B, noise reduction mitigation measures may be required to meet City and State Title 24 noise standards. If the noise level of a project falls within Zone C, mitigation is likely needed to meet City noise standards. Mitigation may include, but is not limited to, construction of noise barriers, and/or the inclusion of substantial building sound insulation. If noise levels of a project fall within Zone D, the project is incompatible with the noise environment. The City's conditionally acceptable noise level for residential land uses is 55–65 dBA CNEL, and for transient lodging (hotels and motels) is 60–70 dBA CNEL. The threshold of 55–65 dBA CNEL is utilized for this analysis, for the habitable spaces within the project site.

Table 3.9-4. Noise/Land Use Compatibility Matrix

Land Use	Community Noise Exposure (Ldn or CNEL)						
	50	55	60	65	70	75	80
Residential							
Transient Lodging – Motel, Hotel							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Parks							
Golf Course, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial, and Professional							

¹ Not including noise from construction activities, which is addressed in the City's Noise Control Ordinance.

Table 3.9-4. Noise/Land Use Compatibility Matrix

Land Use	Community Noise Exposure (Ldn or CNEL)						
	50	55	60	65	70	75	80
Industrial, Manufacturing, Utilities, Agriculture							

Source: City of West Hollywood 2011.

-  ZONE A - Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.
-  ZONE B - Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.
-  ZONE C - Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.
-  ZONE D - Clearly Unacceptable: New construction or development should not be undertaken.

The West Hollywood General Plan 2035 includes goals and policies that will be applied to the proposed project related to noise. The Safety and Noise Element identifies significant noise issues in the City that include the following:

- Residential neighborhoods are located adjacent to heavily traveled arterials, some of which are exposed to high ambient noise levels;
- Traffic congestion occurs during the evening hours in and around areas containing concentrations of entertainment uses. The associated parking and noise spillover causes disturbances to residential areas;
- Noise generated by customers and operations of night clubs, restaurants, bars, and other similar uses during evening hours often impacts adjacent residences;
- The nighttime use of surface parking lots and unenclosed garages often causes noise impacts on adjacent residences;
- Increases in traffic volumes increase noise levels throughout the City;
- Commercial and residential uses are located in proximity to one another, creating potential noise conflicts between these uses; and
- Mixed-use buildings, which integrate residences above ground floor commercial uses, present potential noise conflicts from traffic noise generated from the commercial frontage street and noise generated from ground floor commercial activity.

City of West Hollywood General Plan 2035 Environmental Impact Report

The City's General Plan EIR identifies thresholds specific to individual projects constructed throughout the City. Mitigation Measure 3.9-1 in the General Plan EIR states the City shall use the following thresholds and procedures for CEQA analysis of projects, consistent with policies adopted within the General Plan:

- The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to projects analyzed under CEQA.
- In addition to the foregoing, an increase in ambient noise levels is assumed to be a significant noise concern if a project would cause ambient noise levels to exceed the following:
 - o Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB L_{dn} or greater.

- o Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB L_{dn} or greater.
- o A project-related temporary increase in ambient noise levels of 10 dB L_{eq} or greater (for any existing ambient noise condition).

Los Angeles Unified School District

The Los Angeles Unified School District (LAUSD) has a set of noise standards that it implements for new school projects and school upgrades. Pursuant to the Program EIR for the LAUSD New School Construction Program (LAUSD 2004) and the School Upgrade Program EIR (LAUSD 2014), these standards take the form of thresholds of significance and /or Project Design Features (PDFs) that apply to the school construction and/or improvement projects. These standards include an on-site school exposure standard of 67 dBA L_{eq} exterior or interior classroom standard of 45 dBA L_{eq} , a permanent increase of over 3 dBA L_{dn} in ambient noise levels in the project vicinity, and temporary or periodic noise levels above 75 dBA when measured at a distance of 50 feet from program-related activity for school zones or other sensitive noise receptors within 500 feet of a project site. A recent comment letter from the LAUSD made reference to and paraphrased these standards in response to the proposed project's Notice of Preparation (Personal Communication LAUSD 2019).

Vibration Standards

Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration. To date, the City has not adopted a threshold for groundborne vibration impacts. However, the California Department of Transportation (Caltrans) has adopted the vibration standards to evaluate potential impacts related to construction activities. Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.1 inches/second begin to cause annoyance to humans. The threshold at which vibration becomes "unpleasant" for humans is from 0.4–0.6 inches/second PPV (Caltrans 2020). For standard buildings that do not include plaster walls, Caltrans similarly identifies a threshold of 0.4–0.6 inches/second PPV as the lower limit where building damage is possible. For the purposes of this analysis, 0.4 inches/second PPV is used as the significance threshold for both building damage and annoyance.

3.9.4 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to noise are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have a substantial adverse effect related to airport noise (i.e., Threshold C). Accordingly, based on the remaining thresholds, a significant impact related to noise would occur if the project would:

- A. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- B. Result in generation of excessive groundborne vibration or groundborne noise levels.

Quantitative thresholds of significance have been established for the purposes of this analysis based on the local policies and regulations described in Section 3.9.3 and are listed below.

- During construction activities, a project-related temporary increase in ambient noise levels of 10 dBA L_{eq} or greater would be considered a significant noise impact, based on the West Hollywood General Plan Environmental Impact Report (City of West Hollywood 2011).
- For operational stationary sources, the exterior noise standard during daytime hours (8 a.m. to 10 p.m.) is 55 dBA L_{eq} and for nighttime hours (10 p.m. to 8 a.m.) is 50 dBA L_{eq} . Exceedance of these standards at sensitive receptors would be considered a significant noise impact, based on the West Hollywood General Plan 2035 Safety and Noise Element, Table 10-1 (City of West Hollywood 2011).
- The City's conditionally acceptable noise level for hotels and businesses is 60 to 70 dBA CNEL. The City's conditionally acceptable noise level for residential land uses is 55 to 65 dBA CNEL. Operational noise generated by the proposed project in excess of 55 to 60 dBA CNEL would therefore be considered a significant noise impact, based on the West Hollywood General Plan 2035 Safety and Noise Element (City of West Hollywood 2011).
- Off-site noise impacts due to project-generated traffic would be considered significant if the project-generated traffic would cause an increase of 5 dB above existing noise levels for areas with ambient noise levels less than 60 dBA without the project, or 3 dB above existing noise levels for areas with ambient noise levels of greater than 60 dBA without the project based on the City of West Hollywood General Plan 2035 Safety and Noise Element (City of West Hollywood 2011).

The City does not have quantitative limits for noise caused by people gathering or outdoor amplified sound systems. However, as noted above, the City's Noise Control Ordinance includes regulations on noise between the hours of 10:00 p.m. and 8:00 a.m. Therefore, to ensure compliance with City restrictions on noise that is "plainly audible" between the hours of 10:00 p.m. and 8:00 a.m. (Chapter 9.08.050a), the significance threshold for people gathering in the proposed project's outdoor areas or from the project's outdoor amplified sound system between 10:00 p.m. and 8:00 a.m. would be 5 dBA below the lowest measured background sound level (L_{90}) at the property line of the affected noise sensitive receptor during the nighttime hours. This would reduce the noise to less than "plainly audible." The L_{90} noise level is generally considered to represent the true background or ambient level, as it excludes intermittent peak noise sources such as a truck passing by or dog barking. Further, the significance threshold of 5 dBA below the lowest background sound levels measured in L_{90} is a more conservative threshold than the operational stationary sources threshold listed above.

Therefore, for purposes of analyzing people gathering in the project's outdoor areas and the use of amplified sound systems in those outdoor areas, the proposed project would result in a significant noise impact from people gathering or from outdoor amplified sound system if:

- The noise level generated at the outdoor uses, including people gathering and amplified sound systems, would increase the existing ambient noise level (L_{eq}) at noise sensitive uses by 5 dBA (where the existing ambient noise level is less than 60 dBA L_{eq}) or 3 dBA (where the existing ambient noise level is 60 dBA L_{eq} or greater), during the daytime hours between 8:00 a.m. and 10:00 p.m.; or
- The noise level generated from the outdoor uses, including people gathering and amplified sound systems, at the property line of a noise sensitive use is greater than the lowest background noise level (L_{90}) minus 5 dBA, during the nighttime hours between 10:00 p.m. and 8:00 a.m.

Finally, groundborne vibration during construction or operation of the proposed project would be considered significant if the proposed project would result in vibration levels of 0.4 inches/second or greater PPV at adjacent buildings, following the Caltrans threshold.

3.9.5 Methodology

Ambient noise measurements were conducted to characterize the existing daytime noise environment at seven sites in the project area, using the L_{eq} , L_{min} and L_{max} noise metrics. Noise levels resulting from the proposed construction activities have been calculated using data from reports prepared by the FHWA (FHWA 2008) (containing actual measured noise data for construction equipment) and other field data. The noise impact assessment utilized criteria established in the West Hollywood General Plan 2035 (City of West Hollywood 2011) and the West Hollywood Noise Control Ordinance (Chapter 9.08 of the City's Municipal Code).

The traffic noise levels associated with selected roadways in the project vicinity was determined based on ambient noise measurements and using the FHWA TNM 2.5 Traffic Noise Model (FHWA 2004). Information used in the model included the Existing (Year 2019), Existing-with-Project, Future (Year 2025)-without-Project, and Future-with-Project traffic volumes. Traffic volumes for each of the previously mentioned scenarios are provided in Appendix L. This traffic data was used to model noise levels under those scenarios. Noise levels were modeled at representative noise-sensitive receivers. The receivers were modeled to be 5 feet above the local ground elevation.

The FHWA's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. Although the model was funded and promulgated by the FHWA, the RCNM is often used for non-roadway projects because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. The construction scenario used in this noise analysis is consistent with the construction assumptions used for the air quality analysis (presented in Section 3.1). The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis. Because the nearest noise-sensitive receivers would have a direct view of the project site during construction, no noise reduction for acoustical shielding from intervening structures or terrain was assumed, with the exception of the analysis for effects to the elementary school located several hundred feet to the southwest. At this location, the direct view of the project site is blocked by both the multi-story residences to the north of the school and the London Hotel, to the south of the project site. Thus, a conservative 5 dB reduction was assumed; 5 dB is the minimum reduction achieved when the direct line-of-sight between a noise source and receiver is blocked.

3.9.6 Impacts Analysis

Threshold A: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

On-site noise-generating activities associated with the proposed project would include:

- Short-term construction

- Long-term operational noise attributable to the following proposed uses:
 - o Hotel;
 - o Residential units;
 - o Recreational uses (outdoor garden park, outdoor pools);
 - o Restaurants;
 - o Lounges;
 - o Nightclub (the Viper Room)
 - o Subterranean garage;
 - o Other on-site noise sources (e.g., HVAC equipment).

The proposed project also would generate off-site traffic noise along various roadways in the area. In addition, the proposed uses on site would be subject to traffic noise from Sunset Boulevard, San Vicente Boulevard, and Larrabee Street. The short-term construction-related noise impacts of the proposed project are analyzed below, followed by a discussion of the long-term operational noise impacts of the proposed project.

Construction Noise (Short-Term Impacts)

On-Site Construction Noise

Proposed project construction is planned to begin in Year 2022 and end in Year 2025. Construction activities for the project site would include demolition, site preparation, grading/earthwork, including excavation for the subterranean parking garage, building construction, and architectural coating. The types of equipment used during construction would include concrete saws, dozers, backhoes, loaders, tractors, forklifts, compressors, heavy-duty trucks, cranes, and delivery trucks. Construction equipment with substantially higher noise-generation characteristics (such as pile drivers, rock drills, blasting equipment) is not anticipated to be necessary for project construction.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. The range of maximum noise levels for various types of construction equipment at a distance of 50 feet is depicted in Table 3.9-5. The noise values represent maximum noise generation, or full-power operation of the equipment.

As one increases the distance between equipment, or separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of separate noise sources added together. In addition, typical operating cycles may involve two minutes of full-power operation, followed by three or four minutes at lower levels. The average noise level during construction activities is generally lower, since maximum noise generation may only occur up to 50% of the time. To more accurately characterize construction-period noise levels, the average noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during the construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Table 3.9-5. Maximum Construction Equipment Noise Generation Levels

Equipment	Maximum Sound Level (dBA) 50 Feet from Source
Air compressor	81
Backhoe	80
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, derrick	88
Crane, mobile	83
Dozer	85
Generator	81
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic tool	85
Pump	76
Roller	74
Saw	76
Truck	88

Source: FHWA 2008.

The nearest noise-sensitive receptor to the construction site would be the hotel (represented by receiver ST7) located adjacent to the southern project site boundary. The nearest residences are represented by receivers ST5 and ST6 (located to the east and west, respectively). Hotel and residential land uses located slightly further than the nearest receivers but still nearby are represented by receiver ST4. The West Hollywood Elementary School is located to the southwest of the project site and is also represented by receiver ST4, which is conservatively located nearer to the project site than the school property itself. (ST4 is within approximately 200 feet of the school and 100 feet from project site construction work). Noise levels from construction typically decrease at a rate of approximately 6 dB per doubling of distance from the source.

The estimated construction noise levels at nearby noise-sensitive land uses and the resulting noise level increase relative to measured ambient noise levels are summarized in Table 3.9-6, and the RCNM input / output data files are included in Appendix I.

Table 3.9-6. Construction Noise Modeling Summary Results

Project Phase	Noise-Sensitive Receiver	Approximate Distance to Project Construction Site (feet)	Existing Ambient Noise Level (dBA L _{eq}) ¹	Estimated Construction Noise Level (dBA L _{eq})	Significance Threshold (dBA L _{eq}) ²	Exceedance of Significance Threshold (dBA L _{eq}) ³
Demolition	Hotel to the south of Project Site ²	25	57	90	67	23
	Residences to the west of Project Site	75	65	84	75	9
	Residences to the east of Project Site	65	63	84	73	11
	School to the southwest of Project Site	280	66	73	76	n/a ⁴
	Residences to the north of Project Site	130	64	69	74	n/a ⁴
Grading / Excavation	Hotel to the south of Project Site ²	25	57	87	67	20
	Residences to the west of Project Site	75	65	81	75	6
	Residences to the east of Project Site	65	63	82	73	9
	School to the southwest of Project Site	280	66	71	76	n/a ⁴
	Residences to the north of Project Site	130	64	67	74	n/a ⁴
Building Construction	Hotel to the south of Project Site ²	25	57	87	67	20
	Residences to the west of Project Site	75	65	80	75	5
	Residences to the east of Project Site	65	63	81	73	8
	School to the southwest of Project Site	280	66	70	76	n/a ⁴

Table 3.9-6. Construction Noise Modeling Summary Results

Project Phase	Noise-Sensitive Receiver	Approximate Distance to Project Construction Site (feet)	Existing Ambient Noise Level (dBA Leq) ¹	Estimated Construction Noise Level (dBA Leq)	Significance Threshold (dBA Leq) ²	Exceedance of Significance Threshold (dBA Leq) ³
	Residences to the north of Project Site	130	64	66	74	n/a ⁴
Paving / Finishing	Hotel to the south of Project Site ²	25	57	84	67	17
	Residences to the west of Project Site	75	65	76	75	1
	Residences to the east of Project Site	65	63	77	73	4
	School to the southwest of Project Site	280	66	65	76	n/a ⁴
	Residences to the north of Project Site	130	64	62	74	n/a ⁴

Source: Appendix I.

Note: Per Chapter 9.08.050(f) of the City's Municipal Code, construction noise deemed to be disturbing is prohibited between the hours of 7 p.m. to 8 a.m. Monday through Friday, or at any time on Saturdays (except, between the hours of 8 a.m. and 7 p.m., interior construction is permissible); or at any time on Sundays or holidays.

- ¹ Refer to Table 3.9-2 for measured ambient noise levels representative of noise-sensitive land uses. Levels shown above have been rounded to the nearest whole decibel (dB).
- ² Significance thresholds are equivalent to the measured daytime ambient noise levels plus 10 dBA, per City of West Hollywood General Plan 2035 Environmental Impact Report.
- ³ Estimated Construction Noise Level – Significance Threshold.
- ⁴ Not applicable – significance threshold not exceeded.

As shown in Table 3.9-6, the nearest noise-sensitive land use (the London Hotel, south of the project site) would experience exceedances of the City's construction noise significance threshold (ambient noise level plus 10 dBA) ranging from approximately 17 dB (during paving and finishing) to 23 dB (during the demolition phase). It should be noted that the north-facing guest rooms of the hotel would receive a majority of the construction noise; rooms facing to the east, west, and south would be exposed to lower noise levels. Additionally, interior noise levels would be less than those shown in Table 3.9-6. Based on guidance from the FHWA (FHWA 2017), the reduction in noise provided by a structure (with windows open) is approximately 10 dB; a typical light-frame residential structure with ordinary windows closed provides noise reduction of approximately 20 dB (with storm windows, such a structure provides a noise reduction of approximately 25 dB). A masonry building with single-glazed windows is anticipated to provide approximately 25 dB of noise reduction, and with double-glazed windows, a reduction of approximately 30 dB would be expected. The hotel structure and windows likely provide approximately 25 dB to 30 dB of exterior-to-interior noise reduction.

The nearest residences to the west of the project site are predicted to experience exceedances of the City's construction noise significance threshold during project construction ranging from approximately 1 dB to 9 dB (depending upon the construction phase). Similarly, the nearest residences to the east are predicted to experience threshold exceedances ranging from approximately 4 dB to 11 dB (depending upon the construction phase). Thus, the project would exceed the City's 10 dBA temporary noise increase threshold.

At the elementary school to the southwest of the project site and at the residences to the north of the project site, the City's construction noise significance threshold would not be exceeded. Intervening structures and distance would shield the school from the project site and thus reduce the noise levels that would be experienced at the school during construction. Construction noise levels at the school (near the school's northwestern boundary, closest to the project site) would range from approximately 65 dBA L_{eq} to approximately 73 dBA L_{eq} . Within the school classroom area, which is located 80 feet or more to the west of the school's northeastern boundary and thus further shielded from the construction site, construction noise would be lower. Because the predicted increase in construction noise would be below the City's thresholds of significance for construction noise impact, as well as LAUSD noise standards described in Section 3.9.3, the impact from construction activity noise at the elementary school would be less than significant.

Nevertheless, potentially significant construction impacts have been identified, due to the temporary noise levels that would be experienced at the London Hotel and nearby residences. Implementation of MM-NOI-1 through MM-NOI-5 would ensure that construction noise experienced by sensitive receptors would be reduced to the extent that is technically feasible. Specifically, mitigation measure MM-NOI-1 would require construction noise control efforts such as ensuring that equipment is fitted with effective mufflers and the best available noise suppression devices, shutting off idling equipment, placing stationary equipment and staging areas as far as practical from noise sensitive receptors, using temporary barriers where appropriate to help shield noise from equipment generating particularly high noise levels, and ensuring that amplified audio sound is not audible at off-site noise-sensitive receptor locations. These noise control efforts are required under the Final Program EIR for the City's General Plan as a program-level mitigation to address general construction noise for projects within the City and have been applied to the proposed project through MM-NOI-1, which is based on mitigation measure 3.9-2 in the General Plan EIR. The General Plan EIR concluded construction noise would be reduced to less than significant through incorporation of the mitigation measures required therein, but that additional controls could be necessary for construction immediately adjacent to noise-sensitive land uses. As such, this EIR sets forth additional project-specific noise mitigation measures to address the project's potentially significant construction noise impact.

MM-NOI-2 and MM-NOI-3 would require additional noise-reduction strategies. For example, under MM-NOI-2, temporary noise barriers are required to be installed along the southern project site boundary and along the southerly portions of the eastern and western project site boundaries. In addition, as soon as practicable for ongoing construction, the buildings' exterior sheathing shall be installed on the south, east, and west facades of the building to reduce transmission of construction activity noise on upper floors to the adjacent hotel and nearby residences. Under MM-NOI-3, the construction contractor would be required to, to the extent feasible, schedule construction activities to avoid the simultaneous operation of heavy equipment so as to minimize noise levels from operating several pieces of high noise level emitting equipment. MM-NOI-4 provides requirements for noise reduction for stationary construction equipment. Finally, MM-NOI-5 requires construction noise level verification reporting. With required Municipal Code restrictions and implementation of MM-NOI-1 through MM-NOI-5, it is estimated that temporary construction-related noise would be reduced by a minimum of 20 dBA at receptor location ST7 (south of the project site), by 15 dBA at receptor location ST3 (to the west), by 18 dBA at receptor location ST5 (to the east), by 10 dBA at the elementary school to the southwest, and by 5 dBA at the residences to the north, and accordingly with the implementation of mitigation, impacts to these receptors would be less than significant. However, as shown

in Table 3.9-7, even with mitigation measures MM-NOI-1 through MM-NOI-5, the significance thresholds at the hotel to the south of the project site would be exceeded during the demolition phase. In addition, construction noise impacts at upper levels of the hotel building to the south would remain significant during periods of the project's construction phase, because of the proposed project's proximity to the hotel building as well as the hotel building's overall height relative to the project site. More specifically, the noise barrier's effectiveness at higher elevations on the hotel building would be negligible, as sound associated with construction on the project site – even at ground level - would travel over the noise barrier and reach the hotel building's upper levels. There are no other feasible mitigation measures to further reduce the construction noise to below the significance threshold. (The potential for a taller noise barrier is addressed as an alternative in Chapter 5 of this EIR. As explained therein, a taller noise barrier is not considered feasible based on safety and engineering constraints.) Therefore, construction noise impacts associated with on-site noise sources would remain **significant and unavoidable**.

Table 3.9-7. Construction Noise Modeling Summary Results – Mitigated

Project Phase	Noise-Sensitive Receiver	Construction Activity Distance (feet)	Measured Ambient Noise Level (dBA L_{eq}) ¹	Estimated Mitigated ² Construction Noise Level (dBA L_{eq})	Significance Threshold (dBA L_{eq}) ³	Exceedance of Significance Threshold (dBA L_{eq}) ⁴
Demolition	Hotel to the south of Project Site	25	57	70	67	3
	Residences to the west of Project Site	75	65	69	75	n/a ⁵
	Residences to the east of Project Site	65	63	66	73	n/a ⁵
	School to the southwest of Project Site	280	66	63	76	n/a ⁵
	Residences to the north of Project Site	130	64	64	74	n/a ⁵
Grading / Excavation	Hotel to the south of Project Site	25	57	67	67	n/a ⁵
	Residences to the west of Project Site	75	65	66	75	n/a ⁵
	Residences to the east of Project Site	65	63	64	73	n/a ⁵
	School to the southwest of Project Site	280	66	61	76	n/a ⁵
	Residences to the north of Project Site	130	64	62	74	n/a ⁵

Table 3.9-7. Construction Noise Modeling Summary Results – Mitigated

Project Phase	Noise-Sensitive Receiver	Construction Activity Distance (feet)	Measured Ambient Noise Level (dBA Leq) ¹	Estimated Mitigated ² Construction Noise Level (dBA Leq)	Significance Threshold (dBA Leq) ³	Exceedance of Significance Threshold (dBA Leq) ⁴
Building Construction	Hotel to the south of Project Site	25	57	67	67	n/a ⁵
	Residences to the west of Project Site	75	65	65	75	n/a ⁵
	Residences to the east of Project Site	65	63	63	73	n/a ⁵
	School to the southwest of Project Site	280	66	60	76	n/a ⁵
	Residences to the north of Project Site	130	64	61	74	n/a ⁵
Paving / Finishing	Hotel to the south of Project Site	25	57	64	67	n/a ⁵
	Residences to the west of Project Site	75	65	61	75	n/a ⁵
	Residences to the east of Project Site	65	63	59	73	n/a ⁵
	School to the southwest of Project Site	280	66	55	76	n/a ⁵
	Residences to the north of Project Site	130	64	57	74	n/a ⁵

Source: Appendix I.

Notes: Per Chapter 9.08.050(f) of the City's Municipal Code, construction noise deemed to be disturbing is prohibited between the hours of 7 p.m. to 8 a.m. Monday through Friday, or at any time on Saturdays (except, between the hours of 8 a.m. and 7 p.m., interior construction is permissible); or at any time on Sundays or holidays.

¹ Estimated construction noise reduction based upon noise barrier performance of approximately 6 dB to 16 dB (depending on the receiver location) plus an additional 4 dB reduction from the other measures listed in Section 3.9.7 (Mitigation Measures). Mitigated levels reflect the estimated noise levels at ground level.

² Refer to Table 3.9-2 for measured ambient noise levels representative of noise-sensitive land uses. Levels shown above have been rounded to the nearest whole decibel (dB).

³ Significance thresholds are equivalent to the measured daytime ambient noise levels plus 10 dBA, per City of West Hollywood General Plan 2035 Environmental Impact Report.

⁴ Estimated Construction Noise Level – Significance Threshold.

⁵ Not applicable – significance threshold not exceeded.

Off-Site Construction Noise

In addition to on-site construction noise sources, other noise sources associated with project construction may include materials delivery, concrete mixing, and haul trucks. The major noise sources associated with off-site construction noise would be from the haul trucks during the grading / excavation phase. It is estimated that there would be up to 100 truck trips per day during the grading / excavation phase.² Based on a typical eight-hour work day and a uniform distribution of trips, the hourly truck trips would be a maximum of 13 truck trips per hour. The noise level from the construction trucks would be approximately 59.5 dBA L_{eq} along the haul routes. The estimated noise levels from the construction trucks would be below the existing ambient noise levels along the roadways in the vicinity of the project site, including Sunset Boulevard (70.7 dBA L_{eq}), San Vicente Boulevard (64.8 dBA L_{eq}), and Larrabee Street (63.2 dBA L_{eq}).³ Therefore, noise levels associated with off-site construction noise would not exceed the significance threshold and impacts would be **less than significant**.

Operational Noise (Long-Term Impacts)

Long-term operational noise associated with the proposed project would include noise from residences, hotel operations, dining, loading and unloading activities, the subterranean garage, conversations from people gathering in the proposed project's outdoor areas, the use of outdoor amplified sound systems in the proposed project's outdoor areas, and other on-site noise sources (e.g., HVAC equipment). Long-term operational noise would also include project-generated traffic and overall traffic noise at the site.

On-Site Operational Noise

Loading Dock Activities

The proposed project includes loading spaces within the structure, at level B2 (which would be entirely underground on all four sides).

Table 3.9-8 shows sound levels for specific events that are part of loading dock operations, based on a loading dock noise study conducted for a representative loading dock (Charles M. Salter Associates 2014).

Table 3.9-8. Loading Dock Event Noise

Event	Sound Levels (dB)	Distance from Loading Dock (feet)
Truck Passby (arrival, departure)	65 dB	30 feet
Truck Air Breaks	72 dB	25 feet
Truck Backup Alarm	79 dB	30 feet
Brief Idle Before Engine Shutoff	70 dB	25 feet
Truck Engine Ignition and Air Breaks	71 dB	25 feet
Truck Accelerating From Stop	74 dB	25 feet

Source: Charles M. Salter Associates 2014.

² Based on Table 3.1-6 (Construction Scenario Assumptions) of the Air Quality section, for which a total of 12,000 haul trips are estimated over the 6-month duration of the grading / excavation phase.

³ Based on the ambient noise measurements conducted for the project, summarized in Table 3.9-3

Truck backup alarms are expected to be the source of the highest sound levels caused by a loading dock. As a warning device, this is a critical noise source. Based on the noise levels in Table 3.9-8, the loudest loading dock noise experienced at the nearest adjacent residences is expected to be approximately 38 dBA, accounting for the extended path-length distance to the residences (approximately 250 feet), as well as the acoustical shielding that would be provided by the basement walls surrounding the loading dock ramp and the entry door, which would remain closed when not being used for deliveries and for condominium residents. Loading dock operations would be well below City of West Hollywood operational noise standards (55 dBA L_{eq} during daytime hours and 50 dBA L_{eq} during nighttime hours). Additionally, the loading dock noise would be well below ambient noise measurements and therefore would likely be inaudible in the adjacent residential areas, based upon the daytime ambient noise measurement conducted at ST5 of 62 dBA L_{eq} . The loading dock noise would be approximately 24 decibels lower than the ambient noise level, and thus would not result in a measurable noise increase above the ambient level. Additionally, based upon noise measurements conducted as part of the City of West Hollywood General Plan Noise Element Environmental Impact Report (City of West Hollywood 2010), nighttime noise levels in the project vicinity do not differ significantly from measured daytime noise levels.⁴ Thus, daytime and nighttime noise levels due to loading dock operations would be **less than significant**.

Outdoor Gatherings

The proposed project would include people gathering in the project's outdoor areas (pool, outdoor dining, etc.) and the use of amplified sound systems in those outdoor areas. The amplified sound system in those areas would be employed primarily to broadcast background music.

The outdoor spaces would generally be shielded to the off-site uses by parapet walls and other structural parts of the proposed project. Additionally, the outdoor speaker system is expected to be designed so speakers aim toward the audience/guest areas and away from the off-site noise sensitive receptors.

Noise levels associated with people gathering at outdoor areas is typically assumed to be 62 dBA to 65 dBA at a distance of 3.3 feet (1 meter), for women and men speaking with raised voices, respectively (Harris 1991). To represent a worst-case scenario, the analysis of outdoor gatherings assumes simultaneous maximum occupancy of the project's three primary outdoor areas, and that up to 50% of the people (half female and half male) would be speaking with raised voices at the same time. This analysis also assumes that speakers would be in use at each of the three primary outdoor areas and would be calibrated to 85 dBA (as measured at a distance of 25 feet from rooftop speakers and 15 feet from mid-level terrace speakers) during the daytime hours. During the nighttime hours the rooftop speakers would be calibrated to 75 dBA (as measured at a distance of 25 feet from the rooftop speakers), and 65 dBA for the mid-level terrace speakers (as measured at a distanced of 15 feet from the mid-level terrace speakers). Using these assumptions, and accounting for acoustical shielding by structural elements as described above, combined crowd noise and amplified music levels were calculated at the nearest sensitive receptors. For the London Hotel, noise levels have been calculated at the outdoor event/recreational areas along Larrabee Street and at the London's rooftop deck. While outdoor event areas are not typically considered noise-sensitive receivers, it is assumed that these areas are used interchangeably for events and passive recreation, depending on the hotel's programming. As such, this analysis considers potential impacts at those locations in order to present a conservative analysis of effects at the adjacent London Hotel, since the London's outdoor spaces would have the most exposure to project-related noise effects and are assumed to be used for passive recreation. Noise within guestrooms (which are considered noise-sensitive receivers) would be less than what is shown for the London's outdoor

⁴ Noise measurements conducted at Sunset and San Vicente Boulevard resulted in an hourly average daytime noise level of 70.1 dBA L_{eq} , and an hourly average nighttime noise level of 68.8 dBA L_{eq} . The difference in noise levels of approximately 1 decibel is not an audible change, in the context of community noise.

event/recreational spaces, due to shielding provided by the structure and windows of the London. With windows closed, sound levels within guestrooms would be reduced by 20 dBA to 35 dBA relative to the levels shown for the London's outdoor event/recreational spaces (FHWA 2011).

The results of the crowd noise and amplified sound analyses are provided in Appendix I. The daytime significance threshold was determined to be exceeded at the London's outdoor event/recreational area along Larrabee Street. The combined noise level from people and amplified sound at the proposed project is estimated to be approximately 68 dBA L_{eq} at this location, which would exceed the significance threshold of 62 dBA. The noise levels from project-related outdoor noise at the other nearby noise-sensitive receiver locations would not exceed the applicable significance thresholds during daytime hours.

As shown in Appendix I, the nighttime significance threshold would also be exceeded at the London's outdoor event/recreational area along Larrabee Street. The combined noise level from people and amplified sound at the proposed project is estimated to be approximately 58 dBA L_{eq} , which would exceed the nighttime significance threshold of 49 dBA. The noise levels from project-related outdoor noise at the other nearby noise-sensitive receiver locations would not exceed the applicable significance thresholds during nighttime hours. As such, this EIR sets forth project-specific noise mitigation measures to address the project's potentially significant noise impact from outdoor gatherings.

MM-NOI-6 would ensure that the project's rooftop speakers are calibrated such that impacts remain below a level of significance. MM-NOI-7 addresses crowd noise and amplified sound from the project's hotel terrace (Level 4). MM-NOI-7 requires the construction of a 6-foot high clear glass (or other material of comparable mass) parapet noise barrier along the south and southeasterly edge of the hotel terrace (Level 4), reduced daytime amplified sound noise levels at the hotel terrace, and reduced occupancy at the hotel terrace during nighttime hours. Implementation of mitigation would reduce noise from outdoor use areas to less than significant levels, as shown in Appendix I. Therefore, based on the analysis above, the project's noise impacts from outdoor gathering spaces would be **less than significant with mitigation incorporated**.

The Viper Room

As discussed in Chapter 2 (Project Description) of this EIR, the proposed space for the Viper Room nightclub would be located belowground (on Level B1), just south of and below grade relative to Sunset Boulevard. No exterior doors would open onto Sunset Boulevard or either of the adjacent side streets. Additionally, the proposed new Viper Room space would include accommodations for internal queuing of event attendees, which would reduce noise from event attendees waiting in line relative to existing conditions. The proposed building would also have more sound insulation when compared with the existing structure due to modern building standards, thereby reducing the potential for music and crowd noise to be heard outside of the Viper Room. Lastly, the provision of underground parking would reduce the number of event attendees that park and walk through nearby neighborhoods. For these reasons, it is anticipated that the noise from the proposed Viper Room space during events, performances etc., would be lower than the noise produced by the existing Viper Room, and that exterior noise from these activities would be negligible. Therefore, noise impacts from operation of the Viper Room would be **less than significant**.

Emergency Helicopter Landing Facility

As discussed in Section 3.6 (Hazards and Hazardous Materials) of this EIR, the emergency helicopter landing facility would be situated on the roof of the proposed project, at the top of the residential portion of the project (on the eastern side of the building), and would be used for police and fire services only. The helicopter landing facility

would be located at a height of approximately 189 feet above grade. The emergency helicopter landing facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City's noise ordinance provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility would be **less than significant**.

Subterranean Parking Garage

Traffic associated with the subterranean parking garage would not be of sufficient volume to exceed community noise standards based on a time-averaged scale such as CNEL or L_{eq} (Mestre Greve Associates 2011). The instantaneous maximum sound levels generated by a car door slamming, an engine starting up, or cars going in and out of the subterranean garage (including any tire squeal) is not expected to cause annoyance to people at the closest sensitive receptors because the garage would be underground and therefore shielded from noise-sensitive uses. Thus, the majority of the noise would be contained within the garage and would not represent a significant impact at nearby noise-sensitive land uses. Operational noise impacts related to the proposed subterranean garage would therefore be **less than significant**.

Mechanical Noise Generators

The proposed project would require building mechanical equipment (including high-efficiency chillers, boilers, and an emergency generator, all located underground at Level B2) and cooling towers located on the roof. The equipment would be enclosed; thus, noise-sensitive receivers (including residences and hotel guests) would not have a direct view of these equipment units. Nonetheless, the specific details (sizes, manufacturers, and models) of the mechanical equipment have not yet been determined, and therefore the noise levels from mechanical equipment have the potential to exceed the City's noise standards. As such, to reduce potentially significant noise impacts from stationary source equipment, MM-NOI-8, which requires an assessment of mechanical equipment (heating, ventilation, and air conditioning; outdoor mechanical equipment; and kitchen mechanical equipment) and the incorporation of noise control measures if necessary, would be required as part of the proposed project to ensure that outdoor equipment meets City noise standards. Operational noise impacts related to mechanical noise generators would therefore be **less than significant with mitigation incorporated**.

On-Site Operational Noise Summary

To summarize with regard to on-site operational noise, mitigation measures are provided to ensure that operation of the proposed project would not exceed applicable noise standards or otherwise result in a permanent increase in ambient noise levels that would be considered significant. Upon implementation of MM-NOI-6 through MM-NOI-8, operational noise impacts would be **less than significant with mitigation incorporated**.

Off-Site Operational Noise (Traffic Noise Levels)

The proposed project would generate traffic along nearby roads including Sunset Boulevard, San Vicente Boulevard, Larrabee Street, Doheny Drive, and Hammond Drive. As described in Section 3.9.5 (Methodology) traffic noise levels in the project vicinity were modeled using the FHWA TNM 2.5 Traffic Noise Model. The modeled results for the Existing, Existing with Project, Future, and Future with Project scenarios are summarized in Table 3.9-9, and the TNM noise model input/output files are included in Appendix I. As shown in Table 3.9-9, the existing-plus-project and future-with-project traffic volumes would result in a noise level increase of 1 dBA or less (rounded to whole

numbers) compared to the without-project scenarios. As discussed in Section 3.9.4 (Thresholds of Significance), off-site noise impacts due to project-generated traffic would be considered significant if the project-generated traffic would cause an increase of 5 dB above existing noise levels for areas with ambient noise levels less than 60 dBA L_{dn} /CNEL without the project, or 3 dB above existing noise levels for areas with ambient noise levels greater than 60 dBA L_{dn} /CNEL. Proposed project traffic noise would fall below these thresholds. Because the maximum predicted traffic noise increase would be 1 dB, the additional project-related traffic volumes along the adjacent roads would not substantially increase the existing or future noise levels in the project vicinity, and operational traffic-related noise impacts would be **less than significant**.

Table 3.9-9. Traffic Noise (Existing and Future-Plus-Project Noise Levels)

Modeled Receptor	Existing (dBA CNEL)	Existing with Project (dBA CNEL)	Difference (dB)	Future (dBA CNEL)	Future with Project (dBA CNEL)	Difference (dB)
ST1: Northeast corner of Project Site, Sunset Blvd. at Larrabee St.	69	70	1	70	70	0
ST2: West side of project site, east of N. San Vicente Blvd.	66	66	0	67	67	0
ST3: Residential use, west of project site	66	66	0	67	67	0
ST4: West side of hotel, south of project site	67	68	1	68	69	1
ST5: Residential use east of project site	62	63	1	63	64	1
ST6: Residential use north of project site	65	65	0	66	66	0
ST7: Southern side of project site, adjacent to hotel lobby entrance.	56	57	1	57	58	1
M1: Residential use, west of N. Doheny Drive	59	59	0	60	60	0
M2: Residential use, east of N. Doheny Drive	66	67	1	68	68	0
M3: Residential use, east of Hammond Street	59	59	0	61	61	0
M4: Residential use, east of North Clark Drive	58	58	0	59	59	0
M5: Residential use, east of Horn Ave.	64	64	0	65	65	0
M6: Residential use, northeast corner of San Vicente Blvd. and Cynthia Ave.	57	57	0	57	57	0
M7: Residential use, south of Holloway Dr.	67	67	0	68	68	0
M8: Residential use, north of Miller Dr.	66	66	0	66	67	1
M9: Residential use, west of La Cienega Blvd.	62	62	0	62	62	0

Source: Appendix I

Threshold B: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activity may generate vibration that could cause annoyance to people in the project vicinity and/or have the potential to damage nearby buildings. Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment operated. Construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effects on buildings (i.e., building damage) are dependent on the location of the buildings to the source and the characteristic of the building structure.

During construction, heavier pieces of construction equipment used at the project site would include dozers, graders, backhoes, concrete saws, loaders, cranes, loaded trucks, and fork lifts. Groundborne vibration is typically attenuated over short distances. Based upon the distance from the construction site boundary to the nearest noise- and vibration-sensitive receptors (the hotel located to the south) of 25 feet, the vibration level is estimated to be approximately 0.089 PPV in inches/second as shown in Appendix I (FTA 2018), which would fall below the threshold of significance of 0.4 inches/second for building damage; it would also fall below the limit of 0.4 inches/second PPV where vibration begins to be unpleasant for building occupants. Vibration levels at other sensitive receptors would be further reduced, based on distance attenuation. Consequently, temporary vibration from construction would be **less than significant**.

Vibration during operation would be negligible. Any mechanical machinery that would generate groundborne vibration of consequence would be mounted using springs or resilient fasteners, per standard construction and installation practices, and would thus not transmit significant vibration levels into the structure and ultimately the nearby ground. Therefore, operational vibration would be **less than significant**.

3.9.7 Mitigation Measures

The following mitigation measures would reduce construction and operation-related noise levels to less than significant. MM-NOI-1 is based in part on measures recommended by Mitigation Measure 3.9-2 of the 2035 General Plan Final EIR.

Construction

MM-NOI-1 Construction Activity Conditions. The City of West Hollywood shall require the construction contractor for the project to implement the following measures as a condition of approving the project:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.).
- All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.
- Construction operations and related activities associated with the proposed project shall comply with the hours specified in the West Hollywood Municipal Code (WHMC) Noise Control Ordinance.
- Construction equipment shall not be idled for extended periods of time (as required by the applicable air quality codes) in the vicinity of noise-sensitive receptors.
- Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located as far as possible from noise-sensitive receptors.
- Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled

levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.

- Amplified audio sound (i.e., workers' radios) from the construction site shall not be audible at off-site noise-sensitive receptor locations.

MM-NOI-2 Construction Noise Barriers. The City of West Hollywood shall require the construction contractor for the project to adhere to the following measures as a condition of approving the project:

- Prior to commencing demolition activities, a temporary and impermeable sound barrier shall be erected along the project's southern property line and along the southern portion of the eastern and western property lines. Along the southern property line, the sound barrier shall be at least 24 feet high. Along the southern portion of the western property line the sound barrier shall be at least 14 feet high. Along the southern portion of the eastern property line the sound barrier shall be at least 20 feet high. The temporary sound barrier shall have a minimum surface weight of 2 pounds per square foot or greater and shall possess a minimum acoustic rating of STC 29. The sound barrier shall be maintained for the duration of project construction and be removed only to allow landscape installation when all other project construction is complete.
- At each individual level of the structure, the exterior sheathing of the eastern, western, and southern building facades shall be installed on the framing as soon as practicable in the construction process.

MM-NOI-3 Construction Equipment Restrictions. The City of West Hollywood shall require the construction contractor for the project to, to the extent feasible, schedule construction activities to avoid the simultaneous operation of heavy construction equipment so as to minimize noise levels from operating several pieces of high noise level emitting equipment.

MM-NOI-4 Stationary Construction Equipment Location/Shielding. The City of West Hollywood shall require the construction contractor for the project to adhere to the following measures as a condition of approving the project:

- Temporary electricity generators used for construction shall be located as far as possible from the hotel to the south and residences to the east and west, and temporary electrical power connections to the electrical utility provider shall be established at the earliest feasible point in the construction to prelude the further need for or use of generators.
- Within the second and higher building levels, until the exterior cladding is installed on the building facades facing the hotel to the south and residences to the east and west, stationary construction equipment (e.g., compressors, welders, etc.) that generates noise that exceeds 58 dB(A) at the property boundaries shall be individually shielded with a barrier that meets a STC rating of 29.

MM-NOI-5 Construction Noise Compliance Verification Reports. The City of West Hollywood shall require the construction contractor for the project to adhere to the following measures as a condition of approving the project:

- During construction, the project's contractor shall retain the services of a qualified noise consultant to monitor the noise at the project's property line to the south. If the measured noise levels during construction from 8 A.M. to 9 A.M. exceed 80 dBA (Hourly L_{eq}) at receptor location ST7, the project's contractor shall implement alternative construction methods until 9 A.M. to reduce the project's construction noise levels to 80 dBA (Hourly L_{eq}) at receptor location R1. By limiting the construction noise to 80 dBA (Hourly L_{eq}) at receptor location R1 before 9 A.M., noise from construction activities within the interior of receptor location R1 Level 3 through Level 9 would be further reduced for hotel guests in the morning.
- Additionally, 8-hour noise measurements shall be conducted at the hotel to the south and residences to the west and east (i.e., locations ST7, ST3 and ST5 respectively), at the ground level and behind the temporary noise barrier, not less frequently than one construction day per month. The measurement results will be presented each month to the City in a brief memorandum that compares measured noise levels to the threshold of not greater than 10 dBA L_{eq} over ambient noise levels.

Should the verification report in any month indicate construction noise levels in excess of the allowable limit, an acoustical consultant shall be retained by the contractor to devise additional noise control methods, such methods shall be implemented, and the noise measurements shall be performed again to verify that measured noise levels during construction do not exceed the threshold of not greater than 10 dBA L_{eq} over ambient noise levels at the identified receptors.

Operation

MM-NOI-6 Outdoor Amplification Systems: Rooftop Levels. The following sound level limitations shall be maintained for amplified sound systems at the residential amenities terrace and hotel rooftop terrace:

- 85 dBA (L_{eq}) at a distance of 25 feet during daytime hours (8 a.m. to 10 p.m.) as measured from the face of the speaker.
- 75 dBA (L_{eq}) at a distance of 25 feet during nighttime hours (10 p.m. to 8 a.m.) as measured from the face of the speaker.

MM-NOI-7 Crowd Noise and Outdoor Amplification Systems: Level 4. The following shall be incorporated into the Level 4 hotel terrace:

- Construction of a permanent 6-foot high clear glass (or other material of comparable mass) parapet noise barrier along the south and southeasterly edge of the hotel terrace (Level 4). The noise barrier shall have a minimum surface weight of 2 pounds per square foot or greater, shall possess a minimum acoustic rating of STC 29 and shall be free of gaps, cracks, or openings.
- Amplified sound levels during daytime hours (8 a.m. to 10 p.m.) shall be calibrated at the hotel terrace so as to not exceed 80 dBA (L_{eq}) at a distance of 15 feet as measured from the face of the speaker. During nighttime hours (10 p.m. to 8 a.m.), amplified sound levels shall not exceed 65 dBA (L_{eq}) at a distance of 15 feet as measured from the face of the speaker.
- Occupancy at the hotel terrace during nighttime hours (10 p.m. to 8 a.m.) shall be limited to no more than 100 persons.

MM-NOI-8 Mechanical Equipment. Prior to approval of the plans and specifications for the project, City staff shall review and approve the proposed heating, ventilation, and air conditioning (HVAC), outdoor mechanical equipment, and kitchen mechanical equipment unit specifications to ensure that the on-site stationary equipment does not exceed 55 dBA at 50 feet, or otherwise exceed any established noise thresholds for stationary sources.

3.9.8 Level of Significance after Mitigation

Effectiveness of construction mitigation measures MM-NOI-1 through MM-NOI-5 would vary from several decibels (which in general is a relatively small change) to ten or more decibels (which subjectively would be perceived as a substantial change), depending upon the specific equipment and the original condition of that equipment, the specific locations of the noise sources and the receivers, etc. Installation of a noise barrier, for example, would vary in effectiveness depending upon the degree to which the line-of-sight between the source and receiver is broken, but for the nearest sensitive receivers analyzed is estimated to provide as much as 16 decibels of noise reduction. Installation of more effective silencers could range from several decibels to well over 10 decibels. Reduction of idling equipment could reduce overall noise levels from barely any reduction to several decibels. Cumulatively, these measures would result in substantial decreases in the noise from construction and would reduce noise levels at nearby residences to the west and to the east to less than significant levels. However, the effectiveness of a noise barrier would be limited at higher floor levels of the hotel to the south. Thus, construction impacts would remain significant and unavoidable, even with implementation of mitigation measures MM-NOI-1 through MM-NOI-5.

Operational noise would be effectively mitigated through implementation of mitigation measures MM-NOI-6 through MM-NOI-8.

3.9.9 References

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3.10 Population and Housing

This section describes the existing population and housing conditions of the project site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) pertaining to population and housing included concerns that the project does not include enough affordable housing units and that there is a lack of need for market-rate housing within the City. This concern is addressed in Section 3.10.2, which describes the project's compliance with the City's inclusionary housing requirements. Section 3.10.2 also describes the City's anticipated regional housing needs allocation for 2021–2029, which is expected to dictate the need for over 3,000 new housing units in the City at a range of income levels.

Information contained in this section is based on population growth forecast for the Southern California Association of Governments (SCAG) region and the City of West Hollywood (City). Other sources consulted are listed in Section 3.10.8, References.

3.10.1 Environmental Setting

This section describes the existing conditions on the project site, presents existing U.S. Census population data for the City and also identifies population, housing, and employment projections for the City, the County of Los Angeles (County), and the SCAG region.

Project Site

The project site is currently developed with four one- and two-story commercial buildings, a surface parking lot, and four billboards. The existing commercial buildings are currently occupied by the Viper Room nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. The existing surface parking lots total 27,450 square feet and the four existing billboards are roof-mounted. None of the existing on-site uses includes housing, and thus, the project site does not currently support a residential population.

U.S. Census

The U.S. Census is taken and published every 10 years and includes population and housing data for the entire United States. Census data are the baseline from which most demographic projections are calculated. As the City was incorporated in 1984, census data are only been available for 1990, 2000, and 2010. In the 2000 U.S. Census, the population of the City was approximately 35,794 persons, a 1.2% decrease from its 1990 population of 36,118 persons. In the 2010 U.S. Census, the population of the City was approximately 34,399 people, a 3.9% decrease from the 2000 U.S. Census (U.S. Department of Commerce 2019).

Population, Housing, and Employment Projections

SCAG is a federally designed Metropolitan Planning Organization for six counties in Southern California, including Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management District's plans.

A goal of SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is to chart a path toward a more mobile, sustainable and prosperous region by making key connections between transportation networks, planning strategies and people (SCAG 2020a). SCAG's 2020-2045 RTP/SCS includes a growth forecast that projects growth in employment, population, and households at the regional, county, jurisdictional, and sub-jurisdictional levels. This Regional Growth Forecast is used as a key guide for developing regional plans and strategies mandated by federal and state governments such as the RTP/SCS, the Air Quality Management Plan, the Federal Transportation Improvement Program, and the Regional Housing Needs Assessment (SCAG 2020b). Additionally, SCAG prepares a Local Profiles report for each city within the SCAG region about every two years. The Local Profile reports provide a variety of demographic, economic, education, housing, and transportation information for each city and present comparisons between city data and data for the County and the SCAG region as a whole. Population and housing forecasts for the City, the County, and the entire SCAG region from SCAG's most recent RTP/SCS and Local Profiles reports are shown in Table 3.10-1.

Table 3.10-1. Population, Housing, and Employment for the City of West Hollywood, County of Los Angeles, and Southern California Region

Year	2016	2018	2045	Change		% Change		% Change/Year	
				(1) 2016–2018 (actual)	(2) 2016–2045 (anticipated)	(3) 2016–2018 (actual)	(4) 2016–2045 (anticipated)	(5) 2016–2018 (actual)	(6) 2016–2045 (anticipated)
City of West Hollywood									
Total Population	36,700	36,723	42,600	23	5,900	0.06%	16.1%	0.03%	0.56%
Total Households	26,000	23,603	30,100	-2,397	4,100	-9.2%	15.8%	-4.6%	0.54%
Total Employment	21,700	22,580 ¹	38,100	880	16,400	4.1	75.6%	2.0%	2.6%
County of Los Angeles									
Total Population	10,110,000	10,283,729	11,674,000	173,729	1,564,000	1.7%	15.5%	0.86%	0.53%
Total Households	3,319,000	3,338,658	4,119,000	19,658	800,000	0.6%	24.1%	0.30%	0.83%
Total Employment	4,743,000	4,767,204 ¹	5,382,000	24,204	639,000	0.5%	13.5%	0.26%	0.46%
Southern California Association of Governments Region									
Total Population	18,832,000	19,145,421	22,504,000	313,421	3,672,000	1.7%	19.5%	0.83%	0.67%
Total Households	6,012,000	6,132,938	7,633,000	120,938	1,621,000	2.0%	27.0%	1.0%	0.93%
Total Employment	8,389,000	8,465,304 ¹	10,049,000	76,304	1,660,000	0.9%	19.8%	0.45%	0.68%

Source: SCAG 2019; SCAG 2020a; SCAG 2020b

Note: (X) = negative value

¹ The Local Profile Report did not provide 2018 data for total employment; as such, data from 2017 is provided.

Population

According to SCAG's 2020-2045 RTP/SCS, the City's population is anticipated to increase from 36,700 persons in 2016 to 42,600 persons in 2045, an increase in 5,900 persons. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the City would experience a 0.56% increase per year; however, in actuality the City experienced a population increase of approximately 0.03% per year between 2016 to 2018. Thus, population growth within the City has been proceeding more slowly than anticipated by SCAG's population growth projections.

Comparatively, the County's population is anticipated to increase from 10,110,000 persons in 2016 to 11,674,000 persons in 2045, an increase in 1,564,000 persons. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the County would experience a 0.53% increase per year and in actuality the County experienced a population increase of approximately 0.86% per year between 2016 to 2018. Thus, population growth within the County exceeded the projected pace of population growth from 2016 to 2018.

For the entire SCAG region, the population is anticipated to increase from 18,832,000 persons in 2016 to 22,504,000 persons in 2045, an increase of 3,672,000 persons. As shown in Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the SCAG region would experience a 0.67% increase per year; however, in actuality the SCAG region experienced a population increase of approximately 0.83% per year between 2016 to 2018. Thus, population growth within the SCAG region slightly exceeded the pace of SCAG's population growth projections between 2016 and 2018.

Housing

According to SCAG's 2020-2045 RTP/SCS, the City is projected to add approximately 4,100 households by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the City would experience an approximately 0.54% increase in households per year; however, in actuality the City experienced a 4.6% decrease in households per year between 2016 to 2018. Therefore, the housing growth in the City fell short of the projected housing growth for the period of 2016 through 2018.

Comparatively, the County is expected to add approximately 800,000 households by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the County would experience an approximately 0.83% increase in households per year; however, in actuality the County experienced an approximately 0.30% increase in households per year between 2016 to 2018. Therefore, the County fell below the projected housing growth from 2016 to 2018, indicating that housing growth is not keeping pace with projections. (However, as noted above, population growth in the County is exceeding projections.)

The SCAG region is expected to add approximately 1,621,000 households by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the SCAG region would experience an approximately 0.93% increase in households per year; however, in actuality the SCAG region experienced an approximately 1.0% increase in households per year between 2016 to 2018. Therefore, the SCAG region slightly exceeded the projected housing growth during the period of 2016 to 2018.

Employment

According to SCAG's 2020-2045 RTP/SCS, the City is projected to add approximately 16,400 jobs by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the City would experience an approximately 2.6% increase in employment per year; however, in actuality the City experienced an

approximately 2.0% increase in employment between 2016 and 2017. The City added approximately 880 jobs between 2016 and 2017. Therefore, the City’s actual employment is slightly below projections.

Comparatively, the County is projected to add approximately 639,000 jobs by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the County would experience an approximately 0.46% increase in employment per year; however, in actuality the County experienced an approximately 0.26% increase in employment between 2016 and 2017. The County added approximately 24,204 jobs between 2016 and 2017. Therefore, the County’s actual employment is slightly below projections.

The SCAG region is projected to add approximately 1,660,000 jobs by 2045. As shown on Table 3.10-1, in column 5 (actual) and column 6 (anticipated), it was anticipated the SCAG region would experience an approximately 0.68% increase in employment per year; however, in actuality the SCAG region experienced an approximately 0.45% increase in employment between 2016 and 2017. The SCAG region added approximately 76,304 jobs between 2016 and 2017. Therefore, the SCAG region fell slightly below employment projections.

Jobs-to-Housing Ratio

The “jobs-to-housing ratio” measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. An area with a jobs-to-housing ratio that is lower than the regional ratio would be considered a “jobs poor” area, indicating that many of the residents must commute to places of employment outside of the area. Table 3.10-2 shows past and future anticipated jobs-to-housing ratios, based on SCAG’s 2020-2045 RTP/SCS, for the City and County.

Table 3.10-2. Jobs-to-Housing Ratios (2016 and 2045)

Area	Number of Jobs in 2016	Number of Households in 2016	2016 Jobs-to-Housing Ratio	Number of Jobs in 2045	Number of Households in 2045	2045 Jobs-to-Housing Ratio
City of West Hollywood	21,700	26,000	0.83	38,100	30,100	1.27
County of Los Angeles	4,743,000	3,319,000	1.43	5,382,000	4,119,000	1.31
SCAG	8,389,000	6,012,000	1.40	10,049,000	7,633,000	1.32

Source: SCAG 2020b

As shown on Table 3.10-2, the projected jobs-to-housing ratios for the City, County, and SCAG region in 2045 are 1.27, 1.31, and 1.32, respectively. The City’s ratio is expected to increase in the future, meaning that the City would become a more jobs-rich area. This indicates that enough jobs would be available such that the need for residents to commute outside the City for employment would be reduced.

Summary

In regard to population growth, the City has been growing at a rate that is slower than SCAG projections for population growth. The County has experienced a growth rate that is slightly higher than SCAG projections. The number of households within the City has slightly decreased and is thus behind the projections. Throughout the County as a whole, the number of households has increased, but the rate of growth has been slower than predicted. In regard to available employment opportunities, the City and County have experienced an increase in employment, but the rate of increase has been slower than predicted. Both the City and County are expected to remain jobs-rich into the future.

3.10.2 Relevant Plan, Policies, and Ordinances

State

The following state regulations pertaining to population and housing would apply to the proposed project.

Regional Housing Needs Assessment

A Regional Housing Needs Assessment (RHNA) is mandated by state law as part of the periodic process of updating local housing elements of general plans. The most recently completed SCAG RHNA planning period was January 1, 2006 to June 30, 2014. The fifth cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by the SCAG Regional Council on October 4, 2012. Communities use the RHNA for land use planning; prioritizing local resource allocation; and deciding how to address identified existing and future housing needs resulting from population, employment, and household growth (SCAG 2012). Based on a methodology that weighs a number of factors (e.g., projected population growth, employment, commute patterns, and available sites), SCAG determines quantifiable needs for dwelling units in the region according to various income categories. In the fifth cycle RHNA (October 2013 to October 2021), SCAG identified housing needs for the City of West Hollywood, the County of Los Angeles, and the SCAG region as follows: 77 new housing units (City of West Hollywood), 179,881 new housing units (County of Los Angeles), and 412,137 new housing units (SCAG region) for the 2014–2021 Housing Element Cycle (SCAG 2012). The City of West Hollywood has already met and exceeded the fifth cycle RHNA assignments. The state is now preparing for the sixth cycle of the RHNA, which will be in effect from 2021 through 2029. The expected allocation for the City was 3,970 units, based on a November 2019 SCAG decision, but was then revised to 3,924 units. The RHNA allocation for the sixth cycle of 3,924 units was adopted in October 2020, but has since been revised again to 3,933 units. The City will then have until October 2021 to update its Housing Element to demonstrate its capacity to accommodate the allocated housing units (City of West Hollywood 2019). The proposed project would fall into the sixth cycle of the RHNA and would therefore contribute to the City's efforts toward meeting its allocation.

Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. As part of its RTP/SCS document, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region. Population and housing forecasts for the City of West Hollywood from SCAG's most recent RTP/SCS are shown in Table 3.10-1.

Local

The following local/regional regulations pertaining to population and housing would apply to the proposed project.

General Plan

The Housing Element of the City's General Plan is one of the required General Plan elements mandated by State law. State law requires that each jurisdiction's Housing Element adequately plans to meet the existing and projected housing

needs; provide goals, policies, and quantified objectives to meet such needs; and schedule actions for the preservation, improvement, and development of housing.

The Housing Element states that the City has changing housing needs and seeks to provide affordable and alternative housing for seniors to age in place and for other persons with special needs to remain in the community. Additionally, the Housing Element states that almost 90% of the City's housing stock is at least 30 years of age, indicating that housing may show signs of aging and may require major upgrades to the physical structures and systems. Specially, close to half (48%) of the housing stock is at least 50 years old. Thus, the Housing Element states that the "City should consider a comprehensive strategy to address the aging of the housing stock." With rising housing costs in the region, the City is also seeking to make all feasible efforts to protect its affordable housing stock. Further, the City is seeking to direct future housing development away from residential neighborhoods in order to preserve the integrity of existing neighborhoods (City of West Hollywood 2011). The Housing Element contains the following goals and policies potentially relevant to the proposed project:

Goal H-1

Provide affordable rental housing.

Goal H-2

Maintain and enhance the quality of the housing stock and residential neighborhoods.

Goal H-3

Encourage a diverse housing stock to address the needs of all socioeconomic segments of the community.

Policy H-3.1

Facilitate the development of a diverse range of housing options including, but not limited to, single-family homes, second/accessory units, multi-family rental housing, condominiums and townhomes, live/work units, and housing in mixed use developments.

Policy H-3.3

Continue to implement the Inclusionary Housing Ordinance to ensure that new housing developments expand affordable housing opportunities for lower and moderate income households.

Goal H-4

Provide for adequate opportunities for new construction of housing.

Policy H-4.1

Encourage and provide incentives for the development of housing in mixed use and transit-oriented developments.

Goal H-5

Provide for a government environment that facilitates housing development and preservation.

Goal H-6

Promote equal access to housing for all.

Inclusionary Housing Program

As part of the City's Inclusionary Housing Program, developers are required to make a percentage of newly constructed housing units available to low and moderate income households. The number of inclusionary units is

determined as a percentage of the total units or as a percentage of the total square footage of dwelling space for the project (City of West Hollywood 2017). The Inclusionary Housing Program is codified as Chapter 19.22 of the West Hollywood Municipal Code (WHMC). The City's inclusionary housing requirements would apply to the proposed project. As such, the proposed project would include 10 inclusionary units, which is sufficient under WHMC Chapter 19.22. The affordable units would be clustered on one floor within the residential portion of the project. Clustering of affordable units is allowable under WHMC Chapter 19.22 if the review authority for the project (in this case, the City Council) determines that such clustering provides a documented public benefit, or due to circumstances unique to the project size, location or design otherwise better serves the affordable housing needs of the City. As such, the proposed affordable housing units would be clustered subject to City Council approval.

3.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to population and housing are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have a substantial adverse effect related to displacement of existing people or housing, necessitating the construction of replacement housing elsewhere (i.e., Threshold B). Accordingly, this issue is not further analyzed in the EIR. Based on the remaining thresholds, a significant impact related to population and housing would occur if the project would:

- A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

3.10.4 Methodology

The focus of environmental analysis prepared under CEQA is a project's potential to cause effects on the physical environment.

This analysis provides an assessment of the residents and jobs that would be generated by the proposed project to gauge whether there could be possible physical impacts from this residential and employment growth. The proposed project's residential and employment generation is assessed against growth forecasts for the City.

The proposed project would demolish approximately 21,000 square feet of existing commercial buildings; 27,450 square feet of surface parking lot; and four existing billboards. The proposed project would construct a new mixed-use hotel and residential building of approximately 420,000 gross square feet in size, consisting of 239,895 square feet of aboveground building area and 179,703 square feet of underground basement/garage area. To determine the residential population, the SCAG average household size was used, and to determine the anticipated employment opportunities, a multiplier generated by Los Angeles Unified School District (LAUSD) was used. This multiplier shows the number of employees that are anticipated to be required per 1,000 square feet of commercial use. The City is served by LAUSD for public schools services, and the City is adjacent to the City of Los Angeles. As such, LAUSD employment generation multipliers are assumed to be generally representative of the employment densities that would be expected in the City of West Hollywood.

The residential portion of the proposed project would provide 31 market-rate condominiums and 10 income-restricted units. According to SCAG, the average household size in the City is 1.6 persons per household (SCAG 2019). Using this factor of 1.6 persons per household, the proposed project could support a residential population of approximately 66 persons.

The mixed-use hotel portion of the project would consist of 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, an outdoor pool area, restaurants, and lounges, as well as a new nightclub space for the Viper Room. In order to determine the number of employees that would be generated by the commercial portion of the proposed project, the commercial square footage was multiplied by employee generation rates from LAUSD's Developer Fee Justification Study (LAUSD 2020). Table 3.10-3 shows the estimated number of jobs that would be generated by the proposed project.

Table 3.10-3. Employment Generation

Use	Total Square Footage	Employees per 1,000 square feet	Total Employees
Proposed for Demolition			
Commercial (Community Shopping Center)	21,000	1.53	32
Total Jobs Removed			32
Proposed for Construction			
Hotel	128,400	1.13	145
Nightclub and restaurants	38,895	1.53	60
Subterranean Parking	164,378	0.0833	14
Total Jobs Added			219
Net Increase			187

Source: LAUSD 2020.

3.10.5 Impacts Analysis

Threshold A: *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Construction

The proposed project consists of the demolition of existing buildings and the construction of a new mixed-use hotel and residential building. The proposed project would generate part-time and full-time jobs associated with construction of the proposed project between the start and end of construction. However, given the relatively common nature of the construction anticipated and the temporary nature of the construction period, the demand for construction employment would likely be met within the existing and future labor market in the City and in Los Angeles County. These workers would likely commute to the project site during the temporary construction period. The construction employment generated by the proposed project is not expected to increase the residential population of the City and would not induce population growth or require permanent housing. Therefore, the proposed project's population growth impacts related to construction activities are considered **less than significant**.

Operation

As previously discussed in Section 3.10.4, it was determined the proposed project would result in the addition of 66 persons associated with the 41 new housing units and approximately 187 net new employees associated with the commercial component.

Population

As shown on Table 3.10-1, the City's population is anticipated to increase from 36,723 persons in 2018 to 42,600 persons in 2045, an increase in 5,877 persons (SCAG 2020a; SCAG 2020b).

Existing City residents could move to the residential units within the proposed mixed-use building upon project completion. However, for the purposes of a conservative population growth analysis, it is assumed that all 66 potential residents would move to the proposed units from a location outside the City, resulting in a population growth of 66 people within the City. An additional 66 residents would be approximately 0.2% of the City's 2018 population. As described above, SCAG has projected that the City will undergo an increase in 5,877 people from 2018 to 2045. The proposed project would account for approximately 1.1% of this projected growth. Due to the minor nature of the population growth that could result from development of the proposed project (0.2% over the current population) and because this growth falls well within the projected population growth for the City, the minor amount of population growth that could be caused by the proposed project is not substantial.

Other factors are also taken into consideration in regards to a project's ability to substantially increase population growth. For instance, the removal of impediments to growth (e.g., constructing utility infrastructure and service systems in a previously undeveloped region) can induce growth. However, the proposed project would not have the potential induce growth via infrastructure development or expansion. The project site and surrounding area are developed and supported by existing infrastructure. The proposed project would include connections to existing utilities and infrastructure and would not result in the extension of infrastructure or roads into an undeveloped area leading to substantial population growth.

Housing

Based on SCAG's growth projections for housing, the proposed project's 41 dwelling units would represent less than 1% of the 6,497 households projected to be added to City between 2018 and 2045. As previously discussed, the City's housing stock decreased between 2016 and 2018, while projections show that housing would increase. As such, the proposed project would assist the City in growing the housing stock and would fall well within SCAG's projected household increase. Additionally, the proposed project would contribute to state-mandated RHNA allocations and would be consistent with regional efforts to boost housing growth to meet regional housing needs. As described in Section 3.10.2, the RHNA allocation for the City during the upcoming sixth cycle is 3,933 units, which will be in effect from 2021 through 2029. As such, the project would fall within the sixth cycle and would therefore contribute to the City's efforts toward meeting its allocation. The proposed project would also meet the City's goals set forth in the General Plan Housing Element by including income-restricted units and by incorporating new housing units into a primarily commercial area, as opposed to constructing new housing within an existing neighborhood. (As such, the project would contribute to the goal of preserving the integrity of existing neighborhoods by directing development away from residential neighborhoods.)

Employment

As previously discussed in Section 3.10.4, the proposed project is anticipated to generate approximately 187 new employees. Based on SCAG's projected employment growth, the proposed project's 187 employees would represent approximately 1.2% of the 15,520 jobs that the City is expected to add between 2017 and 2045 (SCAG 2020b). As such, the proposed project is consistent with the projected employment growth for the City.

Employment increases have the potential to cause population growth, as they may draw additional people and their households to the City. However, the provision of approximately 187 additional jobs in the City would not be expected to result in population growth. Because the proposed project would be located in the densely populated Los Angeles metropolitan area, it is anticipated that the additional 187 jobs would be filled by existing City residents or by residents of neighboring cities. In the unlikely event that some of the new employees were to relocate to the City upon obtaining a job at the project site, this would result in minor to negligible population growth relative to the City's population.

Jobs-to-Housing Ratio

As seen in Table 3.10-2, in 2016 the City had an 0.83 jobs to housing ratio, while the County and SCAG region's jobs to housing ratio was 1.43 and 1.40, respectively. The projected ratio for the City is expected to be similar to the ratios for the County and SCAG region by 2045. Given the proposed project is expected to add approximately 187 jobs and 41 housing units, the proposed project would contribute to promoting a jobs-rich ratio in the City, while also building the housing stock.

2016–2040 Regional Transportation Plan/Sustainable Communities Strategy Consistency

While the 2020–2045 RTP/SCS is the currently adopted RTP/SCS, certain planning documents (such as the 2016 Air Quality Management Plan) incorporate growth forecasts from the previous RTP/SCS, which is the 2016–2040 RTP/SCS. As such, below is a brief analysis demonstrating consistency between the proposed project and the 2016–2040 RTP/SCS.

The previous 2016–2040 RTP/SCS SCAG Growth Forecast estimated that employment in the City would grow from 29,800 employees in 2012 to 37,300 employees in 2040, and population would grow from 34,800 people in 2012 to 41,800 people in 2040 (SCAG 2016). The addition of 187 net new employees and 66 residents associated with the project would be minimal and would not exceed the growth projections for 2040 anticipated in the 2016–2040 RTP/SCS.

Summary

In summary, the proposed project would result in the addition of 66 residents and 187 new employees to the project site. The proposed project would not exceed the SCAG population, housing, and employment growth projections for the City. Consistency with SCAG growth projections indicates that the existing and planned infrastructure in the City and region would support the proposed project. Furthermore, the proposed project would not stimulate substantial growth outside of the project site. Additionally, the proposed project would contribute to RHNA housing production goals. Further, the proposed project would contribute to the City's job-housing balance. Therefore, the proposed project would not induce substantial unplanned population growth, either directly or indirectly, and impacts associated with population growth would be **less than significant**.

3.10.6 Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

3.10.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.10.8 References

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3.11 Public Services

This section describes the existing public services available in the project area, identifies associated regulatory requirements, and evaluates potential environmental impacts related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) include concerns regarding impacts on West Hollywood Elementary School, a sensitive receptor located approximately 300 feet to the southwest of the project site. This comment focused on air quality, noise and vibration, traffic/transportation, and pedestrian safety. This comment has thus been addressed in Section 3.1, Air Quality; Section 3.9, Noise; and Section 3.12, Transportation. A comment from the Los Angeles County Sheriff's Department also was received, requesting that the Draft EIR address the height and location of the proposed emergency helicopter landing facility to verify whether it would interfere with Flight Approach and Take-Off patterns for the helipad located at the West Hollywood Sheriff's Station. This comment is addressed in Section 3.6, Hazards and Hazardous Materials. Additionally, the comment letter from the Sheriff's Department requests evaluation of the proposed project's potential to increase demands on the West Hollywood Sheriff's Station and the West Hollywood Library, which is specifically served by the Los Angeles County Sheriff's Department's County Services Bureau. Comment letters received from the community regarding public services expressed concerns regarding the potential effects of increased traffic on emergency vehicles and increased demands on police protection services, fire protection services, and emergency medical services.

Information contained in this section is based on a review of relevant online data from the City's website, discussion and coordination with City staff, and written correspondence with the Los Angeles County Fire Department (LACFD), the Los Angeles County Sheriff's Department (Sheriff's Department), and the Los Angeles Unified School District (LAUSD). Other sources consulted are listed in Section 3.11.8.

3.11.1 Environmental Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the proposed project. Figure 3.11-1 depicts the locations of existing public service facilities that serve the City.

Fire Protection

Fire services in the City are provided by the LACFD, also known as the Consolidated Fire Protection District of Los Angeles County. LACFD is responsible for emergency medical calls, fire response, and inspection and plan check services. Fire protection services provided to the City include fire, emergency medical, urban search and rescue, hazardous materials prevention and response, air operations, and other emergency response resources.

The City is located within LACFD's Battalion 1, which is comprised of six fire stations, two of which are located within the City. Table 3.11-1 shows the locations of the fire stations in Battalion 1. The responding stations to the project site would be Fire Station 7 and Fire Station 8. Fire Station 7 is located at 864 North San Vicente Boulevard, approximately 0.3 miles south of project site. Fire Station 8 is located at 7643 Santa Monica Boulevard, approximately 1.6 miles east of the project site. Fire Station 7 is staffed with a 4-person paramedic engine company (1 captain, 1 fire fighter specialist, and 2 fire fighter/paramedics) and a 2-person paramedic squad (2 fire fighter/paramedics). Fire Station 8 is staffed with a 4-person engine company (1 captain, 1 fire fighter specialist, 1 fire fighter/paramedic, and 1 fire fighter), a 2-person paramedic squad (2 fire fighter/paramedics), and a 7-person light force (1 captain, 2 fire fighter specialists, and 4 fire fighters). A light force consists of an engine and a truck

responding as a unit. There are no current plans to expand facilities, staffing, or equipment at Fire Station 7 or Fire Station 8. The engine and squad at Fire Station 7 (which is the nearest to the project site) are estimated to have an emergency response time to the project site of 1:30 minutes (Appendix J).

Table 3.11-1. Battalion 1 Fire Stations

Station No.	Address	Distance to Project Site
7 (Headquarters)	864 North San Vicente Boulevard, West Hollywood, CA 90069	0.3 miles
8	7643 West Santa Monica Boulevard, West Hollywood, CA 90046	1.6 miles
38	3907 West 54th Street, Los Angeles, CA 90043	17.9 miles
51	3900 Lankershim Boulevard, Universal City, CA 91608	6.5 miles
58	5757 South Fairfax Avenue, Los Angeles, CA 90056	7.9 miles
110	4433 Admiralty Way, Marina Del Rey, CA 90292	14.2 miles

Source: City of West Hollywood 2011

Emergency Access

The City adopted an Emergency Response Plan in 2017 to address the City's planned response to emergency situations associated with natural disasters, technology incidents, and national security emergencies. The plan is written in compliance with California's Standardized Management System and the National Incident Management System. The Emergency Response Plan indicates a number of evacuation routes throughout the City. Within the vicinity of the project site, Sunset Boulevard is a mapped evacuation route (City of West Hollywood 2017).

The project site is surrounded by Sunset Boulevard to the north, San Vicente Boulevard to the west, and Larrabee Street to the east. Based on the proposed project's location within a highly urbanized area, the streets surrounding the project site were designed as standardized streets in terms of pavement width, curb thickness, curb and gutter, and horizontal and vertical curvatures. Emergency vehicles are allowed to park temporarily on the curbs along Sunset Boulevard, San Vicente Boulevard, and Larrabee Street, which would help facilitate emergency response and access to the project site.

Fire Hazard Areas

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone maps and the City's General Plan Safety Element, the northern portion of the City contains Fire Hazard Severity Zones (CAL FIRE 2019; City of West Hollywood 2011). The project site is not located within a designated Fire Hazard Severity Zone and is approximately 300 feet south of a designated Very High Fire Hazard Severity Zone. The project site and surrounding area are characterized as developed and urbanized. Urbanized land does not typically facilitate the spread of wildfire in the same manner as vegetated, open space areas.

Police Protection

The Los Angeles County Sheriff's Department provides police protection services to the City. The West Hollywood Sheriff's Station performs various law enforcement, community policing, traffic enforcement, entertainment district management, special event management, investigative functions, and various administrative duties. The Sheriff's Department has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills Police Departments. The Public Safety and Community Services Division of the City Manager's Office oversees crime prevention services in the City and coordinates with the Sheriff's Department.

The West Hollywood Sheriff's Station is located at 720 North San Vicente Boulevard, approximately 0.5 mile south of the project site. As of January 1, 2019, the West Hollywood Sheriff's Station was staffed with 149 sworn and 39 civilian personnel. Additionally, the West Hollywood Sheriff's station is equipped with a helipad for emergency flight operations. The Sheriff's Department does not currently have any plans to build a new station or to expand the existing station. However, the Sheriff's Department has stated that the existing station is currently understaffed and that the size of the facility is not adequate for current conditions in the City (Appendix J).

At the time of the City's General Plan EIR, the City had an officer-to-population ratio of 3.6 for every 1,000 population, which is described in the General Plan EIR as an adequate ratio (City of West Hollywood 2010). (This ratio was based on 136 officers.) As further described in the General Plan EIR, the average full-time law enforcement officer-to-population ratio for cities in the western United States is 1.7 officers per 1,000 population. For cities with populations of 25,000 to 49,999 people, which is comparable to West Hollywood, the ratio is 1.4. As such, the City far exceeded these average ratios (City of West Hollywood 2010). Currently, the population of the City is approximately 36,723 people (SCAG 2019), so the current officer-to-population ratio is approximately 4 officers per 1,000 population. As such, the officer-to-population ratio has increased since the time of the General Plan.

Response Times

The Sheriff's Department generally adheres to the following response times for emergent, priority, and routine calls: 10 minutes, 20 minutes, and 60 minutes, respectively. The average anticipated response times to the project site for emergency, priority, and routine calls are 3.7 minutes, 8.1 minutes, and 25 minutes, respectively. (These are approximate time ranges and can be affected by traffic conditions and the location of the nearest responding unit (Appendix J)).

Crime Statics

In 2019, approximately 5,381 crimes were reported in the City (Los Angeles County Sheriff's Department 2019). As such, the City had approximately 0.15 crimes per capita over the course of a year.

Schools

LAUSD provides public school services to the City. Many students attend schools that are outside of the City limits but in close proximity, and some students from outside of the City attend schools in the City. Three public schools are located within City limits: two elementary schools (Larchmont Charter School and West Hollywood Elementary) and one alternative high school (West Hollywood Community Day School). There are also a number of private schools in West Hollywood and in the surrounding area (City of West Hollywood 2011).

Existing Facilities

The City is within LAUSD's Local District 4. Table 3.11-2 indicates the public schools that would serve the project, along with the capacities and enrollment of each school.

Table 3.11-2. Public Schools

School	Address	Capacity	Existing Enrollment	Projected Enrollment	Projected Seating Overage
West Hollywood Elementary School	970 North Hammond	444	420	188	256

Table 3.11-2. Public Schools

School	Address	Capacity	Existing Enrollment	Projected Enrollment	Projected Seating Overage
Bancroft Middle School	929 North Las Palmas Avenue	1,077	804	1,007	70
Fairfax High School	7850 Melrose Avenue	2,045	1,929	1,792	253

Source: Appendix J.

Notes: The existing enrollment numbers reflect the 2017–2018 school year, based on data provided by LAUSD in response to an information request for this EIR. “Projected enrollment” is the projected 5-year total number of students living in the school's attendance area who are also eligible to attend the school at the start of the school year. The projected seating overage is equal to the school's capacity minus the projected enrollment.

According to LAUSD, the schools serving the project site are not currently overcrowded, and overcrowding is not expected in the future (Appendix J). As shown in Table 3.11-2 the schools serving the project site have remaining capacity under existing conditions and are expected to continue to have capacity into the future.

Libraries

County Libraries

The County of Los Angeles Public Library (LA County Library) provides library services to the County of Los Angeles through its 85 library locations, 4 cultural resources centers, and 3 bookmobiles. The LA County Library services over 3.4 million residents living in unincorporated areas and 49 incorporated cities in Los Angeles County (LA County Library 2019a). The library closest to the project site is the West Hollywood Library located to the south of the site within West Hollywood Park.

Local Facilities

The West Hollywood Library is a 33,150–square foot facility located at 625 North San Vicente Boulevard, approximately 0.8 mile from the project site (LA County Library 2019b). The library contains approximately 95,310 books, 45 magazines and newspaper subscriptions, and over 18,000 audiovisual materials (City of West Hollywood 2010).¹ The library also contains approximately 56 computers with internet access for public use (LA County Library 2019b). The LA County Library system determines the adequacy of library services according to a ratio of the resident population to the total library floor area and collection size, using the standards of 0.5 square feet of library space per capita, 2.75 library items per capita, and 1.0 public access computer per 1,000 people served.

The Southern California Association of Governments estimates that the 2018 population of the City was 36,723 persons (SCAG 2019). Based on the above service ratios established by the LA County Library system, the City requires approximately 18,630 square feet of library space; 100,000 library items; and 36 public computers. Given that the West Hollywood Library is a 33,150–square foot facility with over 100,000 library items and 56 computers, the West Hollywood Library currently meets and exceeds the County's services level standards.

¹ The number of library materials is based on information from the City's General Plan EIR, which was published in 2010, before the library's recent expansion. As such, it is anticipated that more library materials are available than the quantities reported herein.

3.11.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to public services would apply to the proposed project.

National Fire Protection Association

The National Fire Protection Association Standard 1710 calls for response time targets of 4 minutes or less for the arrival of the first arriving engine company at a fire suppression incident and 8 minutes or less for the deployment of a full crew. It also establishes emergency medical services (EMS) response times of 4 minutes or less for a first responder and 8 minutes or less for a full company (NFPA 2010). Based on this guidance and local conditions, the LACFD has established its own response time standards, discussed below.

State

The following state regulations pertaining to public services would apply to the proposed project.

California Building Code and California Fire Code

The California Building Code is a compilation of building standards, including fire safety standards for new buildings, which are provided in the California Fire Code. The California Fire Code is Chapter 9 of Title 24 of the California Code of Regulations. The California Fire Code provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of this code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the state.

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 % sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. An agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection, emergency medical services, and police protection services.

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to,

guidelines on the handling of highly combustible materials; fire hose size requirements; restrictions on the use of compressed air; requirements for access roads; and guidelines for testing, maintaining, and using all firefighting and emergency medical equipment.

Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

Senate Bill 50 and Proposition 1A

Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It placed a \$9.2 billion state bond measure (Proposition 1A), which includes grants for modernization of existing schools and construction of new schools, on the ballot for the November 3, 1998, election. Proposition 1A was approved by voters, thereby enabling SB 50 to become fully operative. Under SB 50, a program for funding school facilities largely based on matching funds was created. The construction grant provides funding on a 50/50 state and local match basis, while the modernization grant provides funding on a 60/40 basis. Districts unable to provide some, or all, of the local match requirement may meet financial hardship provisions and are potentially eligible for additional state funding.

In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new development in their district. Pursuant to SB 50, LAUSD collected development fees for new construction within its district boundaries. Currently, LAUSD collects the maximum new school construction facility fee at a rate of \$3.36 per square foot of new residential construction, \$0.54 per square foot of commercial/industrial construction, \$0.28 per square foot of storage structure, and \$0.09 per square foot of parking structure. Payment of these fees is required prior to issuance of building permits. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities.

California Education Code

LAUSD's facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. Traditionally, the state has passed legislation for the funding of local and public schools and provided the majority of monies to fund education in the state. To assist in providing facilities to serve students generated from new development projects, the state passed Assembly Bill (AB) 2926 in 1986, allowing school districts to collect impact fees from developers of new residential, commercial, and industrial developments. Section 65996 of the California Government Code designates Section 17620 of the Education Code (the mitigation fees authorized by Senate Bill 50) and Section 65970 of the Government Code to be the exclusive method for considering and mitigating development impacts on school facilities.

Local

The following local/regional regulations pertaining to public services would apply to the proposed project.

General Plan Safety and Noise Element

The Safety and Noise Element of the City’s General Plan provides the following goals and policies potentially relevant to the proposed project:

Goal SN-6

Maintain adequate levels of law enforcement, fire protection, and emergency medical services.

SN-6.1

Provide sufficient law enforcement, fire protection, and emergency medical services to meet the needs of a changing population.

SN-6.2

Cooperate and collaborate with neighboring jurisdictions, social services, and internal departments to maximize public safety and emergency services.

SN-6.3

Continue to support the County’s existing mutual aid and automatic aid agreements for additional fire and police resources needed during an emergency, as feasible.

Goal SN-7

Utilize law enforcement, fire protection, and emergency medical services in a proactive and preventative way.

SN-7.1

As appropriate, utilize urban design features to enhance public safety, to facilitate “eyes on the street” and to create defensible space in project design. As appropriate, utilize best practices in lighting, vegetation, active public spaces, and visual transparency in the urban landscape to achieve improved public safety in project design.

SN-7.5

As feasible, require new development to incorporate appropriate safety monitoring features.

General Plan Human Services Element

Because the public schools used by West Hollywood are operated by LAUSD, the City does not control school programming or facilities. However, the General Plan specifies that the City supports educational programming through regular collaborative meetings, grant making, a youth scholarship program, afterschool homework clubs, arts programming, school gardens, and support for school libraries. The City also has opportunities to coordinate with school operators on joint use of facilities. General Plan goals and policies related to public schools include collaborating with LAUSD to maximize educational quality and working with LAUSD to provide donated materials and technical expertise from the West Hollywood community. One policy is established related to library services (Policy HS-2.12), which is to maintain a partnership between the City and the West Hollywood Library to provide coordinated arts and cultural programming throughout the City.

3.11.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix G of the CEQA Guidelines. Through the analysis in the Initial Study (see Appendix A), it was determined that the proposed project would not have a substantial adverse effect on parks. Accordingly, this issue is not further analyzed in the EIR. Based on the remaining thresholds, a significant impact related to public services would occur if the project would:

- A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 1. Fire protection.
 2. Police protection.
 3. Schools.
 4. Other public facilities.

3.11.4 Methodology

The effects of the proposed project related to fire protection, police protection, and schools were analyzed by requesting information from service providers about existing operations, about any anticipated future changes to existing facilities or services, and about whether any potential effects on levels of service would result from the proposed project. All related correspondence is included in Appendix J. The effects of the proposed project related to library services were analyzed by utilizing the General Plan, information on the City's website and information from City staff.

Methodology for Calculating Student Generation Rates

For planning purposes, LAUSD provides student generation rates for residential and commercial/industrial development. Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special city or county approval to fund the construction of school facilities necessitated by the residential and commercial development activity. The student generation factor identifies the number of students per housing unit and provides a link between residential construction projects and projections of enrollment. LAUSD determined the students generated from new housing developments by comparing the number of housing units in the school district to the number of students in the school district as of the 2010 Census. Table 3.11-3 provides the student generation rates elementary schools, middle schools, high schools, and special day classes.

Table 3.11-3. Los Angeles Unified Student Generation Factors

Grades	Students per Household
TK-6	0.2269
7-8	0.0611
9-12	0.1296
Special Day Class	0.0194
Total	0.4370

Source: LAUSD 2020.

There is also a correlation between the growth of commercial uses within a community and the generation of students. LAUSD has determined the ratio of students per employee in the district is 0.2354 (LAUSD 2020).

3.11.5 Impacts Analysis

Threshold A: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Construction

Construction activities associated with the proposed project may temporarily increase demand for fire protection and emergency medical services. Construction activities may involve the operation of construction equipment and machinery, storage, handling, and disposal of combustible materials, and the use of flammable or toxic materials.

To comply with California Department of Industrial Relations, Division of Occupational Safety and Health (Cal-OSHA) and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. City and state regulations and code requirements would, in part, require personnel to be trained in fire prevention and emergency response, maintenance for fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials. Thus, compliance with regulatory requirements would reduce the potential for construction activities to expose people to the risk of fire explosion related to hazardous materials.

Project construction could also affect the provision of LACFD services in the project vicinity as a result of construction impacts to surrounding roadways. However, a construction schedule, haul route plan, traffic and pedestrian management safety plan, and compliance with the City's Construction Management Ordinance (WHMC Chapter 9.70) would be required for the proposed project as part of the City's standard conditions of approval. The construction schedule would be required to identify anticipated days and times of construction and the traffic and pedestrian management safety plan would describe the traffic controls to be implemented during construction, such as flaggers, signs, lane restrictions, safety cones, and detour signage. These provisions would minimize the effects of construction on emergency access and response. Additionally, as described in Section 3.6, access to all local roads would be maintained during construction. Emergency procedures or design features required by City, state, or federal regulations would be implemented as appropriate during construction. Furthermore, Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. Based on these considerations, construction of the proposed project would not be considered a high-risk activity, and the LACFD is equipped and prepared to deal with construction-related traffic and fires, should they occur. Due to compliance with applicable codes and fire safety standards, project construction is not expected to adversely impact firefighting and emergency services to the extent that there would be a need for the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain acceptable fire protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service

ratios, response times or other performance objectives for fire protection. Therefore, potential construction impacts would be **less than significant**.

Operation

LACFD currently serves the project site and the surrounding area. Each additional development that provides net new square footage creates a greater demand on existing resources. The increased use of the project site resulting from the project would be expected to increase the frequency of emergency response calls relative to existing conditions. However, for the reasons enumerated below, the proposed increase in development intensity at the project site would not be expected to result in the need for new or expanded fire protection facilities.

The need for new or expanded public services (such as fire protection facilities) is typically associated with a population increase. As described in Section 3.10, project employment and new residential uses would result in a net increase of approximately 187 new employees and 66 residents on the project site. An additional 66 residents would be approximately 0.2% of the City's 2018 population. The Southern California Association of Governments (SCAG) has projected that the City will undergo an increase of 5,877 people from 2018 to 2045. The proposed project would account for approximately 1.1% of this projected growth. Due to the minor nature of the population growth that could result from development of the proposed project (0.2% over the current population) and because this growth falls well within the projected population growth for the City, the population growth that could be caused by the proposed project is not considered substantial and has been accounted for in local and regional population projections. As further described in Section 3.10, the proposed project's net increase of 187 employees would represent approximately 1.2% of the 15,520 jobs that the City is expected to add between 2017 and 2045, according to SCAG. As such, the employment growth associated with the project would also fall well within local and regional employment projections. Furthermore, the provision of approximately 187 additional jobs in the City would not be expected to result in population growth. Because the proposed project would be located in the densely populated Los Angeles metropolitan area and within an identified transit priority area, it is anticipated that the additional 187 jobs would be filled by existing City residents or by residents of neighboring cities and would not, therefore affect the residential population of the City. Due to the minor nature of the population and employment growth attributable to the project and the fact that this growth falls well within local and regional growth projections, it is expected that the population and employment growth associated with the project would not outpace the existing or future service capacity of the LACFD.

Furthermore, the proposed project would be designed and constructed in accordance with all applicable provisions of the fire code, which includes requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes. Compliance with the fire code standards (including those listed above) would be ensured through the plan check process and LACFD review prior to the issuance of building permits for the project. (For a detailed list of such requirements, refer to Appendix J.) More specifically, the proposed project would be designed to include the following fire protection features, which would help prevent fire hazards: the building placement on the site would limit the possibility of building-to-building fire spread to the extent practicable; structural framing elements and some non-structural elements would have specific fire resistance ratings as required by the California Building Code and Title 26, Building Code, of the County of Los Angeles; and, the building would be designed using compartmentation strategies, which prevent fire and smoke from spreading within a building. The building would also be equipped with fire pumps and alarms consisting of smoke detection, voice alarm capability, and visual alarms. Smoke control systems would be implemented for vertical shafts and hoistways, emergency and standby power would be provided for life safety. These fire safety features and compliance with fire code standards would reduce the potential demand for fire services by decreasing the likelihood and/or severity of a fire emergency at the site.

The project site is currently served by two existing fire stations, the closest of which is 0.3 miles away with a response time of less than two minutes. No expansion of these facilities is currently contemplated. In the event that the nearest station cannot meet the immediate needs of a call for services independently or does not have capability to address the full extent of a larger incident, the closest available LACFD resources could respond or provide support. Payment of development fees by the project applicant would be used to offset the costs of increased personnel or equipment that could be required in order to maintain acceptable service ratios, response times, and other performance objectives.

LACFD has reviewed the project and has determined that it would not have a significant effect on service demands (Appendix J). Given this and the reasons described above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts would therefore be **less than significant**.

Police protection?

Construction

There is the potential for project construction to create an increase in demand for police protection services, as construction sites can be sources of attractive nuisances, can provide hazards, and can invite theft and vandalism when not properly secured. This could result in an increase in the demand for police protection services. Consequently, developers and construction contractors typically take precautions to prevent trespassing through construction sites. During construction, the applicant has committed to implement temporary security features including security fencing, lighting, cameras, and locked entry. These features would reduce the need for police protection services during the project's construction phase.

Project construction could also potentially impact the provision of police protection services in the project vicinity as a result of construction impacts to surrounding roadways. However, a construction schedule, haul route plan, traffic and pedestrian management safety plan, and compliance with the City's Construction Management Ordinance (WHMC Chapter 9.70) would be required for the proposed project as part of the City's standard conditions of approval. The construction schedule would be required to identify anticipated days and times of construction and the traffic and pedestrian management safety plan would describe the traffic controls to be implemented during construction, such as flaggers, signs, lane restrictions, safety cones, and detour signage. These provisions would minimize the effects of construction on emergency access and response. Additionally, as described in Section 3.6, access to all local roads would be maintained during construction. Emergency procedures or design features required by City, state, or federal regulations would be implemented as appropriate during construction. Furthermore, Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. Based on these considerations, construction of the proposed project would not substantially affect police protection services and would not result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable police protection services. Therefore, potential construction impacts would be **less than significant**.

Operation

As with fire protection services, the increased use of the project site attributable to the proposed project would be expected to increase the frequency of emergency and non-emergency calls to the Sheriff's Department. While the

project site currently places some demand on the Sheriff's Department, the proposed project is expected to increase demands relative to existing conditions.

However, the proposed project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur, which could lessen the demand for police protection services at the project site. The project would be designed to minimize secluded areas and potential hiding places and would be equipped with alarm systems and access controls, such as electronic key accesses. Signage and lighting would be used to facilitate wayfinding and safe pedestrian movement throughout the site and within the proposed building. The project would also have full-time security personnel, who would monitor, survey, and inspect the building, parking garage, and outdoor areas. The project would also have a protected building management system and would employ cyber security measures. These design practices and operational practices would lessen the demand for police protection services at the project site by reducing the potential for crime to occur and by providing on-site security to address minor issues not requiring immediate Sheriff's Department involvement.

The Sheriff's Department has indicated that the West Hollywood Station is currently understaffed and that the size of the facility is inadequate for current conditions. The department has also stated that additional personnel and assets would be required, since the additional staff required to serve the proposed project would further exacerbate this inadequacy (Appendix J). The City has a contract with the Sheriff's Department for routine staffing, special programs, and events. In exchange for the department's provision of public safety services to the City, the City provides the department with funds, primarily from its General Fund and the Sunset Strip Business Improvement District Fund. The City allocates a certain portion of its operating budget to the Sheriff's Department each year to fund existing police protection services and to expand those services as needed. One of the major priorities set forth in the City's 2020–2021 budget cycle is public safety. Additionally, the City's 2018–2020 budget cycle included funding for permanent security officer presence at the West Hollywood Library to address a rise in security incidents at that location. The City's 2016–2018 budget cycle also included provisions to fund two new Sheriff's deputy positions (City of West Hollywood 2016; 2019; 2020). As such, the City is planning and providing for expanded police protection in its jurisdiction to respond to immediate needs and anticipated future needs as necessary.

As described in Section 3.11.1, the current officer-to-population ratio in the City is approximately 4 per 1,000 in population. The proposed project is expected to increase the City's population by approximately 66 people. This increase in population would not appreciably alter the existing officer-to-population ratio (i.e., with the addition of 66 residents to the City, the ratio would remain 4 officers per 1,000 in population). As stated in the City's General Plan EIR, the "City does not use an officer-to-population ratio standard to measure the adequacy of policing levels in the City" (City of West Hollywood 2010). Nevertheless, the project's negligible effect on the existing officer-to-population ratio indicates that the proposed project would have minimal effects on the service levels provided to the City by the Sheriff's Department. Additionally, the current officer-to-population ratio in the City exceeds the ratio that was reported at the time of the General Plan, which was considered to be adequate and well above ratios reported for similarly sized cities in the western United States (City of West Hollywood 2010). Furthermore, as described in Section 3.11.1, approximately 0.15 crimes per capita occurred in the City during 2019. The proposed project is expected to increase the City's population by 66 people. Assuming current crime statistics remain similar, the increase in residential population associated with the proposed project would equate to an increase of approximately 10 crimes every year in the City. In the context of the City as a whole, this increase is minimal and would not be expected to adversely affect the Sheriff's Department service levels in the City.

Nevertheless, the Sheriff's Department has reported increasing demands on its resources and has stated that the proposed project would contribute to an existing need for additional personnel and assets. The provision of additional personnel and assets would be provided through the City's contract with the Sheriff's Department as

needed, and the proposed project would contribute to and therefore incrementally expand the funds available to the City for such purposes. While new development places increased demand on police protection services, it is not anticipated that the proposed project would result in the need for construction or expansion of police facilities. In the event that additional Sheriff personnel or assets are added to the City, these additional resources would improve public safety but would not likely require the construction or expansion of physical facilities with the potential to result in environmental effects. Furthermore, police units are continuously mobile, and service calls are responded to by the nearest available mobile unit. As such, the location of the proposed project relative to the nearest station would not affect police protection. Additionally, as described above, the proposed project is not expected to have a material change in the current officer-to-population ratio in the City. For these reasons, while the proposed project could contribute to existing demands for police protection services, it would not require new or physically altered police protection facilities, the construction of which would cause environmental impacts. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities. Impacts would therefore be **less than significant**.

Schools?

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. Table 3.11-4 and Table 3.11-5 provide the number of students generated by the proposed project.

Table 3.11-4. Students Generated by Proposed Project Households

Grade Level	Student Generation Rate	Number of Households	Number of Students
TK-6	0.2269	41	9
7-8	0.0611	41	3
9-12	0.1296	41	5
SDC	0.0194	41	1
Total			18

Source: LAUSD 2020.

Table 3.11-5. Students Generated by Proposed Project Employees

Grade Level	Student Generation Rate	Proposed Employees	Number of Students
All	0.2354	187 ¹	44

Source: LAUSD.

¹ See Section 3.10, Population and Housing of this Draft EIR, for a calculation of the number of anticipated employees.

As identified in Table 3.11-2, the schools serving the project site are projected to have a surplus capacity of approximately 579 seats in the future (256 seats at the elementary school, 70 seats at the middle school, and 253 seats at the high school). The anticipated increase in 62 students that could be generated by the project (18 students from project residents and 44 students from project employees) would result in an increase in enrollment. However, this increase in enrollment is expected to be fully accommodated through the schools' anticipated availability in capacity, particularly because students would likely be spread across elementary, middle, and high schools. Additionally, per California Government Code Section 65995, developer fees paid to LAUSD would address any potential effects to schools. As such, impacts would be **less than significant** through compliance with applicable regulations requiring the payment of developer fees and due to the minor enrollment increase that would be attributable to the project.

Other public facilities?

Other public facilities and services provided within the City include library services and City administrative services. Library services are provided at the West Hollywood Public Library, which is within the LA County Library system. The West Hollywood Public Library is located at 625 North San Vicente Boulevard, approximately 0.6 mile from the project site. As stated in Section 3.11.1, the West Hollywood Library meets or exceeds service level ratios established by the LA County Library.

As discussed further in Section 3.10, the proposed project would generate approximately 187 net new employees and 66 residents. However, as described above under “fire protection,” the population and employment growth from the project would fall well within local and regional growth projections and would also represent a minor fraction of existing and future population and employment in the City.

The City has approximately 36,723 City residents under current conditions (SCAG 2019). The addition of 66 residents to the City would not change the service level requirements for the library, based on the LA County Library service level standards. After project implementation, the City would still require approximately 18,630 square feet of library space, 100,000 library items, and 36 computers. Given the West Hollywood Library is a 33,150-square-foot facility with over 100,000 library items, and contains 56 computers for public use, the West Hollywood Library meets and exceeds the services level guidelines when providing library services to West Hollywood residents. While the proposed project would increase the number of residents in the City, this increase would not be substantial enough to significantly affect the library’s service levels. The library would remain above the service level standards set by the LA County Library system.

As such, due to the nominal increase in service population, the increase in residents would not substantially impact library facilities or City administrative services. Furthermore, individuals typically use library facilities close to their place of residence. Accordingly, the employees and customers of the proposed project would be expected to use library facilities closer to their homes, and any increase from their use of the West Hollywood Public Library services would not be significant relative to citywide demand. Thus, it is anticipated that existing library and City administrative services would accommodate any negligible increase in demand due to implementation of the proposed project. Therefore, impacts to other public facilities in the area resulting from the proposed project would be **less than significant**.

3.11.6 Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

3.11.7 Level of Significance After Mitigation

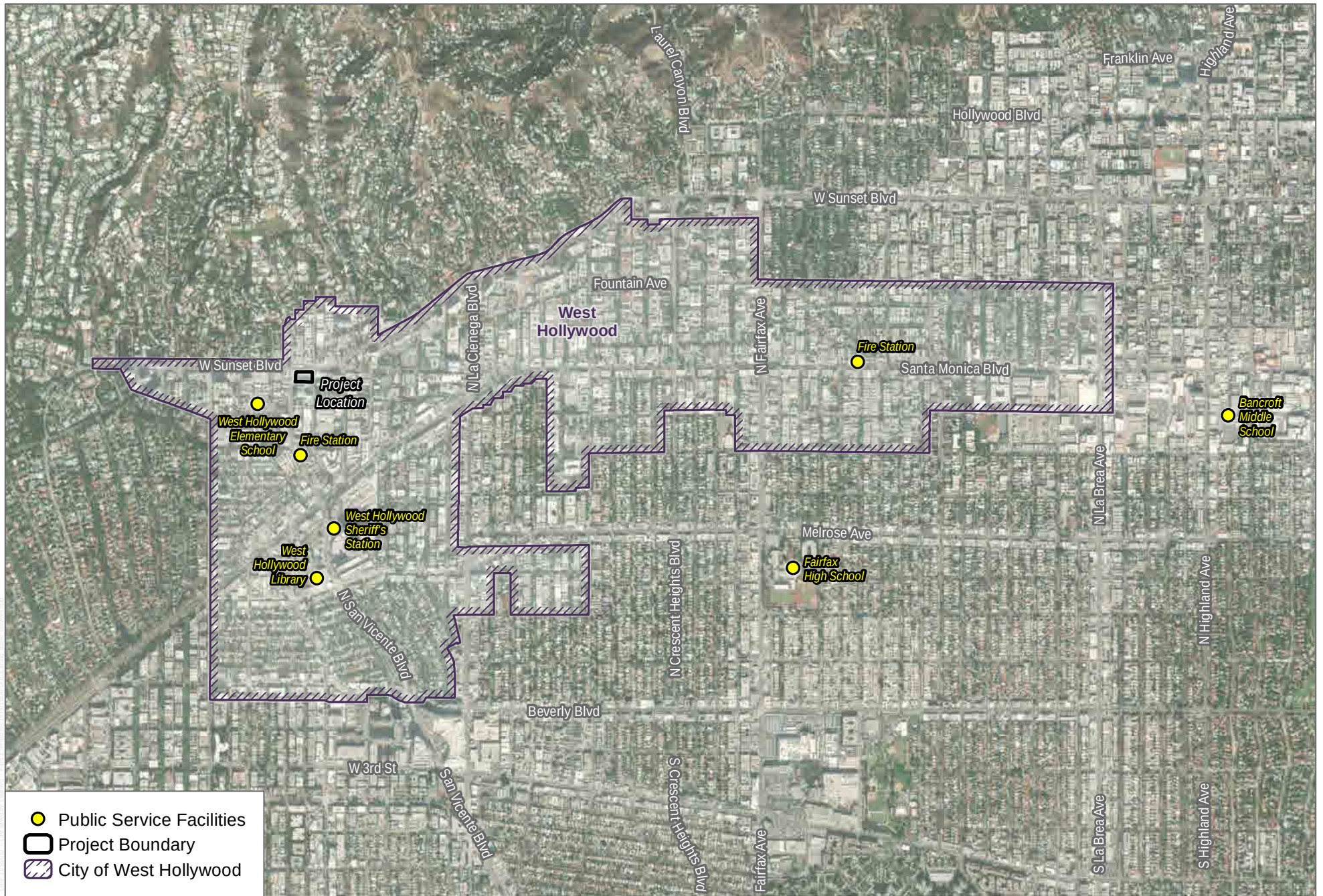
Impacts would be less than significant.

3.11.8 References

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SOURCE: Bing, Open Street Map

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3.12 Transportation

This section describes the existing transportation conditions of the project site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the proposed project. Information contained in this section is based on the *Transportation Analysis for 8850 Sunset Boulevard, West Hollywood, California*, dated February 2021 and prepared by Gibson Transportation Consulting. This report is included in this Draft EIR as Appendix L. Other sources consulted are listed in Section 3.12.8, References.

Comments received in response to the Notice of Preparation regarding transportation (see Appendix A) included concerns regarding increased traffic congestion during construction and operation, increased traffic-related accidents, pedestrian safety hazards, effects to school bus routes near West Hollywood Elementary School, effects to municipal bus service at nearby transit stops, and availability of street parking on Larrabee Street. Additionally, commenters expressed concerns regarding the project's exit onto Larrabee Street and its potential to increase congestion on Larrabee Street. Overall, commenters expressed concerns that Larrabee Street would not be able to accommodate the new traffic associated with the project. Commenters also expressed concerns regarding the project's effects on nearby intersection operations. Intersections of concern that were specifically mentioned include Sunset Boulevard/San Vicente Boulevard and the intersection of Santa Monica Boulevard with Doheny Drive, San Vicente Boulevard, and Holloway Drive. Commenters also asked where construction workers for the project would park and expressed concerns regarding the project's potential to increase ride share drivers in the area, which may cause traffic issues and parking issues while drivers wait for riders on the streets near the project site. Concerns were also expressed regarding the proximity of the project to an existing hotel and the potential for two hotels in proximity to increase neighborhood impacts, including increased traffic and loss of parking.

Transportation impacts under CEQA are measured using the metric of vehicle miles traveled (VMT). As such, topics pertaining to congestion, intersection operations, and parking are addressed for informational purposes only in Appendix L of this EIR. During construction, adequate off-street parking for construction workers would be secured in the vicinity of the proposed project site. To safeguard public health, safety and general welfare, Chapter 9.70 of the West Hollywood Municipal Code provides construction management standards that, among many of its requirements, prohibits construction workers from parking on any street or public right-of-way in West Hollywood. Other requirements under Chapter 9.70 would also address vehicular and pedestrian safety prior to and during construction.

3.12.1 Environmental Setting

Project Location

The project site is bounded by Sunset Boulevard to the north, Larrabee Street to the east, the London Hotel to the south, and San Vicente Boulevard to the west. Metered on-street parking is provided adjacent to the project site along the Sunset Boulevard and Larrabee Street frontages. In addition, two metered parking spaces along the Sunset Boulevard frontage serve as a commercial loading area Monday through Saturday between 8 AM and 6 PM. Adjacent to the project site, curb extensions have been installed to reduce the pedestrian crossing distance and to improve driver/pedestrian visibility at crosswalks along the south side of Sunset Boulevard, including at the San Vicente Boulevard and Larrabee Street intersections.

Roadway System

Primary regional access to the project site is provided by the Hollywood Freeway (US 101), which generally runs in the northwest-southeast direction east of the project area, and the Santa Monica Freeway (I-10), which generally runs in the east-west direction south of the project area. The major arterials providing regional and sub-regional access to the project site include Sunset Boulevard and Santa Monica Boulevard. The following is a brief description of the major streets in the project area, as defined in the project's Transportation Analysis (Appendix L), and their classifications as defined in West Hollywood General Plan 2035 (City of West Hollywood 2011):

Cory Avenue – Cory Avenue is designated a Local Street. It travels in the north-south direction and is located west of the project site. It generally provides two travel lanes, one lane in each direction. Two-hour daytime unmetered parking with parking permit exempted is generally provided on the east side of the street within the project vicinity.

Doheny Drive – Doheny Drive is designated a Collector Street. It travels in the north-south direction and is located west of the project site. It generally provides two travel lanes, one lane in each direction, and a two-way left-turn lane median. Left-turn lanes are provided at major intersections. Two-hour unmetered and two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the project vicinity.

Hammond Street – Hammond Street is a designated Local Street. It travels in the north-south direction and is located west of the project site. It generally provides two travel lanes, one lane in each direction. Within the project vicinity, Hammond Street terminates at Sunset Boulevard. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street within the project vicinity.

San Vicente Boulevard / Clark Street – San Vicente Boulevard is a designated Collector Street that turns into Clark Street, a designated Local Street, north of Sunset Boulevard. It travels in the north-south direction and is located along the western boundary of the project site. It generally provides four travel lanes, two lanes in each direction, south of Sunset Boulevard and two travel lanes, one lane in each direction, north of Sunset Boulevard. Left-turn lanes are provided at most intersections. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street south of Harratt Street within the project vicinity.

Larrabee Street – Larrabee Street is a designated Local Street. It travels in the north-south direction and is located along the eastern boundary of the project site. It generally provides two travel lanes, one lane in each direction. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street south of Sunset Boulevard and on the west side of the street north of Sunset Boulevard within the project vicinity.

Horn Avenue – Horn Avenue is a designated Local Street. It travels in the north-south direction and is located east of the project site. Within the project vicinity, Horn Avenue becomes Holloway Drive south of Sunset Boulevard. Unmetered two-hour daytime parking with parking permit exempted is generally provided on the west side of the street within the project vicinity.

Holloway Drive – Holloway Drive is a designated Collector Street within the project vicinity. It travels in the east-west direction and is located east of the project site. Within the project vicinity, Holloway Drive becomes Horn Avenue north of Sunset Boulevard. It generally provides two travel lanes, one lane in each direction. Two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the project vicinity.

La Cienega Boulevard – La Cienega Boulevard is a designated Arterial Street. It travels in the north-south direction and is located east of the project site. It provides four travel lanes, two in each direction, with left-turn lanes at intersections. Within the project vicinity, La Cienega Boulevard terminates at Sunset Boulevard. On-street parking is generally not provided north of Santa Monica Boulevard within the project vicinity. Two-hour and four-hour daytime metered parking is generally provided on both sides of the street south of Santa Monica Boulevard within the project vicinity.

Doheny Road – Doheny Road is designated a Local Street. It travels in the east-west direction and is located northwest of the project site. It generally provides two travel lanes, one lane in each direction. Left-turn lanes are provided at major intersections. Two-hour daytime unmetered parking with parking permit exempted is generally provided on both sides of the street within the project vicinity west of Sunset Hills Road.

Sunset Boulevard – Sunset Boulevard is a designated Arterial Street. It travels in the east-west direction and is located along the northern boundary of the project site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at intersections. Two-hour and four-hour daytime metered parking with parking permit exempted is generally provided on both sides of the street within the project vicinity.

Cynthia Street – Cynthia Street is a designated Local Street. It travels in the east-west direction and is located south of the project site. It generally provides two travel lanes, one lane in each direction. Unmetered two-hour daytime parking with parking permit exempted is generally provided on both sides of the street within the project vicinity.

Santa Monica Boulevard – Santa Monica Boulevard is a designated Arterial Street. It travels in the east-west direction and is located south of the project site. It provides four travel lanes, two in each direction, with left-turn lanes at intersections. Metered two-hour daytime parking is generally provided on both sides of the street within the project vicinity.

Transit Service

The City is located within a high-quality transit area, as identified by the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro) (Appendix L). As shown in Figure 3.12-1, the project area is served by bus lines operated by Metro and City of West Hollywood shuttles, including Metro Local Lines 2/302, 30, 105, and 330 and CityLine Local-East and Local-West lines, which travel adjacent to the project site along Sunset Boulevard and San Vicente Boulevard. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard.

3.12.2 Relevant Plan, Policies, and Ordinances

State

The following state regulations pertaining to transportation would apply to the proposed project.

Senate Bill 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the CEQA process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and

reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Public Resources Code Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandated that alternative metric(s) for determining impacts relative to transportation must be developed to replace the use of LOS in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involved increasing capacity such as widening a roadway or the size of an intersection, which in turn encourages more vehicular travel and can lead to greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop an alternative metric(s) for analyzing transportation impacts in CEQA documents. The alternative was required to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promote the development of multimodal transportation systems, and provide clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis would shift from vehicle delay to VMT within transit-priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts for all projects. Additionally, OPR released Updates to Technical Advisory on Evaluating Transportation Impacts in CEQA, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance ... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add the new Section 15064.3, Determining the Significance of Transportation Impacts, which describes specific considerations for evaluating a project's transportation impacts using the VMT methodology.

The OPR's regulatory text indicated that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The OPR Technical Advisory also states that local agencies can retain their congestion-based LOS standards in general plans and/or for project planning purposes. Additional details on the OPR Technical Advisory are provided below.

Per the City's adopted regulations described below, this EIR relies on VMT as the basis for evaluating transportation impacts under CEQA. The project's LOS and residential street effects are documented in Appendix L.

OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA

Pursuant to SB 743 and as described above, the focus of transportation analysis under CEQA changed from LOS or vehicle delay to VMT. To aid in this transition from LOS or vehicle delay to VMT, OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). The VMT analysis required per CEQA Guidelines Section 15064.3(b) are generally conducted based on the guidance provided in OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). This advisory contains technical

recommendations regarding the assessment of VMT, recommended thresholds of significance, and recommended mitigation measures that are specific to transportation impact analysis of land use and transportation projects. It provides a description of which VMT to count and options on how to count it. It also includes information on induced travel resulting from roadway capacity projects. The recommendations regarding methodologies to analyze VMT associated with a project include vehicle types, types of projects (residential, office, retail, mixed-use, and land use plans), and assessment of direct and cumulative impacts. The Technical Advisory also includes screening thresholds (that allow presumption of less than significant impacts) for land use projects based on project size, map-based screening, proximity to transit, and/or inclusion of affordable housing. The Technical Advisory includes OPR's recommendation of significance thresholds for land use projects, which consists of a per capita (residential) or per employee (office) VMT that is 15% below that of existing development. This threshold is supported by evidence that connects this level of reduction to the state's emissions goals included in the California Air Resources Board 2017 Scoping Plan and is achievable at the project level in a variety of place types. The advisory also includes details on assessment of effects of transportation projects on vehicle travel. Lastly, the advisory lists examples of potential mitigation measures and alternatives to reduce VMT and acknowledges that because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. The Technical Advisory is a resource for the public and lead agencies to use at their discretion; OPR does not enforce the recommendations set forth in the Technical Advisory.

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as Connect SoCal) (SCAG 2020) presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region's challenges. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and to achieve a more sustainable growth pattern within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The SCAG RTP/SCS lays the framework for sustainable development in the SCAG region, which includes the City of West Hollywood. Priorities of the plan include increasing investment in transit and investing in transportation strategies and projects that will result in improved air quality, public health, and reduced greenhouse gas emissions. Implementation of the RTP/SCS is expected to improve environmental sustainability and public health in the region. Connect SoCal was adopted by SCAG's Regional Council on September 3, 2020.

Local

City of West Hollywood General Plan

The Mobility Element of the General Plan sets forth goals and policies to address congestion and lack of parking in the City. As described in this element, the City has high levels of traffic congestion. However, much of this traffic comes from non-City residents passing through the City on their way to outside areas. The City has several major east-west roadways (Santa Monica Boulevard, Sunset Boulevard, Beverly Boulevard, Fountain Avenue, and Melrose Avenue) that carry a large volume of traffic through the City to reach points to the east and west. The most severe traffic congestion problems occur during morning and evening commuting hours. The Mobility Element describes ways of addressing traffic and parking issues that are within the City's control.

A conventional way of addressing traffic congestion is to improve intersections through widening. However, these conventional methods, as explained in the Mobility Element, are often not feasible in the City as they

could “negatively impact the character of the City’s streets and sidewalks, which are one of the community’s most important assets and serve as meeting and gathering places” and due to the built-out nature of the City. As such, the City has adopted a mobility strategy of creating a balanced and multi-modal transportation system. The Mobility Element sets forth strategies for many different components of the multi-modal transportation system, such as enhancements to the pedestrian and bicycle network, improvements to public transit, land use strategies to improve transit use, transportation demand management (TDM), and innovative parking solutions. Together, these strategies are intended to reduce traffic congestion by discouraging the use of single occupancy vehicles on city streets while creating a more efficient and healthy transportation system (City of West Hollywood 2011).

While many of the policies in the Mobility Element primarily involve City-wide actions or coordination on regional transportation solutions and collaboration with transit agencies, there are a number of policies that apply to new development in the City:

Policy M-1.3

Consider requiring development projects to include transit amenities and transit incentive programs.

Policy M-3.9

Require new commercial development to provide for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within the property being developed.

Policy M-3.10

Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.

Policy M-4.2

As feasible, ensure that new development of commercial and multi-family residential uses enhance the City’s bicycle network and facilities.

Policy M-5.8

Allow for the collection of fees from developers to undertake the following infrastructure projects to support new development: sidewalk improvements, landscaping, bicycle infrastructure, traffic calming devices, traffic signals, and other improvements that promote/maintain the pedestrian-oriented character of the community (i.e., traffic calming devices and TDM programs).

Policy M-5.9

Require new development to pay its share of transportation improvements necessitated by that development.

Policy M-8.3

Encourage, promote, and allow shared and off-site parking arrangements in all commercial areas.

Policy M-8.7

Encourage shared parking and seek to create a program to pool shared public and private parking spaces in key commercial districts to help create “park once” environments.

Policy M-8.8

Consider requiring new commercial developments to place their parking spaces in shared parking pools.

Policy M-8.9

Require all new development to provide adequate parking whether on-site, off-site, through shared parking or park-once strategies, or other methods.

Policy M-8.14

Maintain demand-responsive pricing of all public on- and off-street parking in commercial corridors.

Policy M-8.15

Require private parking operators in commercial areas to post information about parking prices, time restrictions, and availability in a consistent manner for all commercial parking.

Policy M-8.16

Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.

2017 Pedestrian and Bicycle Mobility Plan

The West Hollywood Pedestrian and Bicycle Mobility Plan provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. The plan offers a balanced strategy for providing transportation alternatives (walking, bicycling, transit riding, driving, etc.) in the public realm, by using a "Complete Network Approach." The goal of this plan is to enhance the City's street network to be comfortable, safe, and inviting to pedestrians and bicycles of all ages and abilities (City of West Hollywood 2017).

City of West Hollywood Municipal Code (Parking)

The City of West Hollywood provides standards within the Municipal Code for parking requirements. Parking requirements are set forth based on land use type and off-street parking ratio for all developments proposed within the City. Per Table 3-6 of the WHMC, ancillary retail, restaurant, and conference uses within hotel developments may provide 50% of the code requirements. In addition, under State of California Senate Bill No. 1818 (Hollingsworth, 2004), approximately 32% of the proposed project's residential portion (10 units) would be made available for affordable housing, and therefore, the project qualifies for a density bonus and reduced parking requirements.

3.12.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to transportation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to transportation would occur if the project would:

- A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.

3.12.4 Methodology

The general methodology and approach utilized in this section is consistent with the VMT guidelines adopted by the City and is described below.

Vehicle Miles Traveled

The CEQA Guidelines states that “...generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts...” and defines VMT as “...the amount and distance of automobile travel attributable to a project...”. It should be noted that “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Hence, VMT is an estimate of the distance traveled by these vehicles, which means that impacts are now based on the distance that vehicles travel to a proposed development and how many vehicles are making those trips. Other relevant considerations may include the effects of a project on transit and non-motorized travel.

The City has adopted OPR’s guidance and CEQA Guidelines Section 15064.3 (summarized in Section 3.12.2 of this section) and thus considers a development project not to have a significant impact on transportation if a project is located within 0.5 mile of an existing transit stop¹ or an existing high-quality-transit corridor,² provided that the project does not fall within one of the exceptions identified in the City’s adopted regulations (City of West Hollywood 2020a). Per SCAG and Metro, the entire City is located within a high-quality transit area, as shown in Figure 3.12-2. Accordingly, and per the City’s adopted regulations, development projects that do not fall within one of the City’s identified exceptions are consistent with the goals envisioned in SB 743 and are considered to have a less than significant VMT impact. This means that all development projects located within the City will be screened out of conducting a VMT analysis, with the exception of the following:

- a) A project with a floor area ratio (FAR) of less than 0.75.
- b) A project with more than the required number of parking spaces.
- c) A project that is inconsistent with the applicable Sustainable Communities Strategy.
- d) A project that replaces affordable residential units with fewer, moderate- or high-income residential units.
- e) A project with the potential for significant regional draw.

Criteria a) through d) are consistent with OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. Criterion e) has been included specifically by the City for development projects that have potential for significant regional draw (i.e., projects that may require a skilled and specialized workforce and as such could draw employees from greater distance in the region, which would not be considered a low VMT generator). Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings, and event spaces would not be considered to have a significant regional draw (City of West Hollywood 2020b).

As mentioned in the City’s resolution to adopt the use of VMT in its local transportation guidelines, West Hollywood is designated as a low VMT area. SCAG data show that for residential trips, 100% of home-based trips are less than the SCAG regional average VMT and for work related trips, 86% of West Hollywood is lower than the SCAG regional

¹ Per Public Resources Code Section 21064.3, a major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

² Per Public Resources Code Section 21155, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

average VMT. This indicates that people living and/or working in West Hollywood are travelling shorter distances to get to their destinations when compared to the residents and employees of other parts of the region. Taking all trip types into consideration, 92% of the City's VMT (by service population) is less than the regional average. This designation suggests that the City is performing well above average in terms of VMT. This is attributed to the dense and diverse mix of uses in the City, high walkability, and frequent transit services along major transit corridors including Metro and local shuttle services.

For projects that do not meet the screening criteria (i.e., those projects that fall within one of the identified exceptions in the City's adopted regulations), the City has adopted a local threshold of significance of 15% VMT reduction below local average consistent with OPR's guidelines and recommendations. This means that any project that falls within the screening exceptions would be analyzed to determine the level of VMT generated. The project's VMT would then be compared to the local average, based on the City's Travel Demand Model. If the project's VMT is not at least 15% below the local average VMT, the project would be considered to have a significant impact on transportation unless adequate mitigation is incorporated to reduce the impact to below a level of significance.

Project Trip Generation

While trip generation is not used in the EIR for the purpose of determining transportation impacts, it is provided herein for informational purposes. (Trip generation also plays an important role in evaluating mobile air emissions and noise impacts.)

Trip generation estimates for the proposed project are based in part on the Trip Generation Manual, 10th Edition (Institute of Transportation Engineers, 2017). "Multi-family housing (low-rise)" and "drinking place" land use categories were used to develop trip generation estimates for the proposed residential uses and the Viper Room, respectively. Trip generation rates based on empirical studies conducted in the City were used to develop traffic estimates for the proposed hotel, affordable housing, and restaurant uses. Trip generation rates from the Trip Generation Manual, 10th Edition for shopping center and drinking place uses were utilized to estimate the trips associated with the existing uses on site that would be removed with development of the proposed project. As shown in Table 3.12-1, after accounting for the removal of the existing uses, the proposed project is estimated to generate 3,128 net new daily trips, with 171 morning peak hour trips (104 inbound, 68 outbound) and 302 afternoon peak hour trips (223 inbound, 79 outbound).

Table 3.12-1. Project Trip Generation

Land Use	ITE Land Use	Size		Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates [a]										
Multi-Family Housing (Low-Rise)	220	per du		7.32	23%	77%	0.46	63%	37%	0.56
Affordable Housing	[b]	per du		1.68	35%	65%	0.18	50%	50%	0.17
Hotel	[b]	per du		6.43	62%	38%	0.33	43%	57%	0.41
Shopping Center	820	per 1,000 sf		37.75	62%	38%	0.94	48%	52%	3.81
Drinking Place	925	per 1,000 sf		15.53	[c]	[c]	[c]	66%	34%	11.36
Restaurant	[b]	per 1,000 sf		89.48	65%	35%	4.44	76%	24%	8.64
Proposed Uses										
Multi-Family Housing [d]	220	31	du	227	3	11	14	11	6	17
Affordable Housing [d]	N/A	10	du	17	0	2	2	1	1	2
Hotel [e]	N/A	115	du	739	24	14	38	20	27	47
Viper Room	925	6,119	sf	95	N/A	N/A	N/A	46	24	70
Restaurant [f]	N/A	29,280	sf	2,620	85	46	130	192	61	253
Total - Proposed Project				3,698	112	73	184	270	119	389
Existing Uses to be Removed										
Shopping Center	820	13,862	sf	523	8	5	13	25	28	53
Viper Room	925	3,019	sf	47	N/A	N/A	N/A	22	12	34
Total - Existing Uses to be Removed				570	8	5	13	47	40	87
Total - Net New Project Trips				3,128	104	68	171	223	79	302

Notes:

[a] **Source:** *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Hotel, affordable housing, and restaurant trip generation rates based on empirical studies conducted in the City of West Hollywood.

[c] The Viper Room is not anticipated to be operational during the AM peak period. Thus, the trip generation during the AM peak hour is nominal.

[d] Of the 41 residential units, 10 units would be income-restricted units and 31 units would be market-rate condominium units.

[e] Hotel trip rates include ancillary guest amenities including lobby space, outdoor pool, meeting rooms, spa, gym, and lounges. The 4,426 sf Terrace Cafe and 3,496 sf Hotel Lounge were considered ancillary to the Hotel.

[f] Although the hotel trip rate accounts for guest amenities, such as restaurant uses, publicly accessible indoor and outdoor dining areas, including the 11,480 sf hotel restaurant and bar, 9,659 sf rooftop restaurant, and 8,141 sf Sunset Café, were considered separately from the Hotel use to provide a conservative analysis.

3.12.5 Impacts Analysis

Threshold A: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as demonstrated below. If the project does not implement a particular plan or policy, it would not necessarily result in a conflict, as some transportation plans and policies must be implemented by the City or other applicable agencies over time. Rather, the project would result in a conflict if it would preclude the City from implementing adopted transportation-related programs, plans, and policies.

Operations

Automobile Traffic

Consistency with the City's adopted policy for automobile traffic is addressed under Threshold B, below. As described under Threshold B, the project would not result in significant impacts related to automobile traffic.

Transit

The City's mobility strategy per the General Plan Mobility Element is to create a balanced and multi-modal transportation system and make public transit the dominant form of travel for longer distances within and through West Hollywood. The project site is located in an area served by public transit. Metro operates lines 2, 16, and 105 and the City operates CityLine Local-East and Local-West lines near the proposed project (City of West Hollywood 2021). Several bus stops are located within a one-half-mile radius of the project site, which would allow for convenient transit usage. Specifically, the nearest major transit stop (as defined under PRC Section 21064.3) is located at intersection of San Vicente Boulevard and Santa Monica Boulevard. This transit stop is served by Metro bus routes, including Metro lines 4, 30, 105, 704, and 705. Metro lines 4, 30, and 704 run at intervals of 15 minutes or less during peak periods (Metro 2020). This intersection is also served by City of West Hollywood shuttles, including the CityLine Local La Brea (eastbound) and Cedars-Sinai (westbound), and CityLine Commuter Hollywood/Highland (eastbound) and West Hollywood (westbound) shuttles (City of West Hollywood 2021). The Metro bus lines within the project vicinity currently have residual capacity for 870 transit trips during the morning peak hour and 838 transit trips during the afternoon peak hour (Appendix L). The proposed project is expected to have approximately 219 employees (equating to a net increase of 187 employees relative to existing site conditions) and 66 residents. As such, in the unlikely event that all employees and residents of the project were to use the Metro buses, the buses could support the increase in ridership.

The CityLine buses also provide additional transit capacity to locations around the City. As a mixed-use project located in the vicinity of transit services, the proposed project would promote use of transit in the City, consistent with the City's goals, and existing transit services have sufficient capacity to accommodate increases in ridership that may be associated with the proposed project.

Pedestrian and Bicycle Mobility

As mentioned in Section 3.12.2, the 2017 Pedestrian and Bicycle Mobility Plan provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists. There are no existing or proposed bike facilities along Sunset Boulevard, San Vicente Boulevard, and

Larrabee Street in the immediate vicinity of the proposed project. The proposed project would not interfere with any of the City's goals for enhancing the bicycle network or promoting use of bicycles. The proposed project would provide bicycle parking on site pursuant to the City's Municipal Code requirements. The project-adjacent signalized intersections of San Vicente Boulevard/Sunset Boulevard and Larrabee Street/Sunset Boulevard both have striped crosswalks and pedestrian-phasing that allows for safe pedestrian movements. The project also would not be adding any additional curb-cuts or driveways along Sunset Boulevard. Overall, the existing sidewalk network, traffic signals at major intersections, and the pedestrian-oriented nature of the project provide a safe local pedestrian travel network. As such, the project would not create pedestrian safety issues. For these reasons, the proposed project would not conflict with City policies or programs for bicycle or pedestrian mobility.

For the reasons described above, proposed project operations would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be **less than significant**.

Construction

Construction of the proposed project would commence in 2022 and be complete in 2025. Construction activities are expected to be primarily contained within the proposed project boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the proposed project during certain phases of project construction. Adjacent to the project site, the parking lane on Sunset Boulevard and curb lane on San Vicente Boulevard would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in Chapter 9.70 of the West Hollywood Municipal Code.

Haul trucks would travel on approved truck routes designated within the City and would generally take the most direct route to the appropriate freeway ramp, using only arterial roadways that allow large trucks. The likely haul route for construction vehicles removing soil from the project site would be to travel east on Sunset Boulevard and south on La Cienega Boulevard to I-10. Empty trucks returning to the project site from I-10 would travel north on La Cienega Boulevard, west onto Santa Monica Boulevard, and north on San Vicente Boulevard to the project site. The proposed truck haul routes would be reviewed and approved by the City.

The use of the public right-of-way along Sunset Boulevard would require temporary rerouting of pedestrian traffic, as the sidewalks fronting the proposed project would be closed. Per Chapter 9.70 of the West Hollywood Municipal Code, measures would be provided to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering). The existing bus stop located adjacent to the western boundary of the proposed project would be maintained to the extent feasible during construction or relocated consistent with the needs of Metro Bus Operations. Parking is allowed on Sunset Boulevard (during certain hours of the day) adjacent to the proposed project, so the construction fences could result in the temporary loss of up to two loading zone spaces and six on-street metered parking spaces on Sunset Boulevard. Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, since commonly practiced safety procedures for construction would be followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) would be required per Chapter 9.70 of the West Hollywood Municipal Code. For these reasons, the construction-related impacts associated with access and transit are anticipated to be less than significant.

Therefore, with implementation of the requirements in Chapter 9.70 of the West Hollywood Municipal Code, construction of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be **less than significant**.

Threshold B: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3, subdivision (b), focuses on use of VMT analysis for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology.

Section 15064.3, subdivision (b)(1) for land use projects would apply to the project, and states that “generally, projects within one-half mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a less-than-significant impact on VMT.”

Consistent with the OPR guidelines, the City considers projects proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor to have a less than significant impact on VMT. Per SCAG and Metro, the entire City is located within a high-quality transit area, meaning that all development projects are screened out of conducting a VMT analysis and are found to be consistent with SB 743’s goals and to have a less than significant transportation impact, with the exception of projects that fall into one or more of the categories listed in Section 3.12.4. These categories are listed below, followed by a description of why the project would not fall into each category.

- a) A project with an FAR of less than 0.75. Since the proposed project would have an FAR of 6.0, it would not fall within this exception.
- b) A project with more than the required number of parking spaces. The proposed project would be required by Section 19.28.040 (Table 3-6) of the West Hollywood Municipal Code (WHMC) to provide 240 parking spaces, as calculated based on the land uses proposed and off-street parking ratio for all developments proposed within the City (see Appendix L). Per Table 3-6 of the WHMC, ancillary retail, restaurant, and conference uses within hotel developments may provide 50% of the code requirements. Additionally, the proposed project qualifies for a density bonus and reduced parking requirements. The project’s proposed parking supply would not exceed the WHMC parking requirement, as the WHMC requires 240 total parking spaces and the project would provide 240 parking spaces. Therefore, the project would not fall within this exception.
- c) A project that is inconsistent with the applicable Sustainable Communities Strategy. The 2020-2045 RTP/SCS presents a long-term vision for the region’s transportation system through 2045 and balances the region’s future mobility and housing needs with economic, environmental, and public health goals. The proposed project would be consistent with the goals of the 2020-2045 RTP/SCS. The project is a mixed-use project in a high-quality transit corridor and would encourage use of a variety of transportation options, consistent with RTP/SCS goals of maximizing mobility and accessibility in the region. The proposed project would be served by various local bus lines and would be designed to reduce single occupancy trips to the proposed project through the implementation of various TDM strategies, including bicycle amenities and facilities and pedestrian infrastructure improvements. Furthermore, the project would contribute to the productivity and use of the regional transportation system by providing residences and employment near transit and would encourage active transportation by providing new bicycle parking and active street frontages. In addition, the

project would be consistent with SCAG's population and housing forecasts in the RTP/SCS document, and the project's 66 residents and 187 net new employees would not exceed the SCAG population, housing, and employment growth projections for the City. Therefore, the project would be adequately supported by existing and planned infrastructure in the region and would not fall within this exception.

- d) A project that replaces affordable residential units with fewer, moderate- or high-income residential units. The proposed project would provide 10 new affordable housing units and would not replace or reduce any existing residential uses, including any low-income housing. Therefore, the project would not fall within this exception.
- e) A project with the potential for significant regional draw. The project proposes a mix of uses similar to existing uses within the City such as hotel, restaurant/bars, residential uses, and meeting spaces and therefore would not require a skilled and specialized workforce to draw employees from greater distances in the region. More specifically, these are the types of uses that draw their employment base from the existing available workforce within the City and within neighboring areas, which results in a low VMT to access the project site due to both physical proximity and available transit options and alternate modes of transportation. Accordingly, and consistent with the City Council's findings for the City's VMT regulations, the uses in the proposed project would not have a significant regional draw. Furthermore, as noted above, the project would be consistent with SCAG's population, housing, and employment forecast and it is anticipated that the 187 additional jobs provided by the project would be filled by existing City residents or by residents of neighboring areas. The nature of the project's land use mix and site location would reduce VMT by being in proximity to complementary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips. Therefore, the project would not fall within this exception.

For the reasons explained above, the proposed project would not fall within any of the exclusion categories requiring further VMT analysis. The project is therefore considered screened out from further VMT analysis and, consistent with SB 743, VMT impacts are considered less than significant. Additionally, the project would be required to comply with the City's TDM Ordinance, which requires all commercial projects with 5,000 square feet or more and residential projects with 10 or more units to implement a suite of TDM strategies aimed at reducing vehicle trips and encouraging use of alternative transportation options. In accordance with WHMC Section 10.16.050, the project will prepare and submit a TDM Plan to implement the required number of trip reduction strategies. Appendix L provides a menu of strategies that could be implemented as part of a TDM plan, including on-site delivery amenities, secure bike storage and bike racks, EV charging, and preferential parking. Therefore, the proposed project would implement TDM measures per the City's applicable requirements.

Based on the analysis shown above, the proposed project would not generate a significant amount of VMT, would not conflict with CEQA Guidelines Section 15064.3, and would therefore have a **less than significant impact**.

Threshold C: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not introduce new intersections or incompatible uses to the project area. Vehicular access to the proposed project would be provided via driveways on Larrabee Street and San Vicente Boulevard. To reduce vehicular conflicts with existing traffic, all vehicle ingress would be provided via an inbound-only driveway on San Vicente Boulevard and all vehicle egress would be provided via an outbound-only driveway on Larrabee

Street. Access to the truck loading dock would be provided via a separate driveway on Larrabee Street. Truck access at the driveway and circulation within the loading dock were reviewed and the evaluations are provided in the Transportation Analysis (Appendix L). As shown in Appendix L, the driveway and loading dock designs would adequately accommodate the trucks anticipated to service the proposed project. The proposed project would include frontage improvements and connections to the existing sidewalk network to ensure safe pedestrian connectivity of the proposed project to the surrounding network. Therefore, the proposed project would not increase hazards due to a geometric design feature, and impacts would be **less than significant**.

Threshold D: Would the project result in inadequate emergency access?

The proposed project has been designed to comply with applicable emergency access requirements. Emergency access to the proposed project, including adequacy of the access driveways, are reviewed by the City, the Los Angeles County Sheriff's Department, and the Los Angeles County Fire Department as part of the plan check process to ensure any concerns about emergency access are adequately addressed. As demonstrated in Section 3.11 (Public Services), neither the Los Angeles County Sheriff's Department nor the Los Angeles County Fire Department have raised concerns regarding emergency access at the project site. Further, the proposed project also would be required to comply with all applicable codes and ordinances for emergency access. During proposed project construction, it is anticipated that lane closures would be limited and scheduled in coordination with the City prior to the issuance of building permits as required under Chapter 9.70 of the West Hollywood Municipal Code. Additionally, compliance with Chapter 9.70 of the West Hollywood Municipal Code would ensure that adequate emergency access is maintained on-site and in the vicinity of the proposed project during the construction period. Therefore, the proposed project would not result in inadequate emergency access and impacts would be **less than significant**.

3.12.6 Mitigation Measures

Impacts to transportation as a result of the proposed project would be less than significant. Therefore, no mitigation is required.

3.12.7 Level of Significance After Mitigation

Impacts to transportation would be less than significant, and no mitigation is required.

3.12.8 References

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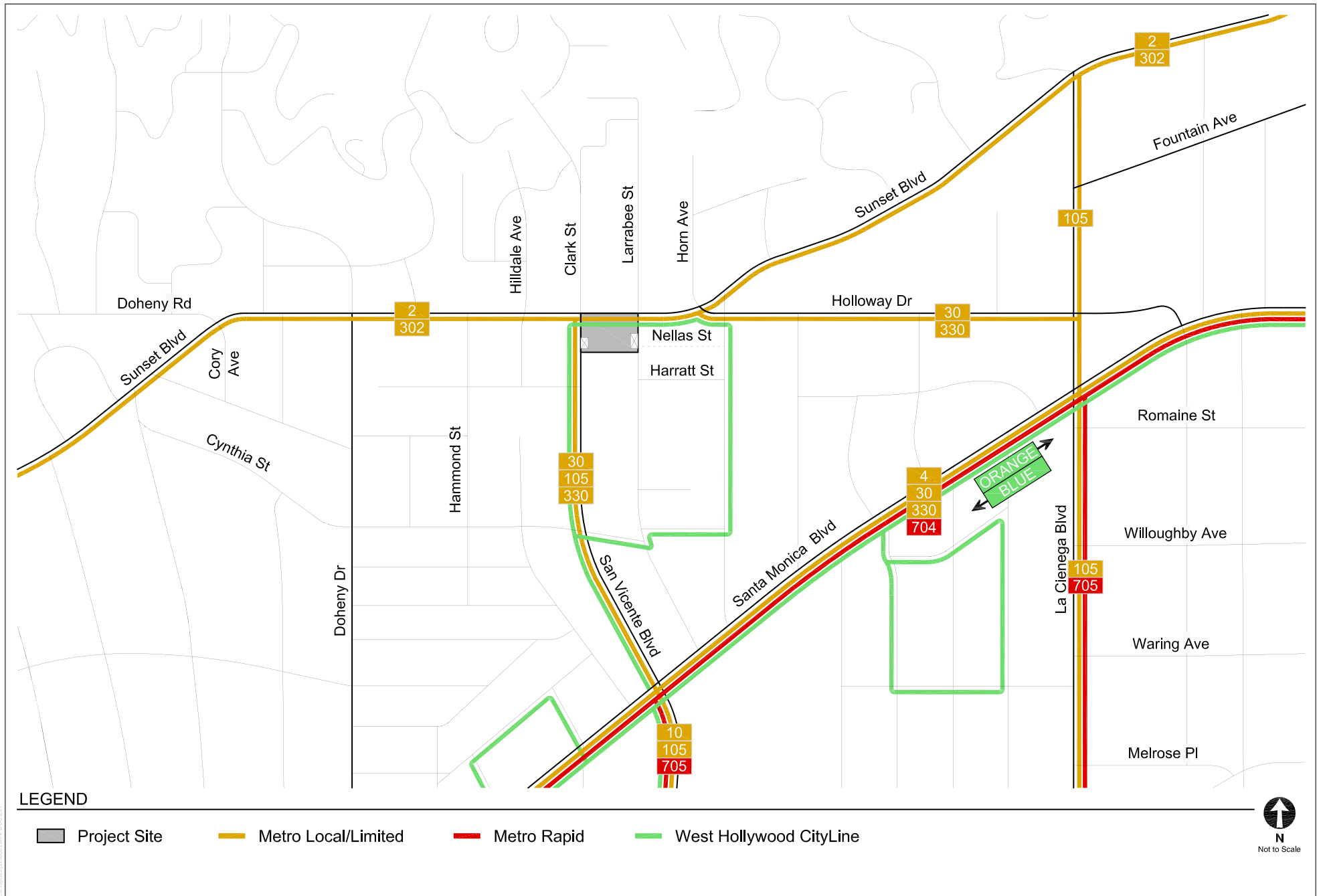
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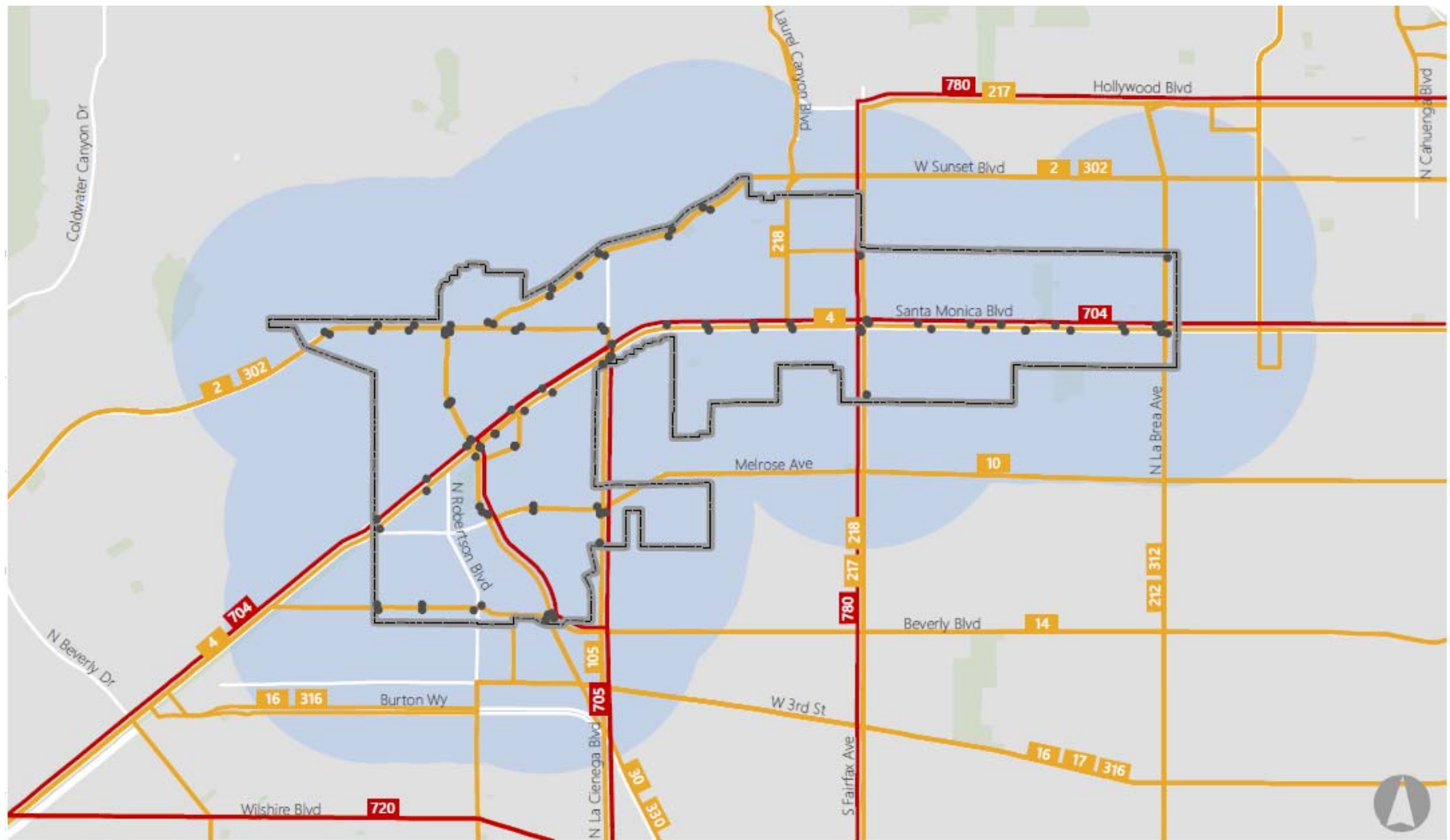
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SOURCE: Gibson Transportation Consulting Inc. 2021

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-  City of West Hollywood
-  High Quality Transit Corridor
-  Bus Stops with Peak Service headways of 15 Minutes or Less
-  Metro Local
-  Metro Rapid

Notes:

1. This map depicts High Quality Transit Corridors (HQTCS) defined by CA Pub. Resources Code § 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Per CEQA Guidelines, § 15064.3(b)(1), "projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."
2. This analysis includes bus stops within the City of West Hollywood that have peak service headways of 15 minutes or less. Bus stops along the same bus corridors outside city boundaries may also have peak service headways of 15 minutes or less but were not included in this analysis.

SOURCE: City of West Hollywood/Fehr & Peers, 2020

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3.13 Tribal Cultural Resources

This section describes the existing tribal cultural resources conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. This analysis is based on a cultural resources technical report prepared by Dudek (Appendix E of this EIR) and tribal consultation completed by the City.

Comments received in response to the Notice of Preparation (see Appendix A) included a letter from the Native American Heritage Commission (NAHC) describing tribal consultation requirements and listing recommendations for cultural resources assessments. Recommendations included conducting a search of the California Historical Research Information System (CHRIS); conducting a field survey (if determined necessary based on the CHRIS records search results); preparing a professional report detailing the findings of the field survey and records search; conducting a Sacred Lands File (SLF) search and Native American tribal outreach; and, including provisions for the inadvertent discovery of cultural resources during construction and the protection of such resources. As demonstrated in this section, a cultural resources assessment has been conducted for the proposed project, and this assessment adheres to these recommendations as applicable. The assessment is attached to this EIR as Appendix E. Other sources consulted during preparation of this section are listed in Section 3.13.8.

On July 1, 2015, Assembly Bill (AB) 52 went into effect amending CEQA to include tribal cultural resources (TCRs) as a new class of resources and additional considerations relating to Native American consultation. A TCR, in general, is similar to the federally defined Traditional Cultural Properties. However, AB 52 incorporates consideration of local and state significance and requires mitigation under CEQA, if necessary. TCRs may include resources that are listed in or eligible for listing in the California Register of Historical Resources (CRHR), such as archaeological sites, districts, or landscapes, or other kinds of resources that the lead agency chooses to treat as a TCR through tribal consultation.

3.13.1 Environmental Setting

This section describes the existing conditions of the project site pertaining to TCRs, including its ethnographic setting.

Cultural Setting

Ethnographic Setting

The history of the Native American communities prior to the mid-1700s largely relies on later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims, often combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Geiger and Meighan 1976; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as “salvage ethnography,” was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and

cultural assimilation. Alfred Kroeber applied his “memory culture” approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of pre-contact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. As Robert F. Heizer (1978) stated, this is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California. This is also a particularly important consideration for studies focused on TCRs, where concepts of “cultural resource” and the importance of traditional cultural places are intended to be interpreted based on the values expressed by present-day Native American representatives and may vary from archaeological values (Giacinto 2012).

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006, p. 34). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007).

Victor Golla has contended that one can interpret the amount of variability within specific language groups as being associated with the relative “time depth” of the speaking populations (Golla 2007, p. 80). A large amount of variation within the language of a group represents a greater time depth than a group’s language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla has observed that the “absolute chronology of the internal diversification within a language family” can be correlated with archaeological dates (2007, p. 71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

The tribes of this area have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family (Golla 2007, p. 74). These groups include the Gabrielino, Cahuilla, and Serrano. Golla has interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto–Aztecan ca. 2600 BC–AD 1, which was later followed by the diversification within the Takic speaking tribes, occurring approximately 1500 BC–AD 1000 (Laylander 2010).

Gabrielino/Tongva

The archaeological record indicates that the Gabrielino arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The names by which Native Americans identified themselves have, for the most part, been lost and replaced by those derived by the Spanish people administering the local Missions. These names were not necessarily representative of a specific ethnic or tribal group, and traditional tribal names are unknown in the post-Contact period. The name “Gabrielino” was first established by the Spanish from the San Gabriel Mission and included people from the established

Gabrielino area as well as other social groups (Bean and Smith 1978; Kroeber 1925). Many modern Native Americans commonly referred to as Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994). This term is used here in reference to the pre-Contact inhabitants of the Los Angeles Basin and their descendants.

The Tongva established large, permanent villages along rivers and streams, and lived in sheltered areas along the coast. Tongva lands included the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina and stretched from the foothills of the San Gabriel Mountains to the Pacific Ocean. Tribal population has been estimated to be at least 5,000 (Bean and Smith 1978), but recent ethnohistoric work suggests a much larger population, approaching 10,000 (O'Neil 2002). Archaeological sites composed of villages with various sized structures have been identified through the Los Angeles Basin. Within the permanent village sites, the Tongva constructed large, circular, domed houses made of willow poles thatched with tule, each of which could hold upwards of 50 people (Bean and Smith 1978). Other structures constructed throughout the villages probably served as sweathouses, menstrual huts, ceremonial enclosures, and communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996).

The largest, and best documented, ethnographic Tongva village in the vicinity was that of Yanga (also known as *Yaangna*, *Janga*, and *Yabit*), which was in the vicinity of the downtown Los Angeles (McCawley 1996: 56-57; NEA and King 2004). This village was reportedly first encountered by the Portola expedition in 1769. In 1771, Mission San Gabriel was established. Yanga provided a large number of the recruitments to this mission; however, following the founding of the Pueblo of Los Angeles in 1781, opportunities for local paid work became increasingly common, which had the result of reducing the number of Native American neophytes from the immediately surrounding area (NEA and King 2004). Mission records indicate that 179 Gabrielino inhabitants of Yanga were recruited to San Gabriel Mission (NEA and King 2004: 104). Based on this information, Yanga may have been the most populated village in the Western Gabrielino territory. Second in size, and less thoroughly documented, the village of Cahuenga was located just north of the Cahuenga Pass.

Father Juan Crespi passed through the area near this village on August 2-3, 1769. The pertinent sections from his translated diary are provided here:

Sage for refreshment is very plentiful at all three rivers and very good here at the Porciúncula [the Los Angeles River]. At once on our reaching here, eight heathens came over from a good sized village encamped at this pleasing spot among some trees. They came bringing two or three large bowls or baskets half-full of very good sage with other sorts of grass seeds that they consume; all brought their bows and arrows but with the strings removed from the bows. In his hands the chief bore strings of shell beads of the sort that they use, and on reaching the camp they threw the handfuls of these beads at each of us. Some of the heathens came up smoking on pipes made of baked clay, and they blew three mouthfuls of smoke into the air toward each one of us. The Captain and myself gave them tobacco, and he gave them our own kind of beads, and accepted the sage from them and gave us a share of it for refreshment; and very delicious sage it is for that purpose.

We set out at a half past six in the morning from this pleasing, lush river and valley of Our Lady of Angeles of La Porciúncula. We crossed the river here where it is carrying a good deal of water almost at ground level, and on crossing it, came into a great vineyard of grapevines and countless rose bushes having a great many open blossoms, all of it very dark friable soil. Keeping upon a westerly course over very grass-grown, entirely level soils with grand grasses, on going about half a league we came upon the village belonging to this place, where they came out to meet and see us, and

men, women, and children in good numbers, on approaching they commenced howling at us though they had been wolves, just as before back at the spot called San Francisco Solano. We greeted them and they wished to give us seeds. As we had nothing at hand to carry them in, we refused [Brown 2002:339-341, 343].

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925; McCawley 1996).

Tools and implements used by the Tongva to gather and collect food resources included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Trade between the mainland and the Channel Islands Groups was conducted using plank canoes as well as tule balsa canoes. These canoes were also used for general fishing and travel (McCawley 1996). The collected food resources were processed food with hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925; McCawley 1996).

The Chinigchinich cult, centered on the last of a series of heroic mythological figures, was the basis of religious life at the time of Spanish contact. The Chinigchinich cult not only provided laws and institutions, but it also taught people how to dance, which was the primary religious act for this society. The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Tatic groups even as Christian missions were being built. This cult may be the result of a mixture of native and Christian belief systems and practices (McCawley 1996).

Inhumation of deceased Tongva was the more common method of burial on the Channel Islands while neighboring mainland coast people performed cremation (Harrington 1942; McCawley 1996). Cremation ashes have been found buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966), as well as scattered among broken ground stone implements (Cleland et al. 2007). Supporting this finding in the archaeological record, ethnographic descriptions have provided an elaborate mourning ceremony. Offerings varied with the sex and status of the deceased (Johnston 1962; McCawley 1996; Reid 1926). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996).

CHRIS Records Search

AB 52 defines TCRs as those archaeological sites identified by tribal individuals that are eligible for or listed in the CRHR, or resources that are accompanied by a substantial burden of evidence such that the lead agency designates a resource as a TCR. As such, it is appropriate to review identification of prehistoric archaeological resources that have the potential to be identified by tribes as a TCR, such as from records searches and cultural resources inventories.

On August 6, 2019, a search of the CHRIS was completed at the South Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton. The records search included the project site and a 0.25-mile records search area. This search included collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, Department of Parks and Recreation Site Records, technical

reports, archival resources, and ethnographic references. Additional consulted sources include historical maps of the study area, the NRHP, the CRHR, the California Historic Property Data File, the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The full records search results are summarized in Appendix E of this EIR.

The SCCIC records search results indicate that 20 previously recorded cultural resources exist within the records search area. All 20 of the resources identified are built environment resources. No prehistoric or Native American cultural resources were identified within the records search area.

Native American Coordination

NAHC Sacred Lands File Search

As part of the process of identifying cultural resources within or near the project site, the City contacted the NAHC to request a review of the SLF on August 12, 2019. The NAHC emailed a response on September 18, 2019, which indicated that the SLF search was completed with negative results. Because the SLF search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the project site. The NAHC provided the contact information of five individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the project site. In compliance with AB 52, the City has contacted all NAHC-listed traditionally geographically affiliated tribal representatives that have requested project notification. Documents related to the NAHC SLF search are included in Appendix E.

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of potential impacts to TCRs as part of the CEQA process. AB 52 also requires the lead agency to send notifications of projects to California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on August 8, 2019. The letters contained a project description, outline of AB 52 timing, request for consultation, and contact information for the appropriate lead agency representative. Documents related to AB 52 consultation are on file with the City.

Senate Bill 18 Consultation

According to SB 18, the City has a responsibility to initiate consultation with tribes/groups listed on the NAHC's official SB 18 contact list for amendments to a Specific Plan. SB 18 requires the City to send a letter to each contact on the NAHC's SB 18 list, extending an invitation for consultation. Tribes will have 90 days from receipt of the letter to request consultation. The City must also send a notice to all contacts 45 days prior to adopting the amended Specific Plan, as well as a third notice 10 days prior to any public hearing regarding the Specific Plan amendment. Pursuant to SB 18, the City sent notification of the proposed project on September 30, 2019, to all California Native American tribal representatives that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area. These notification letters included a project description and inquired if the tribe would like to consult on the proposed project. Documents related to SB 18 consultation are on file with the City.

3.13.2 Relevant Plans, Policies, and Ordinances

State

The following state regulations pertaining to tribal cultural resources would apply to the proposed project.

Assembly Bill 52

AB 52 was approved by California State Governor Jerry Brown, Jr. on September 25, 2014. AB 52 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and also provided for additional Native American consultation requirements for lead agencies. Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe.

- (a) Tribal cultural resources are either of the following:
 - (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1
- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. AB 52 formalizes the lead agency-tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.
- (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Section 1 (a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as SB 18, was signed into law in September 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 establishes responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or amendment. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to “allow the protection of cultural places in open space element of the general plan” and amended Civil Code Section 815.3 to add “California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.”

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5(b)). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5(c)). The NAHC will notify the “most likely descendant.” With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of being granted access to the site. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

California Public Resources Code, Section 5097.98

Section 5097.98 of the California Public Resources Code addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and dictates that the NAHC resolve disputes regarding the disposition of such remains. These regulations have been incorporated into Section 15064.5(e) of the CEQA Guidelines. The proposed project would

be required to comply with Section 5097.98 of the California Public Resources Code should any unknown human remains be discovered during site disturbance.

California Public Resources Code, Sections 5097.5 and 30244

Section 5097.5 of the California Public Resources Code prohibits “knowing and willful” removal, destruction, injury, defacement, and excavation upon any historic or prehistoric ruins, burial grounds, or archaeological or vertebrate paleontological site situated on public lands (lands under state, county, city, district, or public authority ownership or jurisdiction, or the ownership or jurisdiction of a public corporation), except where the agency with jurisdiction has granted express permission. Section 30244 requires reasonable mitigation for impacts on archaeological or paleontological resources that occur as a result of development on public lands.

Local

The following local regulations pertaining to tribal cultural resources would apply to the proposed project.

City of West Hollywood Municipal Code Chapter 19.58

Chapter 19.58 in the City of West Hollywood’s Municipal Code describes the City’s Cultural Heritage Preservation Ordinance, which was adopted based on the following findings of the City Council:

- A. Threatened Structures and Sites.** The Council has determined that the character, history, and spirit of the City, State, and nation are reflected in the historic structures, improvements, natural features, objects, sites, and areas of significance located within the City and that in the face of ever increasing pressures of modernization and urbanization, cultural resources, cultural resource sites, and historic districts located within the City are threatened with alteration, demolition, or removal.
- B. Preservation of Structures and Sites.** The Council has further determined that these threatened structures, representing the City’s unique cultural, historical, and social foundations, should be preserved as a living part of community life and development in order to build a greater understanding of the city’s past and to give future generations the opportunity to appreciate, enjoy, and understand the city’s rich heritage.
- C. Methods of Preservation.** Recognizing that the use of historic preservation measures has become increasingly prevalent as a method for identifying and preserving cultural resources, the city joins with private concerns, the state, and the United States Congress to develop methods of preserving the city’s unique aesthetic, architectural, cultural, and historical heritage, in compliance with the provisions of the National Historic Preservation Act of 1966, as amended, and state law (Government Code Section 37361).

General Plan

The Historic Preservation Element of the City’s General Plan provides the following goals and policies for archaeological resources that are potentially relevant to the proposed project:

Goal HP-1

Expand the base of information on the City’s history.

Intent: The City has planned for and made provisions to recognize its history in a West Hollywood Room in the West Hollywood Library. To expand the City’s effort in the creation of this special room, the City will develop policies for and obtain documents, maps, photographs, and other materials that are relevant to the City’s past.

To maintain relevant historical documents on-hand at City Hall and the West Hollywood Room that will serve as reference materials to assist the City in making decisions regarding historic preservation.

Policy HP-1.1

Work with partners to program, curate, and support the West Hollywood Room in the West Hollywood Library and to support the mission to protect and preserve its heritage.

Policy HP-1.2

Develop an archival policy and archive of historic documents associated with West Hollywood to share with the community, educators, and researchers.

Policy HP-1.3

As feasible, maintain an internal resource center containing a collection of relevant historic documents.

Goal HP-2

Continue to identify and evaluate cultural resources.

Intent: To ensure that historically significant properties are identified and evaluated for preservation as cultural resources.

Policy HP-2.1

Continue to revise and update the West Hollywood Historic Resources Survey as needed.

Policy HP-2.2

Continue to seek designation of eligible properties as West Hollywood Cultural Resources and/or Historic Districts.

Policy HP-2.3

As feasible, provide assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.

Goal HP-3

Protect cultural resources from demolition and inappropriate alterations.

Intent: To recognize the importance of historic properties as valuable cultural resources and to maintain and preserve these properties for future generations.

Policy HP-3.1

Revise and update the Historic Preservation Element of the West Hollywood General Plan on a regular basis.

Policy HP-3.2

Ensure the protection of cultural resources through enforcement of existing codes.

Policy HP-3.3

Continue to coordinate Section 106 (National Historic Preservation Act) procedures with other environmental review procedures.

Policy HP-3.4

Continue to allow for the adaptive reuse of cultural resources.

Policy HP-3.5

Develop post-disaster policies and plans for designated cultural resources to encourage preservation of damaged cultural resources.

Policy HP-3.6

Suspend development activity when archaeological resources are discovered during construction. The project sponsor will be required to retain a qualified archaeologist to oversee the handling of resources in coordination with appropriate local and State agencies and organizations and local Native American representatives, as appropriate.

Policy HP-3.7

Continue to coordinate with City staff from various fields so that historic preservation goals are recognized, taking into consideration the implications historic preservation can have on other established City goals.

Goal HP-4

Increase the public's awareness of the City's history and cultural resources.

Intent: To provide the public with an understanding of the City's past and to create a sense of pride in the City's cultural resources.

Policy HP-4.1

Continue to educate the public about the history of West Hollywood.

Policy HP-4.2

Continue to memorialize significant people, places, and events in the history of West Hollywood through plaques and public art.

Policy HP-4.3

As feasible, maintain information on cultural resources on the City website.

Goal HP-5

Promote the preservation of cultural resources through maintenance and rehabilitation incentives and technical assistance.

Intent: To create incentives to encourage and assist property owners and developers in preserving historically significant cultural resources.

Policy HP-5.1

As feasible, maintain a resource library that includes technical information on the treatment of historic properties.

Policy HP-5.2

Consider providing relief from some taxes and fees for preservation projects.

Policy HP-5.3

Explore new sources of revenue such as grants and loans that can be used for the maintenance, rehabilitation, or restoration of cultural resources, or operating the City's preservation program.

Policy HP-5.4

As feasible, evaluate City programs for opportunities to underwrite the maintenance, rehabilitation or restoration of cultural resources.

Policy HP-5.5

Consider reevaluating the usefulness of the Transfer of Development Rights Program.

Policy HP-5.6

Consider directing capital improvement funds towards the preservation and enhancement of cultural resources and historic districts

Goal HP-6

Use historic preservation concepts as tools for economic development.

Intent: To utilize the City's cultural resources in a manner that assists the overall economic development of the City.

Policy HP-6.1

Seek opportunities to work with business and professional groups to incorporate cultural resources into their promotions of business and tourism.

Policy HP-6.2

As feasible, incorporate goals and objectives related to cultural resources into public and private plans for economic development.

3.13.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to tribal cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to tribal cultural resources would occur if the project would:

- A. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.13.4 Methodology

The area covered by the proposed project has been assessed for cultural resources pursuant to CEQA (see Section 3.2 and Appendix E of this EIR for details). The results of the cultural resources records search were reviewed in

Section 3.13.1. The cultural resources records search and did not identify any prehistoric or Native American cultural resources within the project site. Moreover, the City has initiated tribal consultation pursuant to AB 52 and SB 18. No specific TCRs were identified in the project area by the NAHC, by California Native American tribes, or by the City as part of the AB 52 and SB 18 notification and consultation process. As such, no TCRs have been identified in the project site that could be impacted by project implementation.

3.13.5 Impacts Analysis

Threshold A: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less Than Significant Impact. As previously discussed within this section chapter, a CHRIS records search and SLF search were conducted for the proposed project site. No previously recorded TCRs listed in the CRHR or a local register were identified within the project site. Further, no specific TCRs have been identified by California Native American tribes as part of the City's AB 52 and SB 18 notification and consultation process. Therefore, the proposed project would not adversely affect TCRs that are listed or eligible for listing in the state or local register. Impacts are considered **less than significant**.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less Than Significant Impact. There are no resources in the project area that have been determined by the lead agency to be significant pursuant to the criteria set forth in PRC Section 5024.1. Further, no specific tribal cultural resources were identified in the project area by the NAHC, by California Native American tribes, or by the City as part of the AB 52 notification and consultation process.

On August 8, 2019, and September 30, 2019, notification of the proposed project was sent via certified mail to California Native American tribal representatives that have requested to receive project notifications pursuant to AB 52 and SB 18, respectively, from the City and that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area. One tribe, the Gabrieleno Band of Mission Indians – Kizh Nation, requested formal consultation regarding the proposed project via email through an attached letter on August 12, 2019. In the letter, the Gabrieleno Band of Mission Indians – Kizh Nation stated that AB 52 consultation “shall have the same meaning provided in SB 18.” As such, the AB 52 and SB 18 consultation meetings were combined. The City subsequently held a consultation meeting with the Gabrieleno Band of Mission Indians – Kizh Nation through a conference call on October 2, 2019. Following the call, the Gabrieleno Band of Mission Indians – Kizh Nation followed-up with an email on October 2, 2019, that included portions of an environmental document for another project that discusses the historical overview of several former ranchos that were once present along Wilshire Boulevard. Additionally, the Gabrieleno Band of Mission Indians – Kizh Nation provided recommended mitigation measures via email

on October 2, 2019. No specific TCRs were identified within the project site by the Gabrieleno Band of Mission Indians – Kizh Nation.

A second tribe, the Gabrielino Tongva Tribe, requested formal consultation via letter on August 16, 2019. In the letter, the tribe expressed its ongoing concerns with the AB 52 / Section 106 consultation process that it has encountered over the past few years. However, the Gabrielino Tongva Tribe's designated representative did not respond to several attempts by the City via email or telephone on August 26, September 9, and September 25, 2019, to schedule the requested formal consultation. (Because AB 52 and SB 18 are government-to-government processes, all records of correspondence related to AB 52 and SB 18 notification and subsequent consultation are on file with the City.)

AB 52 requires a TCR to have tangible, geographically defined properties that can be impacted by an undertaking. To date, no TCRs have been identified on the project site. The City sent a follow-up letter via certified mail to the Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) on January 17, 2020, stating that no TCRs have been identified by the City through tribal consultation that would be affected by the proposed project. The letter provided the Tribe with an opportunity to provide additional comments regarding potential impacts to TCRs. The letter also stated that if no further response was received from the Tribe by February 3, 2020, the City would consider AB 52 consultation with the Tribe to be concluded. No response was received. The City subsequently sent a letter to the Tribe on June 12, 2020 via certified mail and email stating that consultation has concluded. The letter also stated that the City reviewed the materials and mitigation measures provided by the Tribe as a result of the consultation meeting and determined that, based on the cultural findings for the project, the City has not identified any resources within the project site that would warrant discretionary designation as a TCR requiring the implementation of the Tribe's suggested mitigation. As such, AB 52 consultation with the Tribe has concluded, and no TCRs have been identified in the project site that could be impacted by project implementation.

As the City received no information regarding TCRs, the City has determined that no TCRs are present in the project site. As such, no TCRs have been identified in the project site that could be impacted by project implementation. Therefore, impacts are considered less than significant.

3.13.6 Mitigation Measures

No mitigation is required.

3.13.7 Level of Significance After Mitigation

Implementation of the project would not impact TCRs.

3.13.8 References

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3.14 Utilities and Service Systems

This section describes the existing utilities available in the project area, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the proposed project.

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding increased demands for water, electricity, and natural gas and concerns regarding the quantity of solid waste that would be generated by the project. Concerns were also expressed regarding potential water runoff from the site in the event of a flood.

The analysis in this section is based in part upon the following documents:

- 8850 Sunset Water Memorandum, by John Labib + Associates, dated October 22, 2019. (Included in this EIR as Appendix K-1.)
- 8850 Sunset Sewer Capacity Study, by John Labib + Associates, dated December 2018. (Included in this EIR as Appendix K-2.)
- 8850 Sunset Energy Will Serve Letters, dated December 2018. (Included in this EIR as Appendix K-3.)
- 8850 Sunset Hydrology and Water Quality Technical Report, by John Labib + Associates, dated December 2018. (Included in this EIR as Appendix H.)

Other documentation used in this analysis includes the California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System; City of West Hollywood General Plan Environmental Impact Report; City of West Hollywood General Plan 2035; City of Beverly Hills's 2020 Urban Water Management Plan; and Metropolitan Water District 2020 Urban Water Management Plan. Other sources consulted are listed in Section 3.14.8.

3.14.1 Environmental Setting

This section describes the existing conditions in the project area and identifies the resources that could be affected by the proposed project.

Water Service

Water in the City of West Hollywood is supplied by two agencies: the City of Beverly Hills and the Los Angeles Department of Water and Power (LADWP). The Water Service Division of the City of Beverly Hills operates the water distribution system for the City of Beverly Hills and the western portion of the City of West Hollywood, including the project site (City of West Hollywood 2010, City of Beverly Hills 2021).

Water service for the project site is currently provided by City of Beverly Hills water mains, including an 8-inch diameter water main beneath San Vicente Boulevard and an 8-inch water main beneath Larrabee Street, as well as an 8-inch water main under Sunset Boulevard (Appendix K-1).

Water Supply

The City of Beverly Hills typically obtains its water supply from two sources: the Metropolitan Water District of Southern California (MWD) and local groundwater (City of West Hollywood 2010). The City's current water supply source is treated imported water purchased from MWD. Groundwater-related projects are underway, with local

groundwater pumping expected to resume in late 2021 to early 2022 (City of Beverly Hills 2021). Currently, the City of Beverly Hills has two connections (BH-1 and BH-2) to the MWD Santa Monica Feeder System, each with an operating capacity of 52 cubic feet per second (CFS). The City of Beverly Hills generally obtains local groundwater extracted from the Hollywood Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. Additionally, the City of Beverly Hills has plans to pump groundwater from the unadjudicated portion of the Central Groundwater Basin (Central Basin), referred to as the La Brea Subarea. As the Hollywood Subbasin does not receive artificial recharge, the actual annual pumping limits for the Hollywood Subbasin are equal to the natural safe yield, which is estimated to be approximately 3,000 AFY. Overall, the Hollywood Subbasin contains a total water storage capacity of approximately 200,000-acre feet (City of Beverly Hills 2021).

Groundwater

Under current conditions, the City of Beverly Hills' water treatment plant is offline (and has been offline since 2015). This plant is used to treat groundwater. As such, for the past approximately 5 years, all water in the service area has been supplied by MWD. The City of Beverly Hills has plans underway to resume use of their water treatment plant and to increase groundwater production relative to pre-2015 conditions. Upon completion of planned improvements, the water treatment plant would be redeployed, and previously existing wells in the Hollywood Subbasin would be used to supply water, as would new wells in the Hollywood Subbasin and in the La Brea Subarea. These improvements are underway, with local groundwater extraction anticipated to commence in late 2021 to early 2022 (City of Beverly Hills 2021, 2019a). In 2018, the existing Hollywood Subbasin wells were rehabilitated and two new wells were constructed. Currently, upgrades for the water treatment plant are being initiated, one of the La Brea Subarea wells is expected to come online by early 2022, and the two other La Brea Subarea wells are in the planning stages (City of Beverly Hills 2021, 2019b, 2019c).

Prior to the water treatment plant being taken offline in 2015, groundwater well production from the Hollywood Subbasin ranged from 933 AFY (in 2011) to 727 AFY (in 2014). Because some water is lost during the treatment process, actual water supply provided by groundwater ranged from approximately 800 AFY (in 2011) to 485 AFY (in 2014) (City of Beverly Hills 2016a). Through the water infrastructure improvements described above, the City of Beverly Hills plans to increase this supply to 2,952 AFY by 2025 and then to 3,327 AFY by 2030 (City of Beverly Hills 2021).

Water Use

The project site is currently developed with four one- and two-story commercial buildings totaling approximately 21,000 square feet. The existing buildings are currently occupied by the Viper Room nightclub, two liquor stores, two restaurants, a barbershop, a professional office, and two retail stores. The project site also has existing surface parking lots totaling 27,450 square feet and four existing billboards. Existing water use for the project site is estimated in Table 3.14-1.

Table 3.14-1. Existing Water Consumption

Land Use	Water Demand (gallons per day)
Restaurant	5,850
Nightclub	438
Retail	2,550
Total	8,838

Source: Appendix K-2

Sewer System

The Sanitation Districts of Los Angeles County (County Sanitation), District Number 4, provides sewer trunk infrastructure and wastewater treatment services to the City. The Hyperion Water Reclamation Plant (Hyperion) provides treatment for all wastewater flows for the City of Los Angeles and 29 contracting cities (including the cities of West Hollywood, Beverly Hills, Santa Monica, and Culver City). Since 1987, Hyperion has had the capacity for full secondary treatment. Currently, the plant treats an average daily flow of 275 million gallons per day (MGD) and has the capacity to treat 450 MGD (LA Sanitation & Environment 2019), resulting in a remaining capacity of 175 MGD.

The proposed project is currently served by infrastructure associated with the existing commercial buildings. The project site is currently served by an 8-inch diameter sewer line along Larrabee Street, which connects to a trunk line along Santa Monica Boulevard. The existing buildings generate an average flow of 0.014 CFS and a peak flow of 0.034 CFS (Appendix K-2).

Stormwater Drainage

The City receives stormwater in two main forms: in concentrated flows emerging from the Santa Monica Mountains, and in generalized flows resulting from direct rainfall to the area. The topography of the project site slopes mostly towards the south, with an approximately 11% gradient. Additionally, there is an easterly slope of approximately 2.5% across the existing site (Appendix H). Surface water resources in the project area are limited, as there are no large standing bodies of water and no streams with continuous flows.

The project site and surrounding area are characterized as an urban, developed commercial and residential area, with limited pervious surfaces. Vegetation within the project site is limited to planters with ornamental trees, shrubs, and grasses, which are scattered sparsely throughout the project site. The predominance of impervious surfaces prevents water from percolating into the ground, increasing the amount of runoff reaching the storm drain infrastructure.

The southwesterly flowing Ballona Creek, a subwatershed of the Santa Monica Bay (City of West Hollywood 2010), is located approximately 3.5 miles from the project area, at its closest point. Ballona Creek flows as an open channel for just under 10 miles from mid-Los Angeles through Culver City, reaching the Pacific Ocean at Marina Del Rey Harbor. The estuary portion is soft bottomed, while the remainder of the creek is lined in concrete. Ballona Creek is fed by a network of underground storm drains, which reach north into Beverly Hills and West Hollywood (LA Stormwater 2019).

The storm drain infrastructure in the City is owned and operated by the City of West Hollywood and the County of Los Angeles. The Los Angeles County Flood Control District (LACFCD) maintains the backbone flood control system within the City, consisting of a network of catch basins and underground storm drain pipes. The City owns and maintains a few catch basins and small storm drain pipes that directly flow into the LACFCD system. The public storm drain system in the City discharges stormwater via regional underground storm drains into the upper reach of Ballona Creek (City of West Hollywood 2010).

Existing storm water runoff from the project site is conveyed via sheet flow and curb drains to the adjacent streets, which in turn flow to subsurface storm drains beneath Sunset Boulevard, San Vicente Boulevard, and Larrabee Street. The Los Angeles County Department of Public Works Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The existing peak flow generated from the project site during a 50-year storm event would be approximately 3.16 CFS (Appendix H).

Solid Waste

The collection, transport, and disposal of solid waste and recyclables from businesses within the project site are currently provided by Athens Services. Waste collected by Athens Services is transported to the Athens Material Recovery and Transfer Facility, located in the City of Industry (Athens 2019). From the Athens facility, waste is transferred by rail to the 4,245-acre Mesquite Regional Landfill in Imperial County (City of West Hollywood 2011). As of March 2011, the landfill had an estimated remaining capacity of 1.1 billion cubic yards, had a maximum permitted throughput of 20,000 tons per day, and had an approximate cease operation date of January 2122 (CalRecycle 2019). Existing solid waste for the project site is estimated in Table 3.14-2.

Table 3.14-2. Existing Solid Waste Generation

Land Use	Size	Solid Waste Generation (tons per year)
Commercial uses (retail, office, restaurant)	13,862 square feet	7.28
Nightclub	3,019 square feet	17.97
Total		25.25

Source: Appendix D

Electric Power

The project site is currently served by Southern California Edison (SCE). SCE serves approximately 180 cities in 11 counties across central and southern California. SCE is the largest electric utility in California, serving more than 15 million people in a 50,000 square mile area of central and southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in West Hollywood (City of West Hollywood 2011). Electricity service is provided by a network of overhead and underground transmission lines. SCE obtains electricity from various generating sources that utilize natural gas, fossil fuels, hydroelectric sources, nuclear energy, and renewable resources, such as solar and wind (SCE 2019).

Natural Gas

According to the U.S. Energy Information Administration, California used approximately 2,110,829 million cubic feet of natural gas in 2017 (EIA 2019). The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers account for approximately 32% of the natural gas delivered by California utilities (CPUC 2019). Large consumers, such as electric generators and industrial customers (noncore customers), account for approximately 68% of the natural gas delivered by California utilities (CPUC 2019). CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. California gas utilities may soon also begin receiving biogas into their pipeline systems (CPUC 2019).

The Southern California Gas Company (SoCalGas) provides the City with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. A SoCalGas service yard is located within the City limits, adjacent to the West Hollywood Gateway Center (City of West Hollywood 2011). In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas' service territory. In 2019, SoCalGas delivered approximately 3,048 million therms (304.8 billion thousand

British thermal units (kBtu)) to Los Angeles County (CEC 2020). Within the City, annual natural gas consumption is approximately 10,167,060 therms (City of West Hollywood 2017).

Telecommunication

The City is currently served by AT&T, Frontier Communications, and HughesNet (City of West Hollywood 2019).

3.14.2 Relevant Plan, Policies, and Ordinances

Federal

The following federal regulations pertaining to utilities and service systems would apply to the proposed project.

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) permit program was established as part of the Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States. A discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. The City of West Hollywood, along with the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County are permittees under the NPDES Permit for Municipal Separate Storm Sewer System (MS4) discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175, NPDES Permit No. CAS004001).

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code Fed. Regs., Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

The following state regulations pertaining to utilities and service systems would apply to the proposed project.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (Assembly Bill [AB] 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2000 and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source

reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements included encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWMB regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered the statewide crisis it once was. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfill operations and solid waste facilities.

In 2011, AB 341 was passed, mandating that CalRecycle require local agencies to adopt strategies that will enable 75% diversion of all solid waste by 2020.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826 (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consists of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

Senate Bill X7-7

Senate Bill (SB) X7-7 implements water use reduction goals to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The bill requires each urban retail water supplier to develop urban water use targets to help meet the 20% goal by 2020 and an interim 10% goal by 2015. The bill establishes methods for urban retail water suppliers to determine targets to help achieve reductions in water use. The retail agency may choose to comply with SB X7-7 as an individual or as a region in collaboration with other water suppliers. Under the regional compliance option, the retail water supplier must report the water use target for its individual service area.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the

California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably, and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for medium- and high-priority groundwater basins in California.

In accordance with SGMA, California's Department of Water Resources has determined that the Hollywood Subbasin has a very low priority in regards to enacting a Groundwater Sustainability Plan. This is because less than 9,500 AFY is withdrawn from the Hollywood Subbasin, and there are no documented impacts, such as significant and unreasonable declines in groundwater levels, depletion of groundwater in storage, depletion of interconnected surface waters, etc. The groundwater use within the Hollywood Subbasin is low because overlying land uses rely primarily on imported water sources and are served by municipal water rather than domestic groundwater wells. Basins designated by DWR as very low priority are not required to prepare and implement a Groundwater Sustainability Plan (CDWR 2019). However, this does not preclude a Groundwater Sustainability Plan from being developed for the basins on a voluntary basis. The Central Basin, including the La Brea Subarea, was considered to be a high priority basin by the California Department of Water Resources (City of Beverly Hills 2021). However, in lieu of creating a Groundwater Sustainability Plan for the La Brea Subarea, the City of Beverly Hills and other stakeholders opted to develop an alternative analysis demonstrating that the La Brea Subarea is now and has been sustainable for the last 40 years. This alternative analysis satisfies the objectives of the SGMA legislation (City of Beverly Hills 2016b). The La Brea Subarea is now designated as "very low priority" by the California Department of Water Resources (CDWR 2019; City of Beverly Hills 2021).

Urban Water Management Plans

Urban water purveyors are required to prepare and update an UWMP every 5 years, based upon city growth projections included within general plans. The City of Beverly Hills, which provides water service to a portion of the City of West Hollywood (including the project site), updates its UWMP as required, drawing in part upon the City of West Hollywood's growth projections. UWMPs are required to provide a framework for long term water planning and to inform the public of the supplier's plans to ensure adequate water supplies for existing and future demands. UWMPs are required to assess the reliability of the agency's water supplies over a 20-year planning horizon and report its progress on 20% reduction in per-capita urban water consumption by the year 2020, as required in by SB X7-7. The California Department of Water Resources reviews agency UWMPs to ensure that UWMP requirements are completed.

Executive Order B-29-15

Building upon the Governor's Emergency Proclamations, issued on January 17, 2014 and April 25, 2014, which declared a drought state of emergency for Californians to reduce their water usage by 20%, and strengthened the state's ability to manage water and habitat effectively in drought conditions, the Governor issued Executive Order B-29-15 on April 1, 2015, directing the SWRCB to impose restrictions to achieve a Statewide 25% reduction in potable urban water usage. In response, the California Energy Commission approved standards for water applicants that requires water appliances to consume less water, including the following:

- Toilets and urinals, except those designed for prisons or mental health facilities. Toilets shall not consume more than 1.28 gallons per flush and shall have a waste extraction score of no fewer than 350 grams. Urinals shall not consume more than 0.125 gallons per flush. (These facilities have specially-designed toilets and urinals to address security and health issues.)
- Residential lavatory faucets shall not exceed 1.2 gallons per minute flow rate.

- Kitchen faucets shall not exceed 1.8 gallons per minute flow rate and may have capability to increase to 2.2 gallons per minute momentarily for filling pots and pans.
- Public lavatory faucets shall not exceed 0.5 gallon per minute flow rate (SCEC 2015).

In response to the statewide conservation mandates, Californians reduced water use by 23.9% between June 2015 and March 2016, compared with the same months in 2013.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen, and establishes minimum mandatory standards as well as voluntary standards pertaining to sustainable planning and design, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically and the latest version of these standards became effective on January 1, 2020.

Mandatory CALGreen standards pertaining to water, wastewater, and solid waste include the following:

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.

Regional

As previously discussed, water purchased from the MWD is a primary source of water supply for the City of Beverly Hills. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, the MWD has adopted a series of official reports on the state of its water supplies. These plans are summarized below. As discussed in further detail below, in response to recent developments in the Sacramento Delta, the MWD has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies.

MWD 2020 Draft Regional Urban Water Management Plan

The MWD 2020 Regional Urban Water Management Plan provides an assessment and summary of MWD's water service reliability outlook through 2045. In the 2020 UWMP, MWD has determined that it has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single-dry year condition and a multiple-dry year condition. MWD has plans for supply implementation and continued development of a diversified resource portfolio including programs in the Colorado River Aqueduct, State Water Project, Central Valley storage and transfers programs, local resource projects, and in-region storage that would enable the region to meet its water supply needs. MWD has also developed comprehensive plans for stages of actions it would undertake to address frequent and severe periods of droughts, consisting of six standard water shortage levels corresponding to progressive ranges of up to 10, 20, 30, 40, and 50% shortages and greater than 50% shortages.

In its 2020 UWMP, MWD estimates that water use in its service area has decreased by 34% relative to its established baseline levels, thereby exceeding the 20% target reduction set by SB X7-7. As reported in the 2020 UWMP, MWD plans to continue investing in water efficiency measures that have helped the region achieve and exceed the target reductions.

MWD continues to set forth plans for emergency and catastrophic scenarios and has recently revised an Emergency Storage Objective to manage against potential interruption in water supplies resulting from catastrophic occurrences within the southern California region, including seismic events. In addition, MWD continues to work with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project deliveries (MWD 2021a).

MWD Integrated Resources Plan

MWD first adopted its Integrated Resources Plan (IRP) in 1996, followed by updates every five years. The IRP 2015 Update, which was adopted in 2016, demonstrates how MWD plans to develop its water resource supply portfolio until the year 2040, including planning for hydrologic, regulatory, and other types of uncertainties. Under the strategy of the IRP 2015 Update, MWD will continue to look locally to close the gap between supply and demand, while making the necessary investments and initiatives to maintain the reliability of imported supplies. Overall, the strategies presented in the IRP 2015 Update are projected to meet the future water supply needs of southern California and identify measures that MWD can take in order to swiftly respond to the uncertainties that exist with water resource programs (MWD 2016). The 2020 IRP is currently underway and will continue to provide a blueprint for long-term water supply reliability in southern California. The 2020 plan will be a new IRP (as opposed to an update) and will incorporate different scenarios for the future, for a long-term, diversified strategy (MWD 2021b).

MWD Water Surplus and Drought Management Plan

In 1999, MWD incorporated a water shortage contingency analysis, which is required as part of any urban water management plan, into a separate, more detailed plan, called the Water Surplus and Drought Management (WSDM) Plan. The overall objective of the WSDM Plan is to ensure that shortage allocation of MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water; first inside and then outside of the region. The Shortage Actions of the WSDM Plan are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as a part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories.

MWD Water Supply Allocation Plan

While the WSDM includes a set of general actions and considerations for MWD staff to address during water shortage conditions, that plan did not include a detailed water supply allocation plan or implementation approach. Therefore, MWD adopted the Water Supply Allocation Plan in February 2008, which has been implemented three times, with the most recent implementation in April 2015. The Water Supply Allocation Plan includes a formula for determining reductions of water deliveries to member agencies during extreme water shortages conditions (i.e., drought conditions or unforeseen cuts in water supplies) in MWD's service area. The formula allocates shortages of MWD supplies and seeks to balance the impacts of a shortage at the retail level, while maintaining equity on the

wholesale level, and takes into account growth, local investments, changes in supply conditions, the demand aspects of nonpotable recycled water use, and the implementation of conservation savings programs. The allocation period covers 12 consecutive months, from July of a given year through the following June.

Local

The following local/regional regulations pertaining to utilities and service systems would apply to the proposed project.

General Plan

The Infrastructure, Resources, and Conservation Element of the City's General Plan contains the following goal and policies potentially relevant to the proposed project:

Goal IRC-2

Provide citywide access to high-quality water, gas, electricity, and telecommunications services.

Policy IRC-2.1

Support city-wide access to water, gas, power, and telephone and other telecommunications services.

Policy IRC-2.2

Require development Projects to provide a "will serve" letter or similar proof of the availability of necessary infrastructure and services by outside service providers during the permit review process.

Policy IRC-2.3

Require that development Projects pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.

Goal IRC-3

Reduce water use and ensure a long-term water supply.

Policy IRC-3.1

Allow for construction of new development only when there is sufficient water to supply that development, as determined by the service provider.

Policy IRC-3.4

Educate the public regarding water conservation, greywater use, and water storage and capture strategies.

Policy IRC-3.6

Require all new buildings to meet the following standards:

- Achieve a reduction of water use of 40% less than baseline for buildings as calculated by the Energy Policy Act of 1992. Single-family homes are exempted from this requirement but must still meet the other standards of the Green Building Ordinance.
- Reduce water consumption for outdoor landscape irrigation, consistent with the most recent City policy.
- Comply with all prevailing state laws and City regulations regarding indoor and outdoor water conservation and efficiency in new construction.

Goal IRC-8

Provide a wastewater system that protects the health, safety, ecology, and welfare of the community.

Policy IRC-8.2

Require development Projects to pay for their share of wastewater system.

Goal IRC-10

Use best practices to reduce and manage solid waste.

Policy IRC-10.3

Encourage all construction Projects (regardless of size) to divert 80% of the construction waste debris away from landfills.

Policy IRC-10.7

Encourage the use of recycled building materials in public and private development Projects.

City of West Hollywood Municipal Code

Solid Waste

The City requires a project to be designed to incorporate solid waste and recycling operations in a convenient manner. Per Article 19 of the City of West Hollywood Zoning Ordinance, the following are required for new developments:

- Each new multi-family and non-residential project shall implement a recycling plan;
- Residential (individual dwelling units) and commercial uses shall have sufficient containers as to accommodate the amount of solid waste and recycling generated by the premises; and
- Landscape waste shall be placed in designated green waste bins.

Furthermore, pursuant to the City of West Hollywood Municipal Code (WHMC) Section 19.20.060, the City requires projects to divert a minimum of 80% of all construction and demolition waste away from landfills. Prior to the issuance of a Certificate of Occupancy, a project applicant must submit a recycling manifest to the City of West Hollywood Environmental Services Specialist, which shows what type of materials were accepted and recycled.

Wastewater

Chapter 15.04 of the WHMC adopts Title 20, Utilities, Division 2, Sanitary Sewers and Industrial Waste, of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance of the City. Chapter 15.04 also identifies the penalty for violations of the City's Sanitary Sewer and Industrial Waste Ordinance.

Chapter 15.08 of the WHMC establishes the means of providing adequate sewers required for the development of the City; a charge to be collected from the owners of properties that propose to discharge to the public sewer excess quantities for which the system was designed; and a fund in which these charges may be deposited and will be available for the sanitary sewer construction program. Specifically, Section 15.08.060 of the WHMC states that a City engineer shall determine what capacity is necessary in each public sewer to provide for the proper collection of sewage in the City. In the event a lot in the City is to undergo development or redevelopment, and the anticipated sewage from the proposed use is found by the City engineer to exceed the capacity available in the public sewer,

the building permit for such development or redevelopment shall not be issued until such time as capacity in the public sewer is available or can be made available before the building is occupied.

Lastly, Chapter 15.12 establishes the sewer service and maintenance service charges levied upon each parcel of real property in the City for services and facilities provided by the City.

City of Beverly Hills Municipal Code – Water Supply Fee

Title 6, Chapter 1, Article 2.7 of the Beverly Hills Municipal Code codified an ordinance to establish a water supply fee for the City of Beverly Hills. The ordinance, which took effect on January 7, 2017, establishes a water supply fee for the cost of water facilities in existence and for new water facilities to be acquired or constructed to provide water supplies to serve a new or expanded connection to the water system. The fee would help maintain the City's goal of reducing its reliance on water imported from the MWD.

An applicable project is defined as that which provides the construction or addition of floor area which requires a building permit. Moreover, an applicable project can be defined as that which provides any change of use in property which requires a larger water meter and a building permit. Floor area is further defined in the Beverly Hills Municipal Code under specific non-residential, multi-family residential, and single-family residential criteria.

As such, the user of the Beverly Hills water service shall pay a water supply fee in an amount established by resolution of the Beverly Hills City Council. As deemed appropriate by the Director of Public Works Services, the water supply fee would be due upon the occurrence of either the installation of a new water meter, change in the size of a water meter, or final inspection of a project.

City of West Hollywood Green Building Program

The City adopted one of the nation's first mandatory green building ordinances, which codified a green building program in the City. The ordinance ensures that new buildings are healthier for residents and use energy and resources more efficiently. Guidelines for water conservation are included in the West Hollywood Green Building Manual. All applications for projects proposing three or more residential units, and all applications for new commercial buildings (including mixed-use projects) must comply with the Green Building Point System. A minimum of 60 points is required. A total of 160 points are available. Projects that reach 90 points are eligible for one of the possible incentives. The proposed project has been designed to achieve 62 points (see Appendix B). A Green Features manual is required at the end of construction to inform future tenants of green features. Listed below are the water conservation guidelines relevant to the project:

- Use of low-flow showerheads: Showerheads must flow at a rate less than 2.5 gallons per minute to receive credit in the green building program point system. There are two basic types of low-flow showerheads: aerating and laminar-flow. Aerating showerheads mix air with water, forming a misty spray. Laminar-flow showerheads form individual streams of water.
- Use of water efficient kitchen and bathroom faucets: Faucets must flow at rate less than 2.5 gallons per minute to receive this point. All faucets in the building must be installed to this standard.
- Use of water efficient toilets: Water efficient toilets must either be dual-flush or less than 1.3 gallons per flush. All toilets in the building must be installed to this standard. Dual-flush toilets use 0.8 gallons per flush for liquid waste and 1.6 gallons (the amount used by a conventional toilet) per flush for solid waste, with an average of less than 1.3 gallons per flush.

- Use of water efficient urinals: One point is given for urinals that use less than 0.5 gallons per flush, and two points are given for water-free urinals.
- Use of Drought Tolerant and Native Species for Landscaping: Native and drought tolerant plants use less water than exotic plants and are generally less susceptible to pests and disease. Avoid inadvertently over watering by planting in hydrozones, appropriately grouping plants by their water need. Irrigation systems should be appropriately sized and also have timers to prevent over watering or watering during midday.

In addition to water conservation guidelines, the West Hollywood Green Building Manual includes mandatory measures for residential and non-residential development related to site development; drainage and water quality; weather resistance and moisture maintenance; construction waste reduction, disposal, and recycling; building maintenance and operation; and pollutant control.

City of Beverly Hills Urban Water Management Plan

The City of Beverly Hills' UWMP includes estimates of past, current, and projected potable and recycled water use, identifies water conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. The factors forecasting the City's future water demand include utilizing the California Department of Water Resources population tool and the Southern California Association of Government's (SCAG) population projections.

City of Beverly Hills Water Enterprise Plan

In December 2015, the City of Beverly Hills adopted its Water Enterprise Plan to evaluate a 10-year water portfolio that would enable the City of Beverly Hills to reduce its dependence on purchased and imported water from the MWD. The recommended portfolio, which was determined to be the most feasible and viable, includes groundwater supply development in the La Brea Subarea of the Central Basin, water conservation, water staffing, and water banking.

Local Stormwater Regulations

See Section 3.7, Hydrology and Water Quality, for a list of applicable regulations related to stormwater runoff.

3.14.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the project would:

- A. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

- D. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.14.4 Methodology

The analysis of the proposed project impacts was based on the following:

- *Water conveyance infrastructure*: Based on the Water Memo, prepared by John Labib + Associates, included as Appendix K-1 of this EIR. Water flow requirements for the proposed project were measured against the available water flow from the existing infrastructure.
- *Wastewater conveyance and treatment infrastructure*: Based on a sewer analysis by John Labib + Associates, included as Appendix K-2 of this EIR. The anticipated wastewater generation from the proposed project was calculated and measured against the available capacity of the sewer system and the wastewater treatment plant that serves the project site.
- *Stormwater conveyance infrastructure*: Based on the Hydrology and Water Quality Technical Report, included as Appendix H of this EIR. Post-project stormwater discharge was calculated and compared to the existing stormwater discharge from the project site to determine whether any demands would be added to the existing infrastructure.
- *Electricity and natural gas infrastructure*: Based on information from the Energy Will Serve Letters, prepared by John Labib + Associates (included as Appendix K-3 of this EIR) and on information from the project applicant.
- *Telecommunication infrastructure*: Based on known existing infrastructure in the project area and on information from the City.
- *Water supply*: Based on anticipated net increase in water demand, which was calculated using the California Emissions Estimator Model (CalEEMod). Modeling outputs from CalEEMod are attached to this EIR as Appendix D. Water supply and availability data were obtained from the City of Beverly Hills 2020 UWMP (City of Beverly Hills 2021).
- *Solid waste disposal*: Based on anticipated net increase in solid waste generation, which was calculated using CalEEMod. Modeling outputs from CalEEMod are attached to this EIR as Appendix D. Existing landfill capacity data were obtained from the California Department of Resources Recycling and Recovery database (CalRecycle 2019).

3.14.5 Impacts Analysis

Threshold A: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Conveyance and Treatment

Water service for the project site is provided by the City of Beverly Hills via an existing 8-inch diameter water main beneath San Vicente Boulevard, an existing 8-inch water main beneath Larrabee Street, as well as an 8-inch water main under Sunset Boulevard. The proposed project would increase water demand on the project site relative to existing conditions, due to the proposed increase in land use intensity. As such, the proposed project would place

additional demands on the existing water infrastructure that serves the project area. To determine the potential constraints on the existing water infrastructure that could be caused by the proposed project, water flow requirements for the proposed project were measured against the available water flow from the existing infrastructure. Through this assessment, it was determined that the existing infrastructure would not have constraints for providing the water flow required for the proposed project (Appendix K-1). As such, existing water conveyance infrastructure would be sufficient to serve the proposed project.

Imported water supplied by the City of Beverly Hills is treated at MWD's Weymouth Treatment Plant in La Verne, and groundwater was treated at the City of Beverly Hills' water treatment plant, prior to the plant being taken offline in 2015 (see Section 3.14.1 for details). The plant is expected to resume operation once planned improvements are completed. As described and substantiated under Threshold B (below), the project's anticipated water demand falls within the future supply projections for the City of Beverly Hills. (These projections take into account treatment of the water supply in accordance with regulatory standards.) As such, the proposed project would not require or result in the need for new or expanded water treatment facilities.

Water infrastructure required for the proposed project would thus be limited to on-site infrastructure, consisting of new water meters and lateral connections to the existing water system in Sunset Boulevard to provide domestic water, fire water, and irrigation water to the proposed project. Connections may also be required to water mains in San Vicente Boulevard or Larrabee Street for additional fire hydrants (Appendix K-1). Installation of new water connections would consist of either trenching to the depth of pipe placement or using trenchless technology, which causes less ground disturbance. Trenching would result in temporary stockpiling of soil along the length of the trench, pending backfilling, which could result in potential short-term erosion and siltation. Trenchless technology requires temporary stockpiling of soil adjacent to excavations on both ends of a pipe section. Environmental effects associated with soil disturbance and the potential for erosion and siltation during this process would be addressed through construction best management practices for water quality protection, including sandbag barriers, dust controls, perimeter controls, drain inlet protection, and proper construction site housekeeping practices. Construction of water infrastructure for the project would be limited to the project site boundaries and its immediate street frontages, and would occur during the project's construction phase. As such, impacts associated with installation of water infrastructure necessary for the project have been analyzed in the EIR as part of the project. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of water infrastructure. For all of the foregoing reasons, the project's water conveyance and treatment impacts would be **less than significant**.

Wastewater Conveyance

As previously discussed, the project site is currently served by an 8-inch diameter sewer line that runs along Larrabee Street and then connects to a trunk line that runs along Santa Monica Boulevard. A sewer analysis was performed by John Labib + Associates (Appendix K-2) to determine whether existing sewers have sufficient capacity to accommodate anticipated wastewater flows associated with the project. Flow monitoring radars were installed in a manhole located adjacent to the project site along Larrabee Street, and data was collected over a two-week period. During the monitoring period, no silt buildup was observed, and the line was observed to be in good condition. Field measurements verified the size of the 8-inch pipe. Per the City's Sewer Capacity Study Requirements, the anticipated peak daily flow generated by the proposed project was calculated, using the County Sanitation District No. 4 Mean Loading Table. Based on the analysis, the sewer system serving the project site would remain under 50% capacity with the addition of the project's anticipated average and peak flows (Appendix K-2). As such, the existing sewer system would have adequate capacity to serve the proposed project, and no new or upgraded sewer lines would be necessary as a result of the project.

Wastewater from the project would be treated at the Hyperion Water Reclamation Plant. Hyperion has the capacity to treat approximately 450 MGD of wastewater to full secondary treatment level and currently treats 275 MGD. The remaining capacity at Hyperion is approximately 175 MGD, or approximately 39% of its total capacity (LA Sanitation & Environment 2019). The existing uses on the project site generate an average flow of 0.014 CFS and a peak flow of 0.034 CFS (Appendix K-2). Implementation of the project would increase the average and peak daily wastewater flows from the project site by 0.168 CFS and 0.419 CFS, which is equivalent to an average flow of 0.108 MGD and 0.271 MGD, respectively (Appendix K-2).¹ This increase in wastewater generation represents approximately 0.06% to 0.15% of the remaining capacity of the Hyperion facility. As such, the project would not exceed the available treatment capacity of Hyperion and would not, therefore, require the construction of additional wastewater treatment infrastructure.

As with water infrastructure, the on-site sewer infrastructure necessary to serve the project would consist of meters and lateral connections to existing sewer lines. The construction processes required to install such infrastructure would be similar to those described above for the on-site water infrastructure. Similarly, construction of sewer infrastructure for the project would be limited to the project site boundaries and its immediate street frontages and would occur during the project's construction phase. As such, impacts associated with installation of sewer infrastructure necessary for the project have been analyzed in the EIR as part of the project. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of wastewater infrastructure. For all of the foregoing reasons, the project's wastewater conveyance impacts would be **less than significant**.

Stormwater Drainage Facilities

Based on the Hydrology and Water Quality Technical Report (Appendix H), the post-development drainage patterns on the project site would match existing drainage patterns. The proposed project would incorporate biofiltration systems in order to treat stormwater runoff and reduce runoff flows as required by the Los Angeles County Department of Public Works and the City.

The proposed development would decrease the existing impervious area on the site by adding plantings and landscaping around the site and upper levels of the proposed building. The additional landscaping would decrease the peak stormwater flow generated from a 50-year storm event (the existing peak flow is 3.16 CFS, and the post-project peak flow is projected to be 3.14 CFS) (Appendix H). Because runoff from the existing project site is being accommodated by existing stormwater infrastructure, it is expected that the stormwater volumes from the project site during operations (which would decrease slightly relative to existing conditions) would also be sufficiently accommodated by existing infrastructure. As such, new or expanded off-site stormwater infrastructure would not be required to accommodate the proposed project.

Stormwater infrastructure required to serve the project site would thus be limited to on-site stormwater infrastructure required to support the project. This infrastructure would be installed and constructed as part of the proposed project within the boundaries of the project site and its immediate street frontages, and installation would occur during the project's construction phase. As such, impacts associated with construction of new stormwater infrastructure necessary for the project have been analyzed in the EIR as part of the project. No additional impacts outside of those analyzed and disclosed in this EIR would occur as a result of construction of stormwater infrastructure. For all of the foregoing reasons, stormwater drainage facility impacts would be **less than significant**.

¹ In their response to the Notice of Preparation for this EIR, County Sanitation estimates that the proposed project would result in an average increase in wastewater flow from the project site of 33,423 gallons per day. This is less than the estimates provided in the project-specific sewer study.

Electric Power Infrastructure

SCE is the current service provider for the proposed project. In a will-serve letter (Appendix K-3), SCE confirmed that service can be provided to the proposed project with existing infrastructure. The proposed project would connect to existing infrastructure via a transformer vault located within San Vicente Boulevard, in the northbound lane. Any new electrical infrastructure would thus be installed within the project site and along its immediate street frontages. Such infrastructure would be installed during the project's construction period. As such, impacts associated with installation of electrical infrastructure have been analyzed in this EIR as part of the project. Additionally, as described in Section 3.3 of this EIR, the project would result in a net increase in electricity demand of 2,968,238 kilowatt-hours per year. The increase in electricity consumption with implementation of the proposed project represents approximately 0.004% of SCE's total forecasted electricity sales in 2020 (CPUC 2018). As such, the increase in electricity demand at the project site would be negligible relative to the electricity use in SCE's service area. The project would also comply with and implement a variety of energy-efficiency measures, which would further reduce operational electricity consumption. No additional impacts outside of those analyzed and disclosed in this EIR would occur as a result of construction of electrical infrastructure. For the foregoing reasons, electric power infrastructure impacts would be **less than significant**.

Natural Gas Infrastructure

SoCalGas has stated in a will-serve letter (Appendix K-3) that service can be provided to the project site. Minor alterations of existing on-site natural gas main/service branches may be required. As such, impacts from installation and/or modifications to natural gas infrastructure would occur within the project site boundaries and/or the immediate street frontages that border the project site. Such work would occur as part of the project's construction period and, therefore, has been analyzed in this EIR as part of the project. Construction processes for this work would be similar to those described for on-site water and wastewater infrastructure above.

As described in Section 3.3 of this EIR, the project would result in a net increase in natural gas demand of 7,751,794 kBtu per year. The expected increase in use represents approximately 0.0001% of SoCalGas' 2020 demand (CEC 2017). As such, the expected increase in natural gas consumption is negligible compared to SoCalGas' available supply. The project would also comply with and implement a variety of energy-efficiency measures, which would further reduce natural gas consumption. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of natural gas infrastructure. For the foregoing reasons, natural gas infrastructure impacts would be **less than significant**.

Telecommunications Infrastructure

Upgrades would likely be required with respect to telecommunication facilities, based on the change in land use (i.e., higher density and increase in on-site technology). Upgrades would be completed by the telecommunication providers in the City, which are AT&T, Frontier Communications, and HughesNet. Because the project site is located in an urbanized area that is already served by several telecommunication services, it is not anticipated that any off-site improvements or installations of telecommunication facilities would be necessary to accommodate the project. Rather, as with the utilities described above, improvements and installations would be limited to the project site and the immediately adjacent street frontages. These improvements and installations would occur during construction, and the impacts of such improvements have therefore been analyzed in this EIR as part of the project. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of telecommunications infrastructure. For all of the foregoing reasons, telecommunications infrastructure impacts would be **less than significant**.

Threshold B: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The proposed project would consist of a new mixed-use hotel and residential building, approximately 420,000 gross square feet in size including below grade components. The commercial portion of the project would include 115 hotel guestrooms with ancillary uses, such as meeting rooms, spa/gym, an outdoor pool, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. Table 3.14-3 summarizes the projected water demand for the project. According to the project's sewer study (Appendix K-2), the proposed project would result in a net increase in wastewater generation of 108,291 gallons per day. Wastewater generation would be generally equivalent to the project's indoor water use. Outdoor water use for the proposed project is estimated to be 1,315 gallons per day (Appendix D), equating to a total anticipated net increase in water demand of 109,606 gallons per day. This net increase in water demand is equivalent to approximately 123 AFY.

The City of Beverly Hills UWMP shows projected water supply under normal, dry, and multiple dry years for 2025, 2030, 2035, 2040, and 2045. The project is expected to be operational by 2025. Table 3.14-3 below shows projected water supplies under normal, dry, and multiple dry years for 2025 (i.e., representing project buildout) and for future years during project operations (2030, 2035, 2040, and 2045). Table 3.14-3 also shows a comparison of the proposed project's water demand to projected supplies.

Table 3.14-3. Projected Water Supply

	2025	2030	2035	2040	2045
Projected Normal-Year Supplies	11,933 AFY	12,131 AFY	12,340 AFY	12,582 AFY	12,768 AFY
<i>Proposed Project Percentage of Supply</i>	1.03%	1.01%	1.00%	0.98%	0.96%
Projected Single-Dry Year Supplies	11,933 AFY	12,131 AFY	12,340 AFY	12,582 AFY	12,768 AFY
<i>Proposed Project Percentage of Supply</i>	1.03%	1.01%	1.00%	0.98%	0.96%
Projected Five Consecutive Drought Years Supplies	12,067 AFY	12,267 AFY	12,478 AFY	12,723 AFY	12,911 AFY
<i>Proposed Project Percentage of Supply</i>	1.02%	1.00%	0.99%	0.97%	0.95%

Source: City of Beverly Hills 2021

Notes: AFY = acre-feet per year

Proposed project water use based on wastewater generation (sourced from Appendix K-2) plus outdoor water use (sourced from Appendix D).

As shown in Table 3.14-3, the proposed project would constitute a minor amount of the projected water supplies, during normal year, single-dry year, and multiple-dry year scenarios. Additionally, the UWMP contains projections for the incremental demand increases anticipated to occur each year from 2021 through 2025. The anticipated incremental demand increase is 448 AF each year between 2021 and 2025, which equates to an incremental supply requirement of 470 AF each year (to account for 5% water loss) (City of Beverly Hills 2021). As described above, the proposed project is expected to generate a demand increase of 123 AFY and is expected to be

operational in 2025. As such, the water demand increase attributable to the proposed project would fall well within the yearly projections for water demand increases in the City of Beverly Hills' service area.

The projected supplies shown in Table 3.14-3 are equivalent to the projected demands (City of Beverly Hills 2021). The City of Beverly Hills UWMP draws upon growth projections for the City of Beverly Hills and a portion of the City of West Hollywood for water supply planning. As such, the UWMP includes plans to accommodate growth based on land use plans and growth projections from both jurisdictions. Both the City of Beverly Hills and the MWD (which supplies the City of Beverly Hills with a majority of its water) expect that under all hydrologic conditions, water supplies will be able to fully meet all projected demands for normal, single-dry, and multiple-dry water demand scenarios through the year 2045, which is the planning horizon for the current UWMPs. These projections consider land use, water development programs/projects, and water conservation (City of Beverly Hills 2021). If needed, the City of Beverly Hills has the ability to increase its water supply to meet future demands by increasing imported water purchases. As described in Section 3.14.1, the City of Beverly Hills also has plans to increase local groundwater production in the future, based on plans outlined in the UWMP. By 2025, the City of Beverly Hills plans to source 25% to 30% of its water supply from groundwater (City of Beverly Hills 2021). Regarding imported water supply, the 2020 MWD UWMP includes plans for continued development of a diversified resource mix, including programs in the Colorado River Aqueduct, the State Water Project, Central Valley transfers, local resource projects, and in-region storage. In addition, MWD has comprehensive plans for actions it would undertake to address frequent and severe periods of drought. MWD has also developed an Emergency Storage Objective to provide protections against potential interruptions in water supplies resulting from catastrophic occurrences within the southern California region, including seismic events. In addition, MWD continues to work with the state on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project deliveries. Through these programs and safety precautions, it is anticipated that the City of Beverly Hills will be able to maintain projected water supplies, and could potentially increase water purchases from MWD in the future, if needed.

In summary, the City of Beverly Hills UWMP identifies a sufficient, reliable, and flexible water supply for the service area now and into the future, based on land use plans and growth projections. Because the proposed project would be within growth projections identified for the City of West Hollywood (see 3.10.5) and incorporated by the City of Beverly Hills in its UWMP, the water demand from the proposed project would fall within the projected water supply for the service area. For the reasons described above, it is expected that there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. As a result, impacts related to water supply would be **less than significant**.

Threshold C: Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed under Threshold A, wastewater from the project site would be treated at the Hyperion Water Reclamation Plant. Hyperion has the capacity to treat approximately 450 MGD of wastewater to full secondary treatment level and currently treats 275 MGD. The remaining capacity at Hyperion is approximately 175 MGD, or approximately 39% of its total capacity. The existing buildings on the project site generate an average flow of 0.009 CFS and a peak flow of 0.017 CFS (Appendix K-2), which is equivalent to an average flow of 0.006 MGD and a peak flow of 0.110 MGD, respectively. Implementation of the project would increase the average and peak daily wastewater flows from the project site by 0.168 CFS and 0.419 CFS, which is equivalent to an average flow of 0.108 MGD and 0.271 MGD, respectively (Appendix K-2). This increase in wastewater generation represents approximately 0.06% to 0.15% of the remaining capacity of the Hyperion facility. As such, the increase in wastewater

generation attributable to the project would be accommodated within the existing treatment capacity of the Hyperion Water Reclamation Plant and would represent a minimal to negligible percentage of the facility's remaining capacity. Therefore, the project would not require the construction of additional wastewater treatment infrastructure. Furthermore, water conservation measures as established at the local and state level would be implemented and would help reduce the amount of wastewater generated by the project. Therefore, project impacts would be **less than significant**.

Threshold D: Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction

Construction of the proposed project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. As discussed in Section 3.14.2, the City requires 80% of all demolition and construction materials to be recycled, and the applicant would be required to prepare a Construction and Demolition Solid Waste and Recycling Plan to demonstrate compliance. Compliance with this requirement would reduce the effect of the proposed construction activities on regional landfills. The remaining 20% of construction and demolition material that is not recycled would either be disposed of by Athens Services and transported by rail to the Mesquite Regional Landfill in Imperial County or voluntarily recycled at a solid waste facility with available capacity. The City requirement to divert 80% of demolition and construction materials from landfills outpaces CALGreen requirements to divert 65% of all construction and demolition waste. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. Due to the temporary nature of construction and required compliance with the City's recycling mandates, construction would not generate waste in excess of standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Impacts would be **less than significant**.

Operation

Operation of the proposed project would represent an increase in intensity of uses on the project site which would be associated with increased generation of solid waste. Solid waste services would be provided by Athens Services, which has a Solid Waste Franchise Agreement with the City (City of West Hollywood 2018). Athens Services is also required to provide recycling services, in compliance with Section 15.20.090 – Collection of Recyclables, set forth in the WHMC.

As shown in Table 3.14-4, the proposed project would increase solid waste generation by approximately 72 tons per year compared to existing conditions, equating to approximately 0.2 tons per day. AB 939 requires diversion of at least 50% of solid waste from landfills. AB 341 requires diversion of 75% of solid waste from landfills by 2020. The project is expected to become operational in 2025; as such, the 75% diversion requirement would be in place during project operation. In addition, AB 1826 requires businesses that generate a specified amount of organic waste to arrange for recycling of their organic waste.² Businesses that generate 4 cubic yards or more of commercial solid waste per week are required to arrange for organic waste recycling services. The threshold for recycling requirements may be decreased to 2 cubic yards per week if CalRecycle determines that statewide disposal of organic waste in 2020 has not been reduced by 50% of 2014 levels (CalRecycle 2020).

² Organic waste is defined as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

As such, it is expected that a substantial portion of the waste generated during operation of the proposed project would be recycled. The remaining non-recyclable waste would be disposed of by Athens Services and transported by rail to the Mesquite Regional Landfill in Imperial County.

Table 3.14-4. Proposed Project Solid Waste Generation

Land Use	Size	Solid Waste Generation (tons per year)
Residential	41 dwelling units	9.43
Hotel	115 rooms	31.48
Restaurant	29,280 square feet	13.36
Nightclub	6,119 square feet	36.42
Outdoor uses (landscaping, pools)	16,720 square feet	12.27
Total Solid Waste Generation		102.96
<i>Net Increase (Proposed minus Existing)</i>		<i>77.71</i>

Source: Appendix D

Note: These calculations do not assume compliance with AB 341. Compliance with AB 341 would lead to further solid waste reductions.

As of March 2011, the Mesquite Regional Landfill had an estimated remaining capacity of 1.1 billion cubic yards, had a maximum permitted throughput of 20,000 tons per day, and had an approximate cease operation date of January 2122 (CalRecycle 2019). The net solid waste that is anticipated to be produced by the proposed project would equate to approximately 0.001% of the available daily capacity of the Mesquite Regional Landfill. (This percentage is conservative, as the calculations for the proposed project's solid waste production do not include compliance with AB 341, which would lead to additional solid waste diversion.) As such, the proposed project's solid waste generation would be minimal to negligible relative to existing and future solid waste generation in the region. As such, the landfill that serves the City is anticipated to have adequate capacity to accommodate the waste disposal needs of the proposed project.

The County Integrated Waste Management Plan includes an assessment of the County's ability to accommodate solid waste disposal demands throughout a 15-year planning horizon. As shown in the County's latest annual report for the Countywide Integrated Waste Management Plan, there are numerous scenarios through which the County could meet the disposal needs of all jurisdictions. Future disposal needs are calculated through 2032 based on employment, population, and taxable sales projections, based on long-term forecasts for the County. (All scenarios would meet the County's projected disposal needs except for a scenario in which out-of-county landfills are not used.) The Countywide Integrated Waste Management Plan is updated to include strategies for the County and local jurisdictions to continue meeting long-term needs and to maintain adequate disposal capacities. As such, the County is required to continue identifying ways to meet its disposal needs well into the future (County of Los Angeles 2019).

For the reasons described above, project operations would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (e.g., County Integrated Waste Management Plan). Impacts would be **less than significant**.

Threshold E: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would be required to comply with all applicable local and state regulations related to solid waste. As described above, the City requires 80% of construction and demolition waste to be recycled. Prior to

issuance of a Certificate of Occupancy, the applicant would be required to submit to the City's Environmental Services Division all recycling manifests from the disposal sites, recycling sites, and landfills that accepted the demolition, excavation, and/or general construction waste and recycling materials from the project. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws.

In addition to the City's requirements for recycling construction and demolition waste, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organics recycling. Waste generated by the proposed project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, because the proposed project's waste generation would represent a nominal percentage of the waste created within the City and because the businesses and residents at the project site would be subject to recycling and diversion requirements.

In addition, waste diversion and reduction during project construction and operations would be completed in accordance with CALGreen standards, CalRecycle standards, City requirements, and the County Integrated Waste Management Plan. As a result, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be **less than significant**.

3.14.6 Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

3.14.7 Level of Significance After Mitigation

Impacts would be less than significant.

3.14.8 References

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3.15 Aesthetics

This section is included in this EIR for informational purposes only. Pursuant to SB 743 (PRC Section 21099(d)(1)), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment. As such, this section discloses an aesthetics evaluation of the project to the public and to decision makers but does not make significance conclusions.

This section describes the existing visual conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

Comments pertaining to aesthetics that were received in response to the Notice of Preparation (see Appendix A) include the following:

- The project could block views of the Hollywood Hills, even from West Hollywood Park.
- The project could obstruct views from Sunset Boulevard and from the areas north of Sunset Boulevard.
- The project could overly dominate the skyline.
- The project's massing and height would not be compatible with the project site or the surrounding area.
- The project's design is not appropriate for Sunset Strip; the project would dwarf other buildings on the Sunset Strip.
- Sunset Strip could become a "high-rise jungle."
- The project would be larger than the adjacent London Hotel.
- The project could cast shadows on surrounding land uses and change the natural light patterns of the area.
- The building materials could cause glare, resulting in hazards for nearby drivers.

Information contained in this section is based on site observations of the project area made on November 6, 2019. Other documentation used in this analysis includes publicly available aerial imagery from the Google Earth computer program, the City of West Hollywood General Plan and Zoning Ordinance, the California Department of Transportation (Caltrans) Scenic Highway System, and information from the Cultural Resources Technical Report for the 8850 Sunset Boulevard Project (Appendix E). Other sources consulted are listed in Section 3.15.8.

3.15.1 Environmental Setting

This section describes the existing conditions in the project area and also identifies the resources that could be affected by the proposed project.

A photographic inventory of the project site was conducted in November 2019 to document the existing conditions of on-site commercial development. Photographs from the inventory are used and referenced below to further illustrate the visual setting of existing on-site commercial development. A key map of the referenced photographs is provided as Figure 3.15-1 and depicts the photograph location and view orientation to the project site.

Project Site

The proposed project site is located south of Sunset Boulevard and extends the full city block between Larrabee Street and San Vicente Boulevard in the City of West Hollywood (City). Topography across the project site from east to west is relatively flat (a noticeable 4 foot to 5 foot decrease in elevation occurs near the center of the on-site parking lot). The site slopes approximately 19 feet from north to south. The project site is located in the northern portion of the Los Angeles Basin and is at the base of the Santa Monica Mountains.

Landscaping on the project site includes ornamental trees planted sparingly along the sidewalks within the public-right-of-way and along the southern boundary adjoining the London Hotel. A low wall is constructed along the entirety of the southern boundary of the project site with trees parallel to the wall for approximately half of its length. A palm tree and a small strip of weedy grasses and low, opportunistic shrubs line the southern facade of the commercial building in the northeast corner of the project site.

The project site is currently developed with four one- and two-story commercial buildings on the north and surface parking lots on the south. In total, the project site contains nine individual businesses within the four buildings. Existing development on the project site displays a variety of styles including a variety of architectural styles and design elements such as unique signage, awnings, and exterior building materials and colors. For example, the building in the northeast corner of the project site supports Turner's Liquor and the Viper Room nightclub and is distinguished by a variation in finishes including an unpainted stone veneer and a black painted brick and stone veneer with painted stucco along the roofline (Appendix E). Further, a canvas awning is installed above the Turner's Liquor building storefront and building signage includes modern, lighted box signs and a projecting neon sign that reads "liquor." See Photo A on Figure 3.15-2. In addition to business signage, this photo captures the existing advertisement billboard installed atop the building. The building to the west (i.e., 8860-8860a Sunset Boulevard) is comprised of three storefront businesses. The building is vernacular in style with walls clad in brick, stucco, and painted vertical wood board (Appendix E). Exterior colors include tan, off-white, and grey. See Photo B on Figure 3.15-2, which shows the referenced building exteriors. Further, the roofline is variable, consisting of flat segments and two gables that are obscured by a parapet wall that faces Sunset Boulevard (Appendix E). Architectural elements displayed by remaining development on the project site include an unpainted vertical wood board facade, Colonial Revival style pilasters, and yellow and red painted stucco exteriors. See Photo C, Figure 3.15-2. Several advertisement billboards are installed atop the building in the northwest corner of the project site (see Photo D, Figure 3.15-2).

As shown in the photographs on Figure 3.15-2, a total of four large advertisement billboards are located in the northeast and northwest corner of the project site. In the northeast corner of the project site, a roof-mounted, east-facing 14-foot by 48-foot billboard is located above the liquor store at 8850 Sunset Boulevard. The billboard is 54 feet above Sunset Boulevard and is visible to westbound traffic. In the northwest corner of the project site, there are three roof-mounted billboards. The east-facing, 14-foot by 48-foot billboard is 54 feet above Sunset Boulevard and is visible to westbound traffic on Sunset Boulevard. The west-facing 14-foot by 48-foot billboard is 45 feet above Sunset Boulevard and visible to eastbound traffic on Sunset Boulevard. Lastly, the south-facing 14-foot by 48-foot billboard is 41 feet above Sunset Boulevard and is visible to northbound traffic on San Vicente Boulevard.

The project site is also developed with surface parking lots. Located on the southern portion of the project site, the surface parking lots are separated by a north-south fence and 4 foot to 5 foot slope gradient located near the center of the project site. The parking lots include diagonal and perpendicular stalls and two lighting poles and fixtures for general illumination during nighttime hours.

Surrounding Area

The project site is located on the Sunset Strip, which is a highly urbanized area within the City and an internationally known corridor, recognized for its entertainment uses, restaurants, and billboards. A mix of low- and high-rise buildings, most of which front directly onto the street, occur along the Sunset Boulevard corridor. The discussion below describes the character of the existing visual setting to the north, east, south and west of the project site.

North

Commercial uses in one- and two-story buildings are located to the north of the project site and north of Sunset Boulevard. Sunset Boulevard is a four-lane corridor with street parking and sidewalks. Across the street from the project site, ground-floor storefronts in a stucco-clad and tan steel beam-supported building are covered by rectangular and green awnings. To the west, these uses are separated by a two-story wall that adjoins a tall single-story building with available rooftop parking and a large glass exterior storefront. Multi-family residential buildings are further to the north of Sunset Boulevard, along Larrabee Street and North Clark Street. The multi-family residential buildings range in height from approximately two stories to five stories. Local topography slopes up towards the Santa Monica Mountains to the north, and multi-family residential uses to the north appear greater in height from the project site level. At the northeast corner of Larrabee Street, to the northeast of the project site, are a four-story office building, one-story commercial building, and surface parking lot.

East

Several one- to two-story commercial buildings, and a four-story multi-family residential building are located to the immediate east of the project site, across Larrabee Street (a two-lane, unstriped roadway). The commercial building also has frontage along Sunset Boulevard and features a large glass storefront along Sunset Boulevard. The exteriors of the building are painted in grey and off-white tones. The residential building incorporates stucco clad, horizontal wood board, and metal railing elements. Further east, along Nellis Street (a narrow two-way lane) are several multi-story residential uses and a seven-story office building. The office building faces Sunset Boulevard to the north.

South

The southern project boundary abuts the London Hotel, which is an 11-story hotel with a rooftop pool. Ornamental trees line a segment of the southern boundary of the project site and provide partial screening of the project site from the lower stories of the adjacent hotel. The hotel is a tower building featuring a white painted stucco exterior, accented by decorative black painted metal railings. Further south are a mix of one- to four-story residential uses that are bordered by Larrabee Street to the east and San Vicente Boulevard to the west.

West

To the west of the project site and across from San Vicente Boulevard (a four-lane roadway), is a gas station and mini-mart, one-story and two-story commercial buildings, and two- and three-story multi-family residential buildings. As further discussed under the “Scenic Vistas” subheading below, multi-story office and hotel development is located further to the west of the project site along the Sunset Boulevard corridor.

Scenic Vistas

Although the City does not identify designated scenic vistas within the city limits (City of West Hollywood 2010), West Hollywood is located at the base of the Santa Monica Mountains and various vantage points offer views of the Hollywood Hills and the Los Angeles Basin. While long views towards the hills and the Los Angeles Basin are occasionally available from Sunset Boulevard, the project site is currently developed. As such, neither the hills nor the basin are particularly visible from the segment of Sunset Boulevard that parallels the project site. Long and broad scenic views may be available from private residences in the vicinity including those to the north of the project site on hillsides and ridgelines. However, private views are not specifically protected under City of West Hollywood land use policy or under CEQA. (Effects on private views are not considered impacts on the environment generally under CEQA.) In addition, multi-story development including the 7-story IAC Building (8800 Sunset Boulevard; 315 feet east of project site) and the 11-story London Hotel (1020 San Vicente Boulevard; immediately south of project site) occurs along Sunset Boulevard in the immediate vicinity of the project site. A 14-story building (9000 Sunset Boulevard; 700 feet west of the project), the 14-story EDITION Hotel (9040 Sunset Boulevard; 1,100 feet west of project site), and several multi-story buildings between approximately 140 feet and 200 feet in height are located approximately 0.4 mile west of the project site at the Sunset Boulevard/Doheny Street intersection. The Arts Club building, which has been approved, will be approximately 120 feet in height and located to west of the project site. The 32-story Sierra Towers Condominium building is also located near the Sunset Boulevard/Doheny Street intersection. Due to their vertical scale, existing buildings along Sunset Boulevard may impinge on existing south-oriented views from hillside residences located to the north of Sunset Boulevard near the project site.

Scenic Highways

There are currently no designated state scenic highways or eligible state scenic highways in the City of West Hollywood. The nearest scenic highway, Route 1 from Route 187 near Santa Monica to Route 101 near El Rio, is located over 7.5 miles from the project site (Caltrans 2020). This segment of Route 1 is an eligible state scenic highway.

Light and Glare

The project site is located in a highly developed area along Sunset Boulevard and contains commercial businesses that produce light sources from interior lighting and glare from signage and glass windows. Additionally, streetlights along Sunset Boulevard to the north, San Vicente Boulevard to the west, and Larrabee Street to the east contribute lighting to the night and early morning environment. Furthermore, two light poles are located within the parking lot on the south side of the project site.

West Hollywood is completely urbanized, with many existing sources of light and glare, such as street lights, signs, security lighting in parking lots and along walkways, lighted recreation facilities, and light emitted from the interiors of buildings. Buildings and structures with glass, metal, and polished exterior or roofing materials contribute to localized sources of glare (City of West Hollywood 2010). For example, the surrounding buildings within the project area including the London Hotel to the south; retail, office, and hotel uses along Sunset Boulevard; and businesses further to the east and west contribute sources of light and glare in the form of interior and exterior lighting signage, and billboards. Exterior lighting sources such as lighted walkways and outdoor areas (e.g., pools and terraces), and landscape accent lighting are typically common on hotel and higher volume commercial properties in the area.

Shade or Shadow

Single-story commercial buildings line the northern portion of the project site and front Sunset Boulevard. Due to their relatively low vertical profile, these buildings do not create extensive or substantial shadows on Sunset Boulevard or adjacent land uses, including residential uses to the west (across San Vicente Boulevard) and to the east (across Larrabee Street). Existing rooftop billboards are installed atop buildings in the northeast and northwest corner of the project site and occasionally cast shadow onto Sunset Boulevard. The southern portion of the project site is routinely cast in shadow due to the close proximity and 11-story (including rooftop pool) London Hotel to the immediate south.

3.15.2 Relevant Plan, Policies, and Ordinances

State

SB 743

On September 27, 2013, California Governor Jerry Brown signed Senate Bill (SB) 743 into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 also requires that the aesthetic impacts of certain types of projects cannot be considered significant impacts on the environment under CEQA. As stated in Public Resources Code (PRC) Section 21099(d)(1), a project's aesthetic impacts cannot be considered significant impacts on the environment if the project is a residential, mixed-use residential, or employment center project and is located on an infill site within a transit priority area. A transit priority area (TPA) is defined in PRC Section 21099 as the area within one half mile of a Major Transit Stop, which is defined as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099(a) defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The proposed project would be a mixed-use residential project located on an infill site. The project is considered to be mixed-use residential because it would include residential and commercial uses. The project is considered to be on an infill site because the project area is highly urbanized and the site has been developed with commercial uses since the 1920s.

In addition and pursuant to the definition of a TPA in PRC 21099, the site is within a TPA. The nearest major transit stop as defined under PRC Section 21064.3 is located within 0.5 miles of the project site at the intersection of San Vicente Boulevard and Santa Monica Boulevard. This transit stop is served by four Los Angeles Metropolitan Transportation Authority (Metro) bus routes, including Metro lines 4, 30, 105, 704, and 705. Metro lines 4, 30, and 704 run at intervals of 15 minutes or less during peak periods (Metro 2020). This intersection is also served by City of West Hollywood shuttles, including the CityLine Local La Brea (eastbound) and Cedars-Sinai (westbound), and CityLine Commuter Hollywood/Highland (eastbound) and West Hollywood (westbound) shuttles (City of West Hollywood 2021). Furthermore, the project is within a high-quality transit area as mapped by the Southern California Association of Governments (SCAG 2021). A high-quality transit area is defined by SCAG as areas within one-half mile of a major transit stop and areas within a "high-quality transit corridor." A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours

(PRC 21155). As explained above, the project site falls within 0.5 mile of a major transit stop. Additionally, the project site is also located within a high-quality transit corridor (see Figure 3.12-2 in Section 3.12 of this Draft EIR).

In accordance with Public Resources Code (PRC) 21099(d)(1), the proposed project's aesthetic impacts shall not be considered significant impacts on the environment. Nevertheless, for informational purposes, this EIR includes an analysis of the project against the aesthetics thresholds in Appendix G of the CEQA Guidelines.

Local

The following local/regional regulations pertaining to aesthetics would apply to the proposed project. Even though the project's aesthetic impacts cannot be considered significant environmental effects (as described above), the project would still be required to comply with City policies and regulations pertaining to design and visual character/quality.

General Plan

The City of West Hollywood General Plan identifies the location, density, and intensity of land uses, the basic design and function of circulation, and policies regarding open space, infrastructure, recreation, and public service needs for the entire City. The Land Use and Urban Form element of the General Plan sets forth goals and policies to guide the City's urban form and land use patterns and to establish a vision for the built environment. Within the Land Use and Urban Form element, the City's commercial areas are divided into five sub-areas. The proposed project site is located within the Sunset Boulevard Commercial Subarea. Sunset Boulevard is also known as the Sunset Strip, which is described in the General Plan as being a "renowned urban corridor, tracing the southerly foothills of the Santa Monica Mountains. Its entertainment, restaurant, shopping, and hospitality destinations attract visitors from around the country and abroad" (City of West Hollywood 2011).

The Land Use and Urban Form Element of the General Plan includes numerous goals and policies that are relevant to the proposed project. The project's consistency with relevant goals and policies from the General Plan's Land Use and Urban Form Element is included in Section 3.8 of this EIR.

Policy LU-1.2

Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.

Policy LU-1.3

Encourage new development to enhance the pedestrian experience.

Policy LU-1.10

Encourage new non-residential land uses that contribute to a strong and diversified local economy.

Policy LU-2.1

Direct the majority of new development to the City's commercial corridors served by high levels of existing or future public transit, with an emphasis on developing transit-supportive land use mixes and intensities near high frequency transit stops such as Santa Monica Boulevard near Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard.

Policy LU-2.2

Consider the scale and character of existing neighborhoods and whether new development improves and enhances the neighborhood when approving new infill development.

Policy LU-2.5

Allow increases to permitted density/intensity and height for projects that provide affordable housing.

Policy LU-2.8

Consider increases in the General Plan's permitted FAR and height for projects in all commercial designations that provide one or more of the following:

- a. Expand existing facilities or introduce new uses which are considered to be of significant importance (public benefits, historical use, socially-valued use, etc.).
- b. Provide significant benefits to the City.
- c. Offer architectural design that is of unusual merit and will enhance the City.
- d. Affordable Housing

Goal LU.4

Provide for an urban environment oriented and scaled to the pedestrian.

Policy LU-4.2

Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.

Policy LU-4.5

Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.

Policy LU-4.6

Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques:

- a. Minimizing vehicle intrusions across the sidewalk.
- b. Locating the majority of a building's frontages in close proximity to the sidewalk edge.
- c. Requiring that the first level of the building occupy a majority of the lot's frontage, with exceptions for vehicle access.
- d. Allowing for the development of outdoor plazas and dining areas.
- e. Requiring that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage.
- f. Requiring that ground floor uses be primarily pedestrian-oriented.
- g. Discouraging new surface parking lots.

Goal LU-5

Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.

Policy LU-5.1

Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.

Policy LU-5.2

Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.

Policy LU-5.3

Require that new development be designed to reflect the natural topography of the City.

Policy LU-5.4

Encourage the use of high quality, permanent building materials that do not require excessive maintenance and utilize the design review process to evaluate such materials.

Goal LU-6

Create a network of pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the City.

Policy LU-6.1

Where appropriate, development projects should incorporate open spaces that are accessible to the public.

Policy LU-6.2

As practical, incorporate ADA requirements into all streets, with sidewalks, street trees where feasible, and street lighting that provides nighttime visibility for pedestrians.

Policy LU-6.3

In commercial areas, strongly encourage attractive and consistent pedestrian amenities including items such as bus stop shelters, benches, trash receptacles, newspaper racks, bicycle racks, planters and other similar amenities.

Policy LU-6.5

Design the streetscape of high volume corridors, including Sunset Boulevard, Santa Monica Boulevard, San Vicente Boulevard, La Cienega Boulevard, La Brea Avenue, Fountain Avenue, and Fairfax Avenue, to balance regional traffic flow with pedestrian movement and safety and the unique physical environment of the area.

Policy LU-7.3

Require development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site, as sidewalk width permits, where such street trees do not currently exist or where replacement is needed.

Policy LU-15.3

Maintain the identity of Sunset Boulevard as an eclectic urban environment with varied building heights and architectural styles.

Goal LU-16

Maximize the iconic urban design value and visual creativity of signage in West Hollywood.

Policy LU-16.4

Design off-site signage in new developments in concert with the architectural lighting, landscape, and public art program of the development.

City of West Hollywood Zoning Ordinance

General Property Development and Use Standards are established in Chapter 19.20 of the Zoning Ordinance. Within Chapter 19.20 are general standards pertaining to architectural elevations; fences, walls and hedges; height measurement and exceptions; pedestrian pathways; performance standards; equipment screening; streetscape design; and art on construction fencing. Regarding construction fencing, commercial properties under construction are required to install temporary art along the street-facing perimeter construction fence of the property if the construction is for a development project of 10,000 square feet or more and has one street-facing frontage of at least 75 linear feet. Submittal of an application for Art on Construction Fencing is required to be submitted to the City's Arts Division for review and approval prior to the issuance of any building permits (Chapter 19.20.240).

The proposed project site is designated as SSP in the Zoning Ordinance. As stated in the Zoning Ordinance (specifically, Section 19.46.020(B)), all development projects within the Sunset Specific Plan (SSP) area shall comply with the design standards and criteria specified in the SSP. In a case where the SSP standards are inconsistent with or contradict the Zoning Ordinance, the SSP design standards shall prevail. As such, the applicable zoning regulations for the project site are generally set forth in the SSP. However, a number of City requirements not listed in the SSP are covered in the Zoning Ordinance. In these cases (except where superseded by the SSP), the Zoning Ordinance applies (City of West Hollywood 2019a).

Sunset Specific Plan

The project site is located in the SSP area. The SSP was originally adopted in July 1996 and encompasses the Sunset Boulevard corridor located in the City, known as the "Sunset Strip," or "The Strip." Several amendments concerning billboards, tall wall signs, design of banks, and hotel and condominium developments have been made to the plan (City of West Hollywood 2019b). The Sunset Strip extends 1.2 miles in an east-west direction. The overall purpose of the SSP is to set forth a framework to achieve the goals of preserving the eclectic character of Sunset Boulevard, managing and directing growth, and promoting responsible development. For example, the SSP promotes a human-scale atmosphere that accommodates the Sunset Strip's entertainment image while aiming to create a sense of community for local residents. The SSP also sets forth goals and policies to improve the livability of the Sunset Strip by providing more places for people to gather, talk, sit, and live.

The City has developed policies and standards that apply to the properties along the Sunset Strip. These policies reflect the City's vision of how Sunset Boulevard will fit into the City as a whole while maintaining its unique character. The policies that apply to all of Sunset Boulevard are categorized in the SSP as follows: Economic Development, Development Requirements - Height and Density, Urban Design, Open Space and Streetscape, Use Mix, Transportation, Parking, Billboards and Art Advertising, Cultural Resources, and Arts Program. The project's consistency with relevant goals from these sections of the SSP is included in Section 3.8 of this EIR.

Sunset Boulevard Off-Site Signage Policy

The City adopted the Sunset Boulevard Off-Site Signage Policy in 2019 for the purpose of realizing "the City's long-standing vision to enhance the unique traditions of Sunset Boulevard to integrate off-site signs, entertainment, and public art into the existing iconic and historic setting, resulting in a one-of-a-kind built environment that celebrates the City's creative identity" (City of West Hollywood 2019c). The Sunset Boulevard Off-Site Signage Policy document replaces the Billboards and Art Advertising section of the SSP (which is Part Two: Section 1, Subsection 8 of the SSP). The policy builds on the principles of the SSP but provides a more detailed and updated framework for the design of off-site signage and also allows for new signage opportunities. The policy addresses four different types of potential off-site advertising

projects: billboards (new billboards or modifications to existing billboards), tall wall signs, temporary creative off-site signage projects, and alternative off-site signage projects (City of West Hollywood 2019c).

Per the Sunset Boulevard Off-Site Signage Policy (hereafter referred to as the Off-Site Signage Policy), a new billboard may be approved as part of a new development if the project involves development of a parcel to at least 75% of the allowed permitted floor area (base density) established in the SSP. In addition, the development application must have been deemed complete by the City between June 1, 2012, and May 1, 2019. The proposed project could qualify for new off-site signage because its density would exceed the base density for the project site, and the project application was deemed complete within the required timeframe.

The proposed project includes an application for an off-site sign that includes a two-faced sign on Sunset Boulevard. The sign faces would be vertical in orientation, with the west elevation providing approximately 1,000 square feet of digital signage surrounded with a 500–square foot area of architectural lighting and the east elevation providing approximately 500 square feet of static signage surrounded with a 1,000–square foot area of architectural lighting. The sign is currently proposed to be located at the public entry of the project’s hotel component, following the profile of the building’s curvilinear face, and integrating with a dynamic lighting installation. Any off-site signage that is developed on the project site would be required to comply with the provisions of the Off-Site Signage Policy.

Outdoor Lighting Standards

To limit excessive light and glare, the City has included development standards and design guidelines within the Zoning Ordinance. Specifically, Section 19.20.100 (Outdoor Lighting) and Section G-34.250 (Sign Illumination) provides development standards and design guidelines for outdoor lighting and sign illumination to address light and glare.

Pursuant to Section 19.20.100, outdoor lighting shall be designed to prevent glare, light trespass, and sky glow and exterior lighting shall:

- Be architecturally integrated with the character of the structures;
- Be directed away from adjacent properties and public rights-of-way;
- Be energy-efficient and shielded so that all glare is confined within the boundaries of the site;
- Use timers, where acceptable, to turn outdoor lights off during hours when they are not needed;
- Be appropriate in height, intensity, and scale to the uses they are serving;
- Use no more intensity than absolutely necessary;
- Comply with the backlight, uplight, and glare (BUG) requirements for outdoor lighting in accordance with the most recent edition of the California Energy Code (Title 24, Part 6);
- If on a pole, be low and relatively closely spaced. Lighting in large surface areas (e.g., parking lots), shall use a larger number of lower, pole-mounted fixtures rather than fewer, taller fixtures. Wattage shall be kept below 250 watts.

Further, in regards to non-residential land uses, light sources shall be shielded to direct light rays onto the subject parcel only. The light source, whether bulb or tube, shall not be visible from adjacent properties or the public right-of-way (see Section 19.20.100(c)). Section G-34.250 provides that sign lighting is recommended only if necessary. If direct light sources are installed for illumination, they should be shielded. Development projects are required to adhere to the lighting requirements and standards established in the Zoning Ordinance.

3.15.3 Guidelines for Evaluation

The significance criteria used to evaluate a project's impacts to aesthetics are typically based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to aesthetics would occur if a project would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
- D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The proposed project is located within a TPA. Pursuant to SB 743 (PRC Section 21099(d)(1)), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment. Nevertheless, for informational purposes, the project's aesthetics impacts are discussed herein. Pursuant to PRC Section 21099(d)(1), no significance conclusions are made in this section. Rather, the purpose of this section is to disclose an aesthetics evaluation of the project to the public and to decision makers.

3.15.4 Methodology

Scenic vista impacts are assessed based on whether the proposed project would substantially obstruct or interrupt an existing scenic vista, such as through the construction of a visually prominent structure in the viewshed of an elevated vantage point where similar development does not occur. Information used in this assessment includes the availability of public scenic vistas in the surrounding area, the quality of existing views from identified scenic vistas including the presence of development in existing views, proximity of the project site to scenic vistas, and the scale and massing of the proposed development.

Impacts to scenic resources within the viewshed of a state scenic highway are assessed based on proximity of designated (or eligible) state scenic highways to the proposed project site, the presence of intervening terrain, development and vegetation between the scenic highway and project site, and the presence of scenic resources on the proposed project site.

The proposed project site is in an urbanized area. As such, under Threshold C, the aesthetics evaluation consists of an assessment of potential conflicts with applicable zoning and other regulations governing scenic quality. The following plans and policies are applicable to the project site and are used to evaluate the consistency of the project with adopted plans and regulations:

- West Hollywood General Plan 2035
- Sunset Specific Plan
- Sunset Boulevard Off-Site Signage Policy (an amendment to the SSP)
- City of West Hollywood Zoning Ordinance

A consistency analysis between the proposed project and applicable plans and regulations is provided in Section 3.8 of this EIR. The detailed policy-by-policy analysis provided in Section 3.8 is summarized under Threshold C, below.

The operational characteristics of project lighting (i.e., hours of operation) were reviewed and analyzed within the context of existing nighttime lighting sources and, in general, the nighttime environment/scene in the project area. Building materials were reviewed to determine the potential for the proposed project uses to create noticeable and new glare in the project area during operations.

A shadow analysis was conducted to determine the approximate shade/shadow duration and length of the proposed mixed-use hotel and residential building that would be projected to the surrounding area. A series of digital building models of the proposed project were created. The building mass and scale was then used to depict shade/shadow conditions during each season (fall and spring equinoxes and summer and winter solstices).

3.15.5 Impacts Analysis

The following discussions provide an aesthetics evaluation of the project to inform the public and lead agency decision-makers of the project's potential effects. As described above, such impacts cannot be considered significant impacts on the environment under CEQA pursuant to PRC Section 21099(d)(1).

Threshold A: Would the project have a substantial adverse effect on a scenic vista?

As stated in Section 3.15.1 above, the City of West Hollywood is located at the base of the Santa Monica Mountains and various vantage points offer views of the Hollywood Hills and the Los Angeles Basin. Views of the Hollywood Hills and the Los Angeles Basin are available from along Sunset Boulevard and nearby roadways; however, these views are only observed intermittently between existing structures and along the corridors formed by north-south streets that traverse Sunset Boulevard. The project site is currently developed and as such, southwardly views along the project site frontage from Sunset Boulevard are neither long nor particularly scenic. However, hills developed with residences are located to the north of Sunset Boulevard. From this elevated vantage point, views of the Los Angeles Basin may be available.

As stated in Section 3.15.1, private views (e.g., views observed from residences and residential yards) are not specifically protected under City of West Hollywood land use policy or under CEQA. (Effects on private views are not considered impacts on the environment generally under CEQA.) As such, this analysis addresses views from public vantage points. As described in the Sunset Specific Plan, public views of the Hollywood Hills and the Los Angeles Basin are available through open spaces between buildings that provide unobstructed views from the ground to the sky ("view corridors"), from open plazas or patios accessible from the street level that provide expansive views ("view terraces"), and from openings through buildings that provide a clear view from street level ("view portals"). Preservation of public views is encouraged by the Sunset Specific Plan, and enhancement of views through incorporation of view corridors, view terraces, or view portals into the design of new development is required at 13 specified sites along the Sunset Strip, the nearest of which is located at a property approximately 500 feet west of the project site. There are no sites with view preservation requirements to the north of the project site (City of West Hollywood 1996). As such, development of the proposed project would not affect view preservation requirements on nearby sites and would not be subject to the development of required view corridors, view terraces, or view portals, as defined in the Sunset Specific Plan. Nevertheless, the project would still contribute to view preservation by incorporation of a 120-foot opening in the approximate center of the proposed building.

The Sunset Specific Plan encourages public view preservation and enhancement along all areas of the Sunset Strip, and the project would have the potential to effect views of the Hollywood Hills and the Los Angeles Basin as observed from public vantage points, because the project would introduce a new building to the project site with greater height and massing relative to the existing on-site structures.

Potential effects to views of the Hollywood Hills and the Los Angeles Basin as observed from public vantage points near the project site are analyzed below. Public vantage points near the project site consist of the surrounding roadways; namely, Sunset Boulevard, Larrabee Street, Clark Street, Hilldale Avenue, and San Vicente Boulevard. (Refer to Figure 3.15-1, which generally shows the locations of these roadways relative to the project site.)

Sunset Boulevard

Development of the project site with a 15-story structure (approximately 200 feet in height measured from the lowest point of the site on the southwest corner and 189 feet in height measured from Sunset Boulevard) would represent a notable visual change on the project site. However, Sunset Boulevard is a developed urban corridor that currently includes buildings of comparable height and massing. The Sunset Strip is characterized by buildings ranging from one story in height to well over 100 feet in height. For example, the London Hotel is 11 stories in height and is located to the immediate south of the project site. In addition, the 7-story IAC Building (8800 Sunset Boulevard) is located 315 feet east of project site, a 14-story building (9000 Sunset Boulevard) is located 700 feet to the west of the project site, and a 14-story hotel building (9040 Sunset Boulevard) is located 1,100 feet west of project site. Lastly, 144-foot, 147-foot and 195-foot buildings, and a 32-story condominium tower, are located to the west and within 0.4 mile of the project site.

Views of the Los Angeles basin that may have been available when looking across the project site from Sunset Boulevard are generally obstructed by the London Hotel and other urban development to the south. Further, as previously discussed, views of the Hollywood Hills and the Los Angeles Basin are only observed intermittently between existing structures and along the corridors formed by north-south streets that traverse Sunset Boulevard, which would not be obstructed by the proposed project.

Figures 3.15-3 and 3.15-4 show views along Sunset Boulevard, looking toward the project site from the west and east, respectively. These images show pre-project and post-project conditions (i.e., existing views looking towards the project site and the views that would be anticipated with the proposed project in place). The post-project conditions show the proposed building rendered onto the existing landscape. As shown in Figures 3.15-3 and 3.15-4, the existing views looking toward the project site along Sunset Boulevard (from both the east and west) do not include vistas of the Los Angeles Basin or the Hollywood Hills. The proposed project would introduce a new visual element to views along Sunset Boulevard that would be noticeable to viewers along Sunset Boulevard (as shown in the post-project images in Figures 3.15-3 and 3.15-4); however, vistas from Sunset Boulevard would not be adversely affected by the project.

Larrabee Street

Looking north along Larrabee Street (from locations south of the project site), the Hollywood Hills are partially visible from certain locations, but not others. As northbound travelers approach the project site and Sunset Boulevard from the south, views of the hills become obstructed due to topography, landscaping, and existing development. Farther south on Larrabee Street (e.g., at the intersection of Larrabee Street and Cynthia Street), partial views become available when looking north. However, the view of the Hollywood Hills is narrow and is generally limited to the north-south corridor formed by the Larrabee Street public right-of-way. Views of the Hollywood Hills that may have been available when looking

to the northeast and northwest from Larrabee Street have been obstructed (either partially or completely) by existing buildings, landscaping, and utility poles. To the northwest, the London Hotel obstructs views to the Hollywood Hills. Because the proposed project would be taller than the London Hotel by several stories, the top of the proposed building is expected to be visible from Larrabee Street. However, it would not create any additional view obstructions, as any views that may have been available have already been compromised.

The south view of the project site from Larabee Street, as shown on Figure 3.15-5, displays the intersection of Larrabee Street and Sunset Boulevard. The aforementioned London Hotel can be seen directly south of the project site. North of Sunset Boulevard, the project site is partially visible from Larrabee Street. However, views of the project site are largely obstructed by ornamental trees lining Larrabee Street, buildings, and intervening topography. Additionally, any views of the Los Angeles basin that may be been available when looking south along Larrabee Street and through the project site are already obstructed by the London Hotel. For these reasons, vistas from Larrabee Street would not be adversely affected by the project.

San Vicente Boulevard and Clark Street / Hilldale Avenue

As shown in Figure 3.15-6, views looking north towards the project site along San Vicente Boulevard consist of commercial businesses to the north and the London Hotel located directly south of the project site. Partial views of the Hollywood Hills are available to northbound travelers along San Vicente Boulevard. However, these views are largely confined to the north-south corridor formed by the San Vicente Boulevard public right-of-way. Views are fully or partially obstructed by existing elements of the urban environment, including buildings, landscaping, utility poles, and several billboards along Sunset Boulevard that can also be seen from San Vicente Boulevard. Views looking to the northeast (toward the project site) are dominated by the London Hotel, which obstructs any views of the Hollywood Hills that would otherwise be available when looking through the project site. Because the proposed project would be taller than the London Hotel by several stories, the proposed building would be visible to northbound travelers on San Vicente Boulevard (this is also illustrated in Figure 3.15-6). However, the project would not create any additional view obstructions, as any views that may have been available have already been compromised.

North of Sunset Boulevard, San Vicente Boulevard becomes Clark Street. Views looking south along Clark Street, towards the project site, include the Los Angeles Basin. Near the intersection of Sunset Boulevard and Clark Street, southward views of or through the project site are dominated by the London Hotel. While the proposed project would extend several stories above the London Hotel, it would not block any existing views of the Los Angeles Basin, as such views are already compromised by the presence of the London Hotel and other elements of the urban environment. Farther north along Clark Street (e.g., at the intersection of Clark Street and Ozeta Terrace), the top of the London Hotel can be seen, due to the increase in elevation that is experienced when traveling north along Clark Street. A sliver of the Los Angeles Basin can be observed above the roof of the London Hotel. The proposed project would likely obstruct (or partially obstruct) this partial view. However, the Los Angeles Basin view seen over the London Hotel is already substantially compromised by the presence of the London Hotel itself, as well as existing landscaping, utility poles, and buildings that line Clark Street. As such, some effects to views of the Los Angeles Basin observed by southbound travelers along Clark Street would occur; however, the effects would not be substantial. Effects observed by southbound travelers along Hilldale Avenue (above Sunset Boulevard) would be similar. (Hilldale Avenue is also a north-south street that crosses Sunset Boulevard, situated one block east of Clark Street and San Vicente Boulevard.) Portions of the Los Angeles Basin view available from Hilldale Avenue may be further compromised; however, the view is already punctuated and partially blocked by the London Hotel, as well as other features of the urban environment.

In summary, due to the urban, developed character of the existing viewshed, the presence and proximity of existing 7- to 14-story development along the Sunset Strip, as well as existing topography in the area, the proposed 15-story building would not have a substantial adverse effect to existing scenic views of the Hollywood Hills or the Los Angeles basin.

Threshold B: Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

There are currently no designated state scenic highways or eligible state scenic highways in the City of West Hollywood. The nearest scenic highway, Route 1 from Route 187 near Santa Monica to Route 101 near El Rio, is located over 7.5 miles from the project site (Caltrans 2020). Due to distance, intervening terrain, and intervening development, the proposed project would not be visible from the eligible state scenic segment of Route 1. As such, the proposed project would not damage scenic resources within a state scenic highway.

Threshold C: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Pursuant to SB 743, an “urbanized area” is defined as an area with more than 50,000 persons. While the City of West Hollywood contains a population of less than 50,000 persons, the adjacent City of Beverly Hills includes approximately 34,000 persons. West Hollywood is also abutted by the City of Los Angeles, which includes a population of 4 million persons. Therefore, for purposes of this analysis, the project area is considered to be an urbanized area.

Threshold C pertains to potential conflicts with applicable zoning and other regulations governing scenic quality for projects located in urbanized areas. The plans, policies, and regulations relevant to the proposed project are discussed in Section 3.15.2, above. As stated therein, all development projects within the SSP area are required to comply with the design standards and criteria specified in the SSP. Applicable General Plan policies are also listed in Section 3.15.2. The project proposes to demolish existing on-site structures and construct a mixed-use hotel and residential building. Upon completion of construction, the proposed project would change the appearance of the project site relative to existing conditions. However, the project would include various building design features to maintain and enhance the eclectic and unique character of the Sunset Strip. The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, visible along the Sunset Boulevard facade, that would wrap around the east and west facades of the structure. The predominantly glass volume would include the hotel lobby, a restaurant/bar, and café that would activate the street level during the day and night and would incorporate a multi-dimensional digital and static off-site sign. Above this lower portion would be two separate rectilinear volumes that would house the residential and hotel uses, which would be set apart from each other by an approximately 120-foot opening. See Figures 3.15-7 and 3.15-8, which depict the spacing between the proposed residential and hotel uses and incorporation of a publicly accessible mid-level roof terrace. Thus, by incorporating the aforementioned design features of the building, the visual character of the project site would be enhanced. Additionally, the project would implement a landscape plan which would include groundcovers and privacy screens with climbing materials (e.g., ivy and vines) along the southern boundary. At the ground level, trees and planter boxes are proposed along the project site frontages of Sunset Boulevard and for a portion of the Larrabee Street and San Vicente Boulevard frontages. Relatively dense plantings of trees, shrubs, and groundcovers are envisioned on the mid-level roof terrace, and the roof deck/pool levels may feature targeted plantings of flowering shrubs and low-growing bamboo and/or palms. Lastly, planters incorporating hanging and/or low upright shrubs would be

located on the facades and balconies of the building (see Figures 3.15-7 and 3.15-8). Similar to the building design features, the landscape plan would help improve the visual character of the site and area. As such, incorporating the aforementioned design features and landscape plan would help implement the policies and goals in the General Plan and SSP to maintain the eclectic nature of the Sunset Strip, promote transit-oriented development and infill, and provide high-quality and unique design.

The project's overall consistency with applicable goals and requirements of the SSP, General Plan, and Zoning Ordinance is assessed in Section 3.8 (Land Use and Planning). As further described and substantiated in Section 3.8, the project was determined to be consistent with General Plan goals and policies, including those involving scenic quality. Regarding the SSP, the project does not meet all of the precise development parameters that were established for the project site in the SSP, though it is consistent with their general intent. For example, while the proposed project exceeds the height and density specified for the project site in the SSP, the SSP specifically identifies the project site as a "Target Site" that is intended for height and density that is greater than on surrounding properties. Additionally, the proposed project does not incorporate all of the design recommendations for the project site, such as a recommended midblock pedestrian passageway or conference room space that is at the ground level, oriented toward the London Hotel, and at least 20,000 square feet in size. While the proposed project would achieve the SSP's overall intent to provide an improved connection between Sunset Boulevard and the London Hotel via a covered pedestrian stairway and a sidewalk along Larrabee Street, the proposed project would not meet all of the design recommendations because the proposed passageway would not be located midblock, but rather on the project site's west side. The project would be brought into consistency with the SSP upon approval of the proposed SSP amendment, which would allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site. Nevertheless, as described in Section 3.8, the proposed project would be consistent with the overarching SSP goals pertaining to scenic quality and design. The consistency analysis for SSP goals pertaining to scenic quality is excerpted from Section 3.8 and included in Table 3.15-1.

Table 3.15-1. Sunset Specific Plan Consistency Analysis – Scenic Quality

Development Requirements: Density and Height	
Goal I: Distribute intensification along Sunset Boulevard to encourage responsible development.	Consistent. The proposed project would represent intensification of uses on the project site. The other buildings immediately to the north, east, and west of the site range in height from one to two stories. The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street intermixed among low-rise and mid-rise commercial buildings. As such, the project would contribute to the distributed nature of development with increased intensity along the Strip.
Goal II: Allow increases in density and height at locations where impacts are more easily mitigatable.	Consistent. The proposed project would involve increased height and density at the project site. Impacts are more easily mitigatable at the project site for a number of reasons. First, the project site does not directly abut any residentially zoned properties. Almost all adjacent uses are zoned SSP, with the exception of several properties located across San Vicente Boulevard from the project site, which are zoned for high density multi-family residential uses. At this location, San Vicente Boulevard is four lanes wide, with a center dividing lane. As such, the project site is separated from

Table 3.15-1. Sunset Specific Plan Consistency Analysis – Scenic Quality

	the nearest residential uses by a wide and generally busy roadway. Secondly, the project site is within the vicinity of other tall buildings, such as the building at 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; the building at 9229 Sunset Boulevard, which is approximately 10 stories (144 feet) in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is about 1,000 feet west of the project site and is 14 stories in height. As such, the project would not represent a markedly new intensity of development in the general vicinity.
Goal III: Create a cohesive sense of design, using density and height so that new development feels integrated with existing development.	Consistent. While the proposed project represents an increase in height of the development on the project site, the building has design components that would reflect the height and scale of the surrounding area and that would preserve existing views. The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, which is consistent with the height of buildings immediately to the north, east, and west of the project site, which are generally one to two stories in height. The hotel and residential volumes that would rise up from the lower transparent volume would be separated by a 120-foot opening, which would preserve north-south views through the site. The separate hotel and residential volumes have been designed with differentiated material palettes. The differentiated materials, the opening between the two volumes, and the transparency of the first several floors of the structure would minimize the visual effects of increased height, would break up the massing, and would add visual interest. Although the existing commercial buildings on the project site and the other buildings immediately to the north, east, and west of the site range in height from one to two stories, the height and massing envisioned for the project are compatible with existing contrasts in scale throughout the densely developed and urban environment of the Sunset Strip. The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. Examples include the building at 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; the building at 9229 Sunset Boulevard, which is approximately 10 stories (144 feet) in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is about 1,000 feet west of the project site and is 14 stories in height. These taller structures

Table 3.15-1. Sunset Specific Plan Consistency Analysis – Scenic Quality

	along the Sunset Strip are intermixed among low-rise and mid-rise commercial buildings and the resulting contrasts in scale and massing contributes to the existing visual character of the Sunset Strip and of West Hollywood as a whole. Additionally, the proposed project would be approximately 315 feet west of a 7-story office building and would be immediately adjacent to the 11-story London Hotel. As such, the 15-story proposed project would not represent an abrupt change relative to immediately surrounding uses. While the proposed building would represent a change in building height on the project site relative to existing uses, a building of 15 stories (i.e., the height of the proposed project) with a large view corridor incorporated into the design would not be inconsistent with other development in the vicinity.
Urban Design: Standards and Guidelines	
Goal I: Encourage the development of a street that presents a powerful image to visitors while also encouraging use by local residents.	Consistent. The project presents a unique architectural design and incorporates a variety of visually distinctive elements that would be expected to attract the attention and interest of visitors. The project would also contribute to visitor accommodations by incorporating a hotel, meeting rooms, a banquet hall, and associated amenities into its land use mix. The project would provide restaurants, cafes, bars, and outdoor terraces within walking distance of residential areas, which would encourage use by local residents.
Goal II: Enhance economic development and pedestrian activity by improving the physical attractiveness of the street through widening sidewalks and providing places for relaxation, shopping, living, and dining.	Consistent. The proposed project would provide a series of outdoor, landscaped public spaces at the street, on terrace levels, and at the roof, which would provide space for relaxation and gathering. The project would also include restaurants, cafes, and bars. While the proposed project would not widen adjacent sidewalks within the public right-of-way, a proposed concrete walkway along the project site's Sunset Boulevard and San Vicente Boulevard frontages would serve to create a wider pedestrian plaza. The proposed project would not widen sidewalks; however, it would not preclude the City from undertaking such streetscape improvements in the future.
Goal III: Encourage sensitive design that continues the varied pattern of use, height, and density.	Consistent. The proposed project would represent intensification of uses on the project site but would do so in a way that would contribute to a varied pattern of height and density in the vicinity. Uses surrounding the project site consist of retail shops, restaurants, offices, multi-family residential, and a hotel. Some of the proposed project uses currently exist within the vicinity of the project site (namely, hotel, multi-family residential, and restaurants). However, this type of mixed-use development is appropriate within a highly developed and urbanized area. Additionally, the proposed project

Table 3.15-1. Sunset Specific Plan Consistency Analysis – Scenic Quality

	would have a distinct appearance in contrast to the surrounding development. As such, even though some land uses may already be included in the immediate vicinity, the project would nevertheless contribute to the eclectic and creative nature of the Sunset Strip.
Goal VI: Protect and enhance significant public views to the Los Angeles basin and to the hills above Sunset as well as along street corridors and within open spaces.	Consistent. Under existing conditions, views of the Los Angeles basin that may have been available when looking across the project site from Sunset Boulevard are generally obstructed by the London Hotel, an 11-story building that is adjacent to the southerly boundary of the project site, and other urban development. Some views are still intermittently available when looking south along Larrabee Street and San Vicente Boulevard from the neighborhoods north of Sunset Boulevard. However, such views are generally limited to the roadway corridors, which would not be affected by the proposed development. The project's 120-foot-wide opening in the center of the building would help preserve the existing views that are available through the site. While the project could partially block views to the Los Angeles basin as observed from upper levels of residential buildings north of Sunset Boulevard (which may have views that extend over the London Hotel), such views are not considered public views and are already partially compromised by the London Hotel. When looking north from Sunset Boulevard, views of the Hollywood Hills are substantially obstructed by existing development. However, some views are available when looking north along the corridors that are created by Larrabee Street and San Vicente Boulevard. The proposed project does not include any development or obstructions within the public right-of-way; as such, views of the hills to the north that are available along these corridors would not be substantially affected by the project. Furthermore, the project would include a 120-foot-wide gap in the center of the building, which would help preserve views. While views of the hills from the upper stories of the London Hotel may be partially obstructed by the project, these views are not considered public views.
Open Space and Streetscape	
Goal II: Increase setbacks, where feasible, to provide additional open space and opportunities for uses such as outdoor dining and landscaping, which will enhance the pedestrian environment and allow room for street furniture.	Consistent. The proposed project would incorporate a pedestrian plaza space along the project's Sunset Boulevard frontage that would partially wrap around the building along the site's Larrabee Street and San Vicente Boulevard frontages. This space would including outdoor dining and landscaping.

Table 3.15-1. Sunset Specific Plan Consistency Analysis – Scenic Quality

Goal V: Develop a continuum of public and private open spaces that provide for comfort, safety, and the enjoyment of Sunset Boulevard.	Consistent. The project would incorporate publicly accessible open spaces and private open spaces that would include landscaping and outdoor dining, providing for comfort, safety, and enjoyment of Sunset Boulevard.

Source: City of West Hollywood 1996

As demonstrated in Table 3.15-1, the proposed project would meet the City’s overarching goals for scenic quality along the Sunset Strip. While the project does not meet all of the precise development parameters that were established for the project site in the SSP, the project is consistent with, and would help achieve, the City’s overall vision for the Sunset Strip as established in both the SSP and in the General Plan. For example, the proposed project would contribute to maintaining the eclectic character of the Sunset Strip through a new building with unique and innovative architecture that would continue the legacy of creativity and eclectic design along Sunset Boulevard. The project would also involve growth within the confines of one of the Target Sites that was selected for new development, increased height, and increased density on the Sunset Strip, thereby remaining consistent with the SSP’s overall guidance regarding growth. In describing the City’s overall vision for the Sunset Strip, the SSP states that the Sunset Strip will be a “gathering place for the City” with a vital and varied streetscape and places to gather, talk, sit, and live. The SSP also intends to “maintain the powerful historic and contemporary image of the Sunset Strip while allowing the area to grow, change, and meet new needs.” In conclusion, the SSP states that Sunset Boulevard will “continue to symbolize its colorful past and become a premiere example of livable urban design that is uniquely suited to the culture, climate, lifestyle, and economic realities of Southern California today and in the future.” (There are other aspects of the City’s vision for the Sunset Strip that are described in the SSP; however, this discussion is limited to those pertaining to scenic quality. For a full discussion of SSP consistency, see Section 3.8 of this EIR.)

The proposed project would be consistent with, and would help implement, this vision for the Sunset Strip established in the SSP. The project would support the vision of the Sunset Strip as a “gathering place for the City” by providing outdoor dining, terraces, restaurants, bars, and cafés, as well as more formal gathering places (meeting rooms and a banquet hall), thereby expanding and enhancing gathering places at the project site. The project’s innovative design would enhance the visual and architectural variability along the Strip, enlivening and invigorating the street near the project site and contributing to the creation of a “vital and varied streetscape.” The proposed project would embody the SSP’s vision for a historic and contemporary image for the Sunset Strip by concentrating new development on a site that does not contain a designated or eligible historic resource (see Section 3.2 of this EIR for details) and by continuing the legacy of artistic innovation and creativity on the Strip through a unique building concept. The project would also provide space for the existing Viper Room, thereby ensuring continuation of this well-known, existing nightclub business on the Strip. The project would thus further the City’s overall vision for the Sunset Strip by supporting economic development while creating an interactive and community-oriented urban destination that would continue the legacies of the Viper Room and of artistic innovation and creativity on the Strip.

The proposed project is consistent with the overall vision for the Sunset Strip described in the SSP and would help further the City’s long-term vision for the Sunset Strip, as established in both the SSP and in the more recently adopted General Plan. However, the proposed project would not fully meet all of the SSP’s land use specifications for the project site. As such, the project provides an opportunity to revisit the SSP through the amendment process to consider more up-to-date design and land use needs, which have changed over the course of the past 24 years. (The SSP was adopted 24 years ago, in 1996. Since that time, urban design concepts have evolved, the Southern

California economy has undergone a variety of changes, and the nature of development and design along the Sunset Strip has shifted over time.) The proposed SSP amendment would allow the specific land use regulations for the project site to reflect and accommodate the modern design and land use needs of the Sunset Strip while continuing to ensure that the project is in line with the City's overall vision for the boulevard. As such, the project is considered to be consistent, overall, with scenic quality policies in the SSP. Further, as demonstrated under the "General Plan Consistency" subheading in Section 3.8.5, the proposed project is also consistent with the vision for the Sunset Strip that is expressed in the General Plan, which reflects more recent goals for the Sunset Strip (the General Plan was adopted in 2011, which is 15 years after adoption of the SSP).

While the project would require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site, the project would comply with all other applicable aspects of the SSP. The proposed project would also comply with other applicable provisions of the City's Zoning Ordinance. The project would be brought into consistency with the SSP upon approval of the proposed SSP amendment. Environmental impacts that could be caused by aspects of the project that diverge from the existing SSP requirements (e.g., increased height and density) are evaluated throughout this EIR.

In conclusion, the project would be consistent with the overarching goals for scenic quality and design established in the SSP and would also be consistent with applicable General Plan policies and provisions of the Zoning Ordinance.

Shadow/Shade Effects

The City does not define a specific threshold for shade/shadow impacts. Nevertheless, a description of the shade/shadow that would be produced by the project is provided herein for informational purposes, in response to concerns expressed by community members during the EIR scoping period.

A shade and shadow study comprised of a series of static images was conducted for the proposed project. To approximate shade and shadow conditions in the surrounding area created by implementation of the proposed project, shadows cast by the proposed multi-use hotel building were simulated for the summer solstice (June 21), winter solstice (December 21), and spring equinox (March 20) at 9:00 a.m., 12:00 p.m., and 3:00 p.m. for Spring and Winter and at 9:00 a.m., 1:00 p.m., and 5:00 p.m. for Summer.¹ To conduct the shade and shadow study, a three-dimensional (3D) mesh model of the surrounding terrain, buildings, trees, and any other static above-ground features was built using ArcGIS 3D Analyst² and publicly available Light Detection and Ranging (LiDAR) data from the United States Geological Survey. A 3D model of the proposed project was then added to the terrain mesh model using Trimble's Sketchup Pro software.³ A 3D sun system is then added to the scene to cast projected shadows at the summer and winter solstices and at the spring equinox.

During the winter season the period of daylight is shortest (compared to spring, summer, and fall) and the sun is at its lowest angle compared to the Earth's ground surface and therefore, shadow lengths are the longest during the winter. In terms of daylight hours, the shortest day of the year occurs on the winter solstice which falls on or around December 21. Shadow lengths are the shortest during summer months when the period of daylight is the longest (more than twelve hours) and the sun is at its highest angle compared to the Earth's ground surface. In terms of daylight hours, the longest day of the year occurs on the summer solstice which falls on or around June 21. Throughout the day, the direction of shadows cast by vertical forms move with the path of the sun, resulting in different shadow lengths and

¹ Fall shadows were not modeled, as the position of the sun at the spring and fall equinoxes is similar. As such, shadows in the spring would be similar to those experienced in the fall.

² ArcGIS 3D Analyst is a computer program with tools to work with geographic information system (GIS) data in a three-dimensional context.

³ Sketchup Pro is a computer program used for three-dimensional modeling.

projections at different times of the day. The direction and length of shadow projections also varies throughout the seasons of the year. Shadows are projected in a westerly direction during the morning hours when the sun rises from the east; shadows move northerly during the late morning and early afternoon hours. During the late afternoon to early evening hours when the sun sets in the west, shadows are cast in an easterly direction. Shadow projections from the proposed project during spring, summer, and winter are shown on Figures 3.15-9 through 3.15-17. Lastly, for the purpose of this analysis, shadow/shade sensitive uses are considered to consist of certain land uses (residences, parks, and schools) whose occupants have expectations for direct sunlight and warmth from the sun.

Spring Equinox

Figures 3.15-9, 3.15-10, and 3.15-11 illustrate the shadows that would be cast by the proposed project in the spring during 9:00 a.m., 12:00 p.m., and 3:00 p.m., respectively. As shown in the shadow projections for morning hours, the following locations may be shaded for several hours in the morning during spring: a portion of Sunset Boulevard, extending from the eastern corner of the project site to Hilldale Avenue; a small portion of San Vicente Boulevard located to the west of the project site; the gas station, mini mart, and a car rental shop to the west of the project site; as well as the sidewalk and connected commercial property frontages located west of the project site along Sunset Boulevard. By 12:00 p.m., shadows cast by the proposed project would decrease in length and size. Some shade would be cast on portions of Sunset Boulevard, including adjacent sidewalks and commercial businesses directly to the north of the project site. Additionally, shade would cover a small area on the west side of the project site, which would include the bordering sidewalk and small portion of San Vicente Boulevard. During evening hours, the proposed project would cast shadows of similar size to the immediate northeast of the project site. Shadows would cover portions of Sunset Boulevard, Larrabee Street, and sidewalks bordering the project site along its north and east boundaries. Shadows would also cover the northwestern corner of Chase Bank (located on the east side of Larrabee Street, across the street from the project site) and portions of commercial buildings located across Sunset Boulevard to the north of the project site.

Fall Equinox

Fall shadows were not modeled, as the position of the sun at the spring and fall equinoxes is similar. As such, shadows in the fall would be similar to those described above for spring.

Summer Solstice

Figures 3.15-12, 3.15-13, and 3.15-14 depict the shadows that would be cast by the proposed project in the summer at 9:00 a.m., 1:00 p.m., and 5:00 p.m., respectively. As shown in the shade/shadow modeling figures, shadows cast by the proposed project during the summer would be shorter than those in the winter, spring, and fall (see Figures 3.15-9 through 3.15-17). During morning hours, shadows would cover the following locations: the sidewalk along the project site's western boundary, a small section of San Vicente Boulevard, the gas station and an apartment building to the west of the project site, and the London Hotel driveway and porte-cochère south of the project site. Although the proposed project would cast shade upon a residential use, which is considered a shade/shadow sensitive use, the shade would move off the structure at 10:40 a.m. and would be completely off the property by 10:50 a.m. At 1:00 p.m., shadows would occur immediately north of the project site, covering a small section of Sunset Boulevard and the sidewalk directly in front of the project site, as well as a sliver of sidewalk along Larrabee Street. The evening hour projections display shadows covering the majority of Larrabee Street bordering the east side of the project site, a cluster of commercial buildings including a Chase Bank with attached parking lot located east of Larrabee Street, an apartment building located south of the Chase Bank parking lot, and the London Hotel driveway and porte-cochère located directly south of the project site. Shade projected to cover

the land use including the apartment building is predicted to begin at 3:40 p.m. and would be minor, since the shadow would not cover the entire building, and most of the building would be in full sun during the morning and early afternoon (see the 9:00 a.m. and 1:00 p.m. models).

Winter Solstice

Due to the low angle of the sun, shadows cast on December 21 would be the longest in length and would therefore represent the worst-case scenario. As shown on Figures 3.15-15, 3.15-16, and 3.15-17, shadows generated by the proposed project would be cast to the northwest, directly north, and northeast, respectively. During the morning hours, the proposed project would cast shadows across the following locations: commercial uses, a parking lot, and a residential use northwest of the project site; portions of Sunset Boulevard; portions of Clark Street; and a section of San Vicente Boulevard. As previously mentioned, residential uses are shade/shadow sensitive uses; however, the residential use located to the northwest of the project site would only receive shadow from 9:00 a.m. to 12:45 p.m. By 12:00 p.m., the shadow cast by the project would decrease in length and size and would provide shade to the immediate north of the site. The noontime shadow would cast shade on uses directly north of the project site, including a residential use, commercial uses, a parking lot, and portions of Sunset Boulevard and the associated sidewalk. In the afternoon and into the early evening, shadows cast by the project would extend to the northeast and would shade a portion of the previously identified residential use directly to the north, various commercial uses located across Sunset Boulevard, a portion of the Chase Bank located east of Larrabee Street, a parking lot, a sliver of Horn Avenue, and portions of Sunset Boulevard and the associated sidewalks. The aforementioned residential use located directly north of the project site would be expected to enter into partial shadow at approximately 9:05 a.m. and remain partially shaded until 3:55 p.m. However, as shown in Figures 3.15-15, 3.15-16, and 3.15-17, the shadow would pass over the structure throughout the day, such that no portion of the structure would be shaded for the whole day. As shown in Figure 3.15-15, a majority of this building would be in full sun in the morning. At noon (Figure 3.15-16), sun would shine through the 120-foot opening in the proposed building, leaving the southwestern portion of the residential building in sun. In the afternoon (Figure 3.15-17), the northwestern section of the building would be exposed to sun. This residential building also has a pool in the center, and pools are also considered shade-sensitive uses. However, as shown in Figures 3.15-15 through 3.15-17, this pool experiences full shade in the winter under existing conditions. The pool is in the center of this multi-family residential building and is located on the ground floor, within the courtyard of the building, and the building is two stories tall. As such, in the winter, the residential building shades the pool. For this reason, the shadows cast by the project on this residential building would not substantially affect the pool, as it is already in shade during the winter months. As such, shade coverage and intensity would change throughout the day.

Threshold D: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Nighttime Lighting

The project entails the demolition of existing development on site and the construction and operation of a new mixed-use hotel and residential building. Additional project elements include new digital and static off-site signage on Sunset Boulevard and a publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden (that itself would not be accessible). Because the proposed project represents an intensification of use compared to the existing uses, the project would result in additional lighting sources and potential sources of glare on the project site.

Regarding lighting, lighting sources on the project site may include surface-mounted floodlights for landscaping, linear landscape luminaires, lit bollards, in-ground up-lights, and pathway lights for safety and wayfinding. Outdoor lighting would be used on the exterior of the building's street level, the landscaped mid-level roof terrace situated between the hotel and residential volumes, and the roof of the bridge connecting the two volumes. Interior lights would shine through the project's glass windows at night, causing additional illumination. All on-site exterior lighting would be automatically controlled to illuminate only when necessary and would be shielded or directed toward areas to be illuminated, thereby limiting spillover onto neighbors. In addition to building lighting, off-site signage elements would be incorporated into the proposed project's Sunset Boulevard facade.

While the new 15-story hotel and residential building would feature numerous lighting sources that would result in greater general illumination on the project site over existing uses, Sunset Boulevard is a developed urban corridor with commercial, residential, and office development. In addition, several multi-story hotels buildings of comparable scale and massing as the proposed project operate nearby. These uses feature similar lighting sources and sources of potential glare as proposed for the project. As with these existing hotels and all other existing uses in the City, the project would comply with the City's Outdoor Lighting Standards established in Chapter 19.20.100, Outdoor Lighting, and Article 19-3, Site Planning and General Development Standards, of the Zoning Ordinance. The general standards established in Chapter 19.20.100 require outdoor lighting for development to be designed to prevent glare, light trespass, and sky glow; architecturally integrated with the character of structures and directed away from adjacent properties (and the public right-of-way) and shielded to confine all glare within the boundary of the site. Further, outdoor lighting would be required to have timers so that lighting would turn off when they are not needed. Outdoor lighting is also required to be appropriate in height, scale, and intensity to the uses it is are serving. The development standards in Article 19-3 provide requirements to limit light and glare to the extent feasible while providing sufficient light for safety and practicality, including maximum heights of lighting fixtures; design, installation, and maintenance of lighting fixtures; standards for new development and remodeling; lighting for parking areas; and sign illumination. While the project and project lighting elements would comply with City requirements, the project represents a substantial intensification of use over existing development on the project site and would create a new source of substantial light on the project site. However, due to the presence of comparable hotel uses and multi-story office development along the Sunset Boulevard corridor, and the general urban character of the corridor and surrounding area, the new hotel and residential building would not adversely affect existing nighttime views in the area due to new sources of nighttime lighting or glare.

Billboard Lighting and Glare

The proposed project includes an application for an off-site sign that includes a two-faced sign on Sunset Boulevard. The sign faces would be vertical in orientation, with the west elevation providing approximately 1,000 square feet of digital signage surrounded with a 500-square foot area of architectural lighting and the east elevation providing approximately 500 square feet of static signage surrounded with a 1,000-square foot area of architectural lighting. The sign is currently proposed to be located at the public entry of the project's hotel component, following the profile of the building's curvilinear face, and integrating with a dynamic lighting installation (see Appendix C to this EIR). These off-site signage elements have been designed consistent with the Off-Site Signage Policy, which includes sign types and standards including total maximum combined sign area of new billboards and lighting and operational standards. Implementation of the Off-Site Signage Policy is analyzed under CEQA in an Initial Study/Negative Declaration, which was adopted by the City in 2019 (the "Sunset Strip Off-Site Signage Policy Initial Study/Negative Declaration," hereafter referred to as the "Sunset Strip Off-Site Signage Policy IS/ND") (City of West Hollywood 2019d).

Per the Off-Site Signage Policy, lighting standards are imposed on all new or modified off-site advertising signs, which would include the proposed project's off-site signage. Lighting standards applicable to the proposed project's

off-site signage include the following provisions: illuminance from signs or architectural lights (which is measured in footcandles) must not exceed 1.4 footcandles at any adjacent residentially zoned property line; digital billboard sign luminance (which is measured in candelas per meter squared) must be limited to 6,000 candelas per meter squared during the daytime and 300 candelas per meter squared in the evenings; digital signs would reduce luminance during times of overcast weather to the required evening luminance levels; and, transitions in illuminance of digital signs between daytime and nighttime and between sunny weather and overcast weather would occur at a smooth rate of change over the course of 20 minutes. As substantiated in the Sunset Strip Off-Site Signage Policy IS/ND, these provisions ensure that off-site signage installed on the Sunset Strip will be in compliance with applicable state and local standards and guidelines pertaining to lighting, including the California Green Building Standards Code, the California Vehicle Code, the Illuminating Engineering Society of North America recommendations, and City regulations that pre-date the Off-Site Signage Policy. To ensure compliance with the light/glare provisions, the Off-Site Signage Policy includes a requirement for digital billboard operators to submit a Lighting Monitoring Report to the City upon installation and at 3-year intervals thereafter to confirm conformance with the policy's lighting requirements. The operator of the project's digital sign would thus be required to periodically prepare and submit a Lighting Monitoring Report, which would ensure ongoing compliance with the light and glare restrictions established in the Sunset Boulevard Off-Site Signage Policy.

In addition to the light and glare restrictions described above, the operation of digital billboards is also subject to maximum refresh rates, fade rates, and restrictions on animated content and moving patterns, which would also address and reduce visual effects. The operation of the proposed digital sign would be held to these standards. As stated and substantiated in the Sunset Strip Off-Site Signage Policy IS/ND, billboards designed in accordance with the Sunset Boulevard Off-Site Signage Policy would not have an adverse effect relative to light and glare. Therefore, potential adverse impacts would not occur.

Daytime Glare

The project consists of a 15-story primarily glass and steel building. Specifically as it relates to potential sources of glare, the lower portion of the proposed building would be predominantly glass. Further, the residential and hotel towers (particularly the residential portion) would also have exposed glass windows. Consistent with Chapter G-12, Commercial and Public Use Guidelines, of the City's Zoning Ordinance (see G-12.040 Building Design and Architecture), windows on development should be located high to increase reflection and reduce glare. Furthermore and similar to all new development proposed in the City, the project is subject to design review to ensure materials that could create adverse light or glare effects are not included in the design. Therefore, potential adverse impacts would not occur.

3.15.6 Mitigation Measures

The proposed project is located within a TPA. Pursuant to SB 743 (PRC Section 21099(d)(1)), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment and therefore no mitigation measures are required. This section instead is intended to disclose an aesthetics evaluation of the project to the public and to decision makers for informational purposes only.

3.15.7 Level of Significance After Mitigation

Aesthetic impacts cannot be considered significant impacts on the environment pursuant to SB 743 because the proposed project is located within a TPA, as discussed above. Accordingly, no mitigation is required.

3.15.8 References

- Caltrans (California Department of Transportation). 2020. List of eligible and officially designated State Scenic Highways (XLSX). <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed February 21, 2020.
- City of West Hollywood. 1996. *Sunset Specific Plan*. Adopted July 1996.
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- City of West Hollywood. 2011. West Hollywood General Plan 2035. September 19, 2011.
- City of West Hollywood. 2019a. Zoning Ordinance, Chapter 19.46, Design Review and Article 3 Site Planning and General Development Standards, Chapter G-34 Sign Design Guidelines.
- City of West Hollywood. 2019b. Sunset Specific Plan & Amendments. January 25, 2019.
- City of West Hollywood. 2019c. Sunset Boulevard Off-Site Signage Policy. Adopted March 18, 2019. Amended October 7, 2019. Accessed October 27, 2019. <https://www.weho.org/city-government/city-departments/planning-and-development-services/long-range-and-mobility-planning/ongoing-plans-studies/billboards-on-the-sunset-strip>.
- City of West Hollywood. 2019d. 2019 CEQA Memo & Final Initial Study/Negative Declaration – Sunset Strip Off-Site Signage Policy. February 2019. <https://www.weho.org/city-government/city-departments/planning-and-development-services/billboards-on-the-sunset-strip>.
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- Metro (Metropolitan Transportation Authority). 2020. Bus and Rail System Detail. Metro System Maps. Accessed February 13, 2020. <https://www.metro.net/riding/guide/system-maps/>.
- SCAG (Southern California Association of Governments). 2021. High Quality Transit Areas (2016) and High Quality Transit Areas (2045) – SCAG Region. Overview and web mapping applications. Last updated February 18 and 22, 2021. Accessed March 5, 2021. <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2045-scag-region?geometry=-127.807%2C32.172%2C-106.900%2C35.368>.



Source: Google Earth (2019)

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Photo A



Photo B



Photo C



Photo D

Source: Dudek 2019

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Keyplan



Existing view



Proposed view

Date: 2/20/2020 - Last saved by: merna - Path: Z:\Projects\1110501\AMP\DCP\Project_Description\PDF

Source: Morphosis 2019

DUDEK

FIGURE 3.15-3

Scale and Massing Representation: West Facade

8850 Sunset Boulevard Project

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Keyplan



Existing view



Proposed view

Source: Morphosis 2019

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Keyplan



Existing view



Proposed view

Source: Morphosis 2019

FIGURE 3.15-5

South View from Larrabee Street

8850 Sunset Boulevard Project

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Keyplan



Existing view



Proposed view

Source: Morphosis 2019

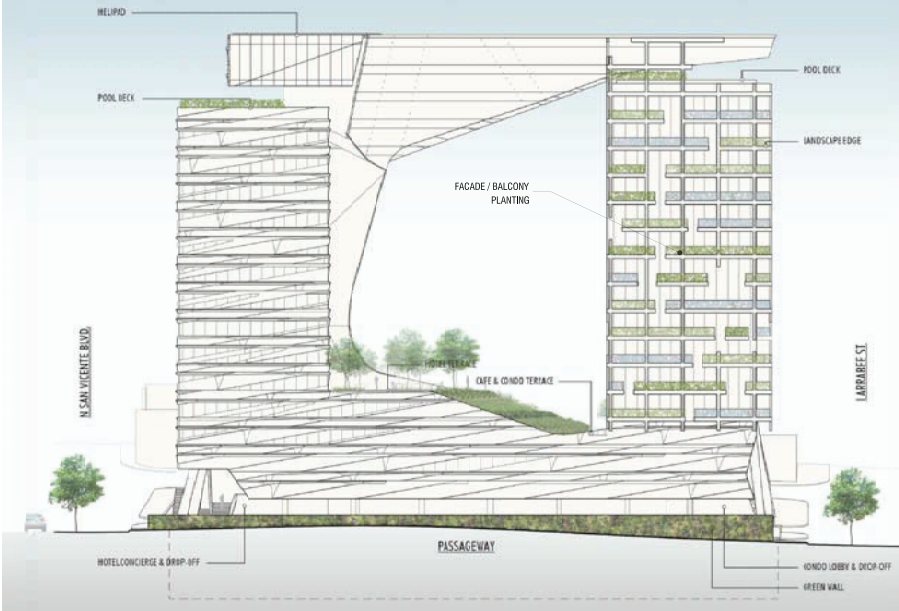
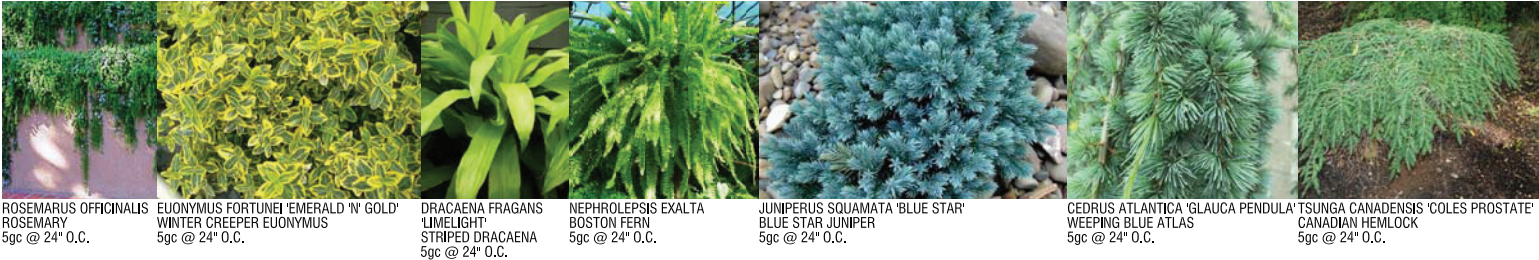
FIGURE 3.15-6

North View from San Vicente Boulevard

8850 Sunset Boulevard Project

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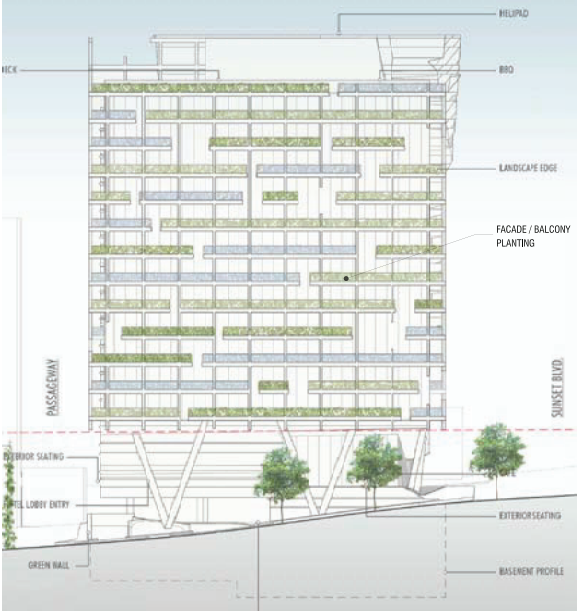
BUILDING FACADE PLANTING PALETTE



SOUTH ELEVATION

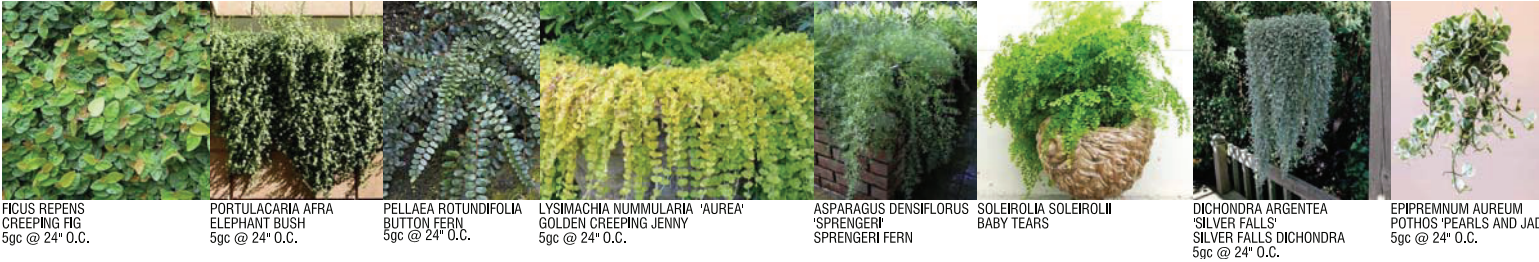
FACADE PLANTER IRRIGATION :
AREA: 448 SQ. FT. PER LEVEL (13 TOTAL LEVEL)
IRRIGATION TYPE: DRIP SYSTEM
NUMBER OF ZONES: TOTAL OF 4 ZONES (PER LEVEL)

NOTE:
PLANT PALETTE ARE SELECTED TO COMPLY WITH WHMC
SECTION 19.26.060.



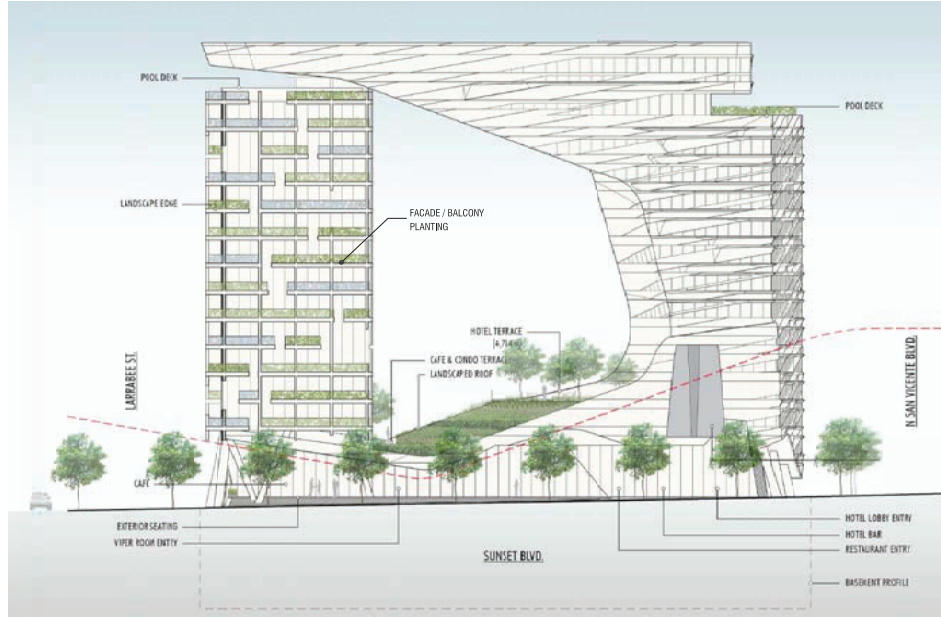
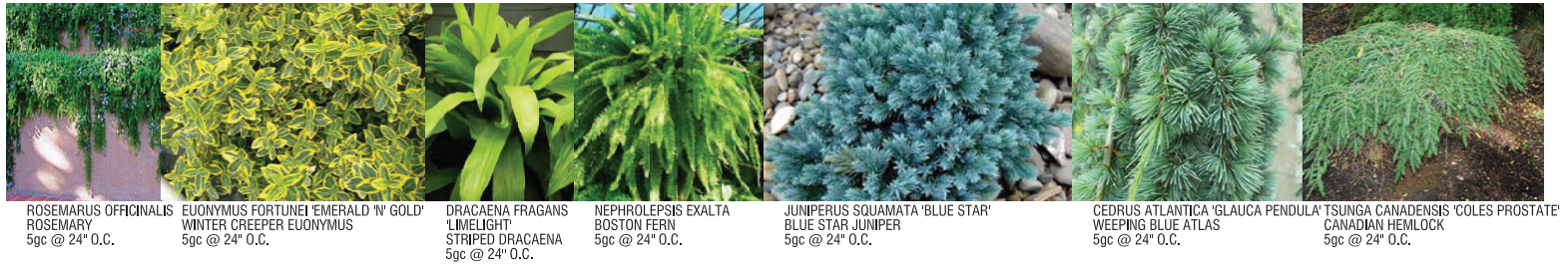
EAST ELEVATION

BUILDING FACADE PLANTING PALETTE



Source: Morphosis 2021

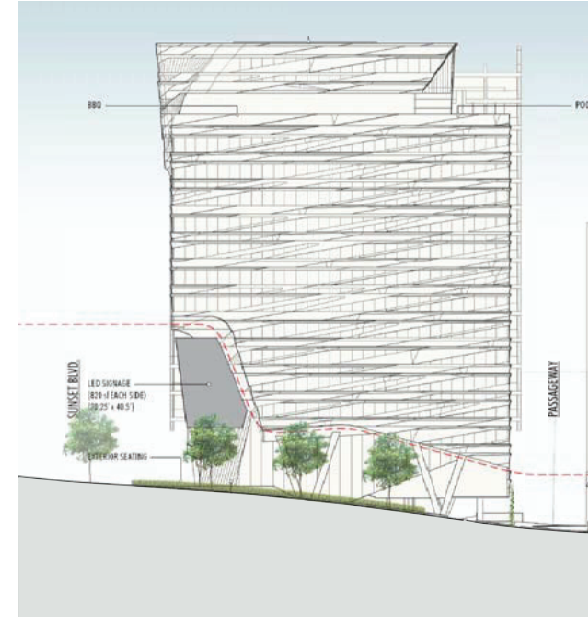
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NORTH ELEVATION

FACADE PLANTER IRRIGATION :
AREA: 448 SQ. FT. PER LEVEL (13 TOTAL LEVEL)
IRRIGATION TYPE: DRIP SYSTEM
NUMBER OF ZONES: TOTAL OF 4 ZONES (PER LEVEL)

NOTE:
PLANT PALETTE ARE SELECTED TO COMPLY WITH WHMIC
SECTION 19.26.060.



WEST ELEVATION



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SOURCE: LARIAC Imagery (2014), OpenStreetMap 2019

FIGURE 3.15-9
Shade and Shadow Impacts - Spring Equinox at 9:00AM
 8850 Sunset Boulevard Project

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SOURCE: LARIAC Imagery (2014), OpenStreetMap 2019

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SOURCE: LARIAC Imagery (2014), OpenStreetMap 2019

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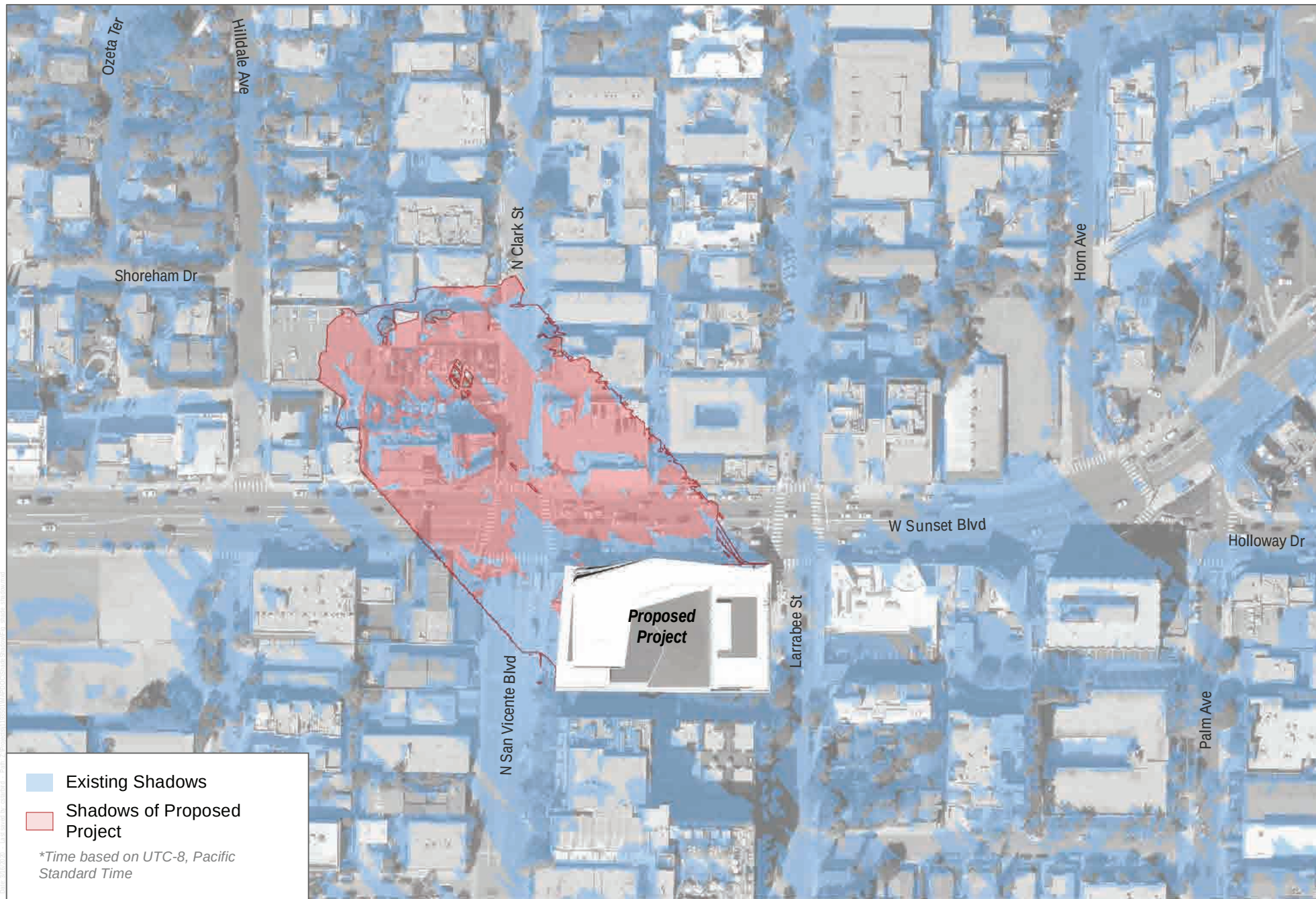


FIGURE 3.15-15
 Shade and Shadow Impacts - Winter Solstice at 9:00AM
 8850 Sunset Boulevard Project

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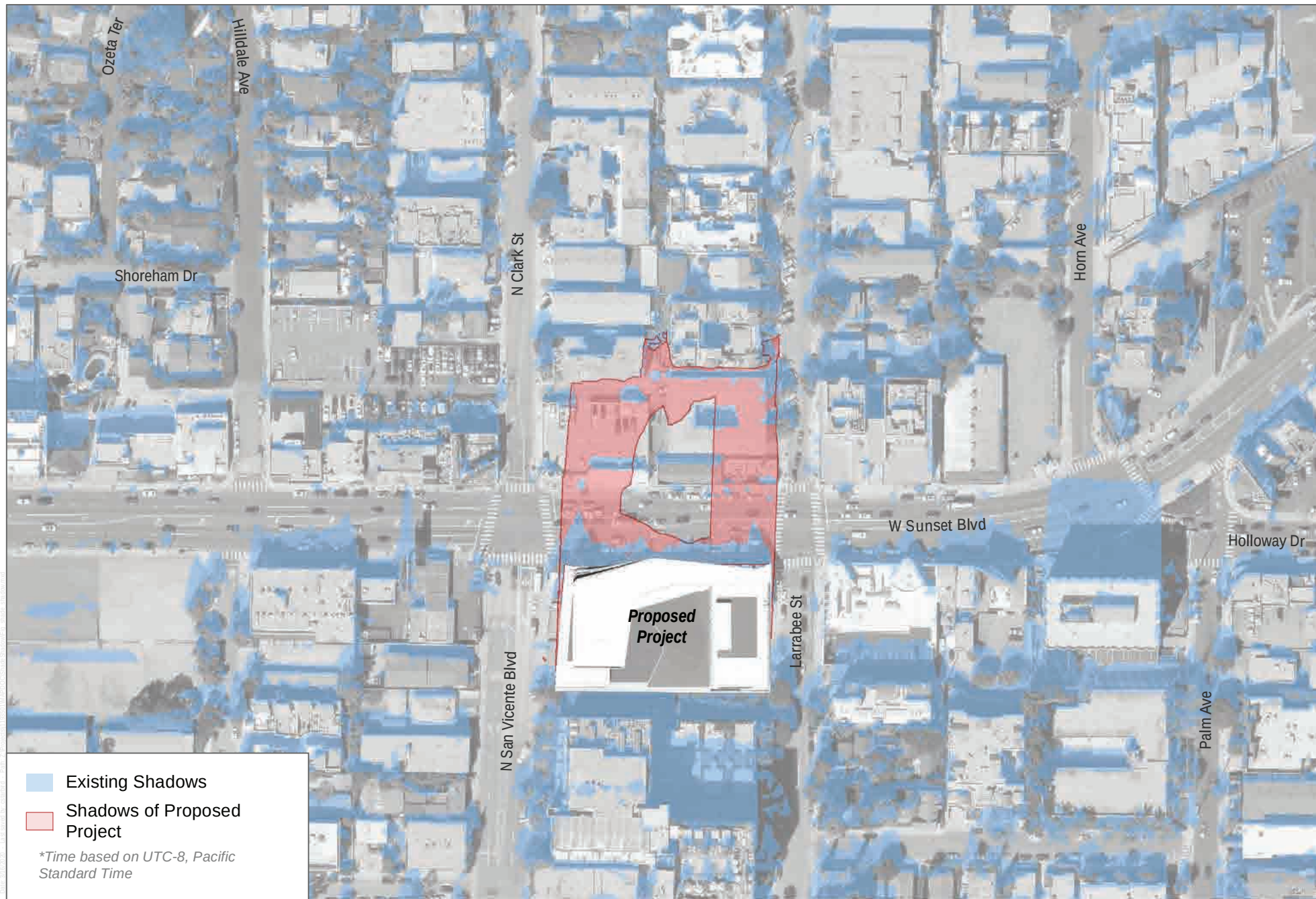
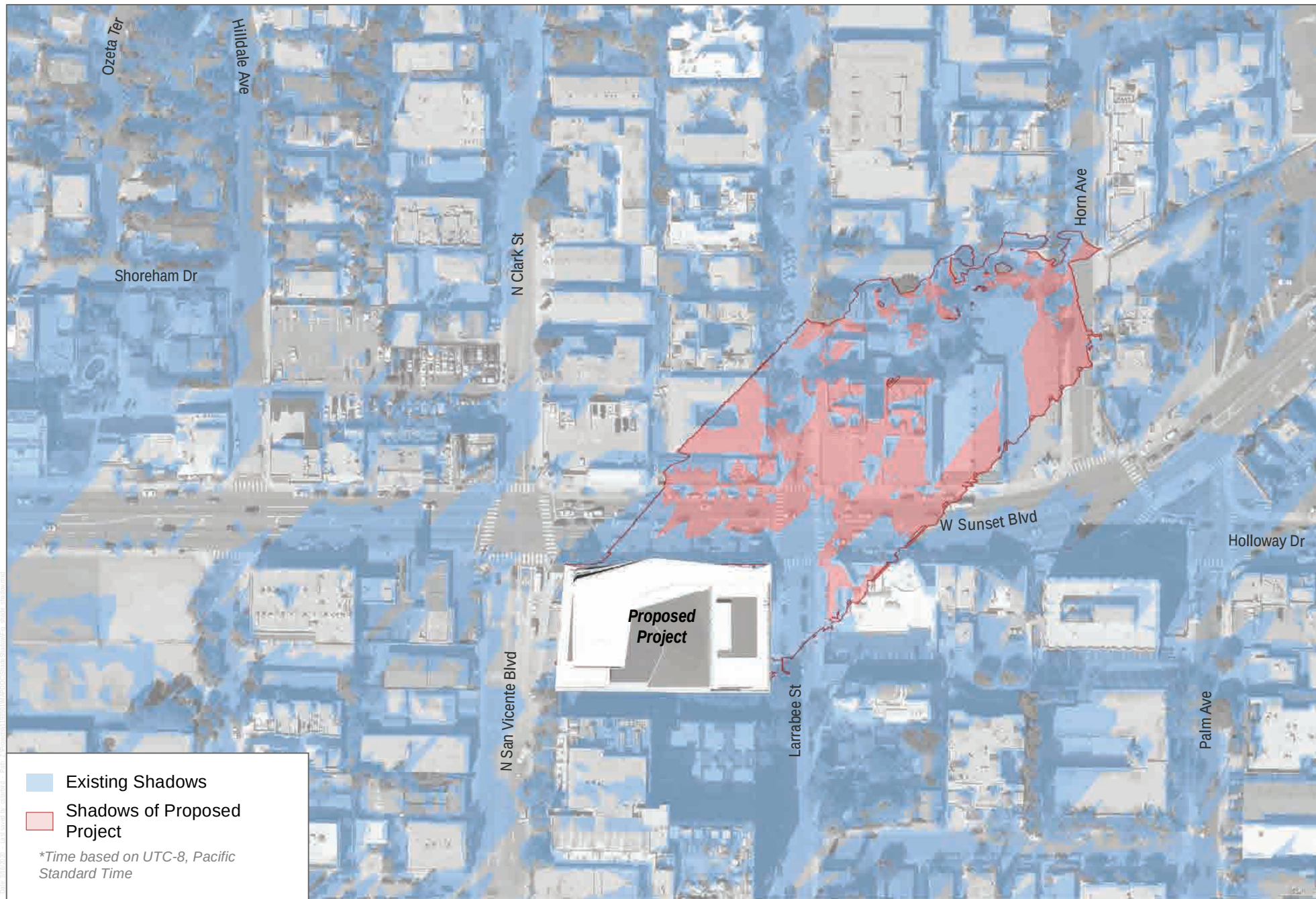


FIGURE 3.15-16

Shade and Shadow Impacts - Winter Solstice at 12:00PM

8850 Sunset Boulevard Project

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SOURCE: LARIAC Imagery (2014), OpenStreetMap 2019

FIGURE 3.15-17
 Shade and Shadow Impacts - Winter Solstice at 3:00PM
 8850 Sunset Boulevard Project

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4 Cumulative Effects

The CEQA Guidelines require that an EIR discuss cumulative impacts of a project, taken together with other past, present, and probable future projects producing related impacts. The goal of this analysis is twofold: first, to determine whether the impacts of all such projects would be cumulatively significant; and, second, to determine whether the proposed project would itself cause a “cumulatively considerable” (and thus significant) incremental contribution to any such cumulatively significant impacts. The definition of cumulatively considerable is provided in Section 15065(a)(3) of the CEQA Guidelines: “‘Cumulatively considerable’ means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

Comments received in response to the Notice of Preparation (see Appendix A) included concerns regarding the cumulative impacts of the project. Specific concerns included cumulative traffic increases (specifically along Sunset Boulevard) and cumulative impacts to aesthetics, air quality, and noise. Concerns were expressed regarding other projects being proposed and developed along Sunset Boulevard. Concerns were expressed that the project would encourage increased heights in the project area for future development. Concerns were also expressed regarding two condominium projects that were approved along Larrabee Street and were scheduled to begin construction in 2020. Related projects along Sunset Boulevard and Larrabee Street are identified in Table 4-2 and are considered as part of the cumulative development scenario that is analyzed herein. The project’s cumulative effects in the categories of aesthetics, air quality, noise, and transportation are discussed in Section 4.3 herein. (However, the aesthetic effects of the proposed project cannot be considered significant impacts on the environment, per Public Resources Code 21099(d)(1).) Additionally, transportation impacts under CEQA are measured in terms of vehicle miles traveled; increased congestion is not considered an impact on the environment. Nevertheless, Appendix L (the project’s Transportation Analysis) contains an informational-only analysis of vehicle delay that includes the cumulative scenario.)

4.1 CEQA Requirements

CEQA Guidelines Section 15130(b) provides the following parameters relative to cumulative impact analysis: the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified related projects contribute, rather than the attributes of other projects which do not contribute to the cumulative impact.

CEQA Guidelines Section 15130 allows for the use of two alternative methods to determine the scope of projects to analyze cumulative impacts. This analysis uses both methods, depending on which environmental issue is being addressed. Table 4-1 shows which methods were used for each environmental issue area.

List Method: A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the lead agency. These projects will be referred to as “related projects” in this section. Past, present, and probable future projects with the potential to combine with the proposed project to produce cumulative effects are listed in Section 4.2.

Projection Method: A summary of projects contained in an adopted general plan or related planning document, or in a prior environmental document, that have been adopted or certified, which describe or evaluate regional or area-wide

conditions contributing to the cumulative impact. Applicable plans that are used in this analysis include the 2016 AQMP, the RTP/SCS, the City's General Plan and Climate Action Plan, and the Sunset Specific Plan.

CEQA Guidelines Section 15130 states that lead agencies should define the geographic scope of the area affected by a cumulative effect and provide a reasonable explanation for the geographic limitation that is used. The geographic area that could be affected by implementation of the proposed project in combination with other projects varies depending on the type of environmental resource being considered. For instance, cumulative aesthetics or noise impacts are more localized, whereas cumulative air quality and greenhouse gas emissions impacts occur on a broader regional or global scale. Table 4-1 describes the geographic scope of cumulative impact analysis for each environmental resource category. Also described is the method of evaluation for each category. Additionally, details on geographic scope and the reasoning for selection can be found within each issue area discussion in Section 4.3.

Table 4-1. Geographic Scope and Method of Evaluation for Cumulative Impacts

Environmental Resource		Geographic Area	Method of Evaluation
Air Quality	Toxic Air Contaminants; Odors	Immediate vicinity	List and Projections
	Construction and Mobile Sources	South Coast Air Basin	
Cultural Resources		Regional	List
Energy		Statewide for petroleum; utility service area for electricity and natural gas	Projections
Geology and Soils		Immediate vicinity	List
Greenhouse Gas Emissions		South Coast Air Basin	Projections
Hazards and Hazardous Materials		Immediate vicinity	List
Hydrology and Water Quality		Ballona Creek Watershed	Projections
Land Use and Planning		City of West Hollywood	List
Noise	Construction and Operational Sources	Immediate vicinity	List and Projections
	Operational Off-Site Traffic Noise	Regional	
Population and Housing		City of West Hollywood	List and Projections
Public Services		City of West Hollywood	List and Projections
Transportation		Regional and immediate vicinity	List and Projections
Tribal Cultural Resources		Regional	List
Utilities and Service Systems		Regional and/or immediate vicinity	List and Projections
Aesthetics		Immediate vicinity	List

4.2 Related Projects

Related projects are projects that may have impacts that are cumulative with those of the proposed project. Table 4-2 includes approved, under construction, or proposed development projects within the vicinity of the project.

Information about related projects was obtained from the cities of West Hollywood and Beverly Hills, as well as from recently published reports associated with other developments. Though the buildout years of many of these related projects are uncertain and may be well beyond the buildout year of the project, and notwithstanding that some may never be approved or developed, they are all considered as part of the cumulative scenario in this analysis. Figure 4-1 provides a visual of all related projects considered in this section. Figure 4-1 also shows a one-mile radius around the project site, which demonstrates the related projects that are considered to be within the vicinity of the proposed project.

Table 4-2 Related Projects

Project Number	Location	Project Description - Land Use	Intensity	Units
City of West Hollywood				
–	Sunset Strip	Implementation of the Sunset Boulevard Off-Site Signage Project (allows for new and modified off-site signs along the Sunset Strip, including static and digital billboards)		
1	8713 Beverly	Condos	30	du
		Retail	5,475	sf
		Office	3,416	sf
		Gallery	500	sf
2	8816 Beverly	Condos	7	du
		Apartments	28	du
		Retail	5,535	sf
		Restaurant	8,889	sf
		Hotel	128	rooms
3	8713 Beverly	Apartments	76	du
		Retail	19,755	sf
		Restaurant	4,394	sf
		Office	6,321	sf
4	1150 Clark	Apartments	7	du
5	1012 Cory	Condos	6	du
6	1011 Crescent Heights	Apartments	12	du
7	1048 Curson	Condos	5	du
8	1139 Detroit	Condos	5	du
9	1141 Detroit	Condos	5	du
10	1138 Detroit	Condos	10	du
11	1201 Detroit	Condos	10	du
12	1221 Detroit	Condos	10	du
13	1257 Detroit	Condos	8	du
14	1001 Fairfax	Condos	35	du
		Restaurant	900	sf
		Office	900	sf
15	1250 Fairfax	Condos	53	du
16	528 Flores	Apartments	4	du
17	1216 Flores	Condos	14	du
18	1123 Formosa	Condos	5	du
19	1159 Formosa	Apartments	5	du
20	1227 Formosa	Apartments	5	du

Table 4-2 Related Projects

Project Number	Location	Project Description - Land Use	Intensity	Units
21	1245 Formosa	Condos	3	du
22	8000 Fountain	Apartments	30	du
23	8210 Fountain	Condos	9	du
24	1155 Fuller	Condos	5	du
25	1250 Fuller	Condos	3	du
26	938 Genessee	Condos	5	du
27	947 Genessee	Condos	10	du
28	1005 Genessee	Condos	5	du
29	1046 Genessee	Condos	5	du
30	1006 Hancock	Apartments	6	du
31	1264 Harper	Condos	14	du
32	1223 Hayworth	Apartments	12	du
33	917 Hilldale	Condos	9	du
34	926 Hilldale	Condos	3	du
35	621 Huntley	Apartments	3	du
36	634 Huntley	Apartments	3	du
37	621 Kings	Apartments	4	du
38	1040 La Brea	Condos	8	du
		Restaurant	5,240	sf
		Hotel	91	rooms
39	1136 La Cienega	Condos	23	du
40	829 Larrabee	Apartments	13	du
41	1120 Larrabee	Apartments	22	du
42	1016 Martel	Apartments	11	du
43	1041 Martel	Condos	25	du
44	1052 Martel	Condos	5	du
45	8465 Melrose	Retail	4,122	sf
46	8650 Melrose	Apartments	7	du
		Retail	14,571	sf
47	7914 Norton	Condos	8	du
48	8116 Norton	Apartments	8	du
49	901 Ogden	Apartments	4	du
50	950 Ogden	Apartments	10	du
51	1008 Ogden	Condos	7	du
52	1011 Ogden	Condos	5	du
53	1153 Ogden	Apartments	6	du
54	1019 Orange Grove	Apartments	9	du
55	1150 Orange Grove	Condos	7	du
56	923 Palm	Senior and/or Affordable Housing	49	du
57	417 Robertson	Showroom	7,558	sf
58	645 Robertson	Retail	18,130	sf
		Restaurant	33,300	sf
		Hotel	241	rooms
		Showroom	10,325	sf

Table 4-2 Related Projects

Project Number	Location	Project Description - Land Use	Intensity	Units
		Nightclub	3,780	sf
59	8763 Rosewood	Retail	4,920	sf
60	7617 Santa Monica	Condos	71	du
		Retail	4,000	sf
		Restaurant	4,419	sf
61	7811 Santa Monica	Apartments	95	du
		Restaurant	3,400	sf
		Hotel	45	rooms
		Gallery	1,400	sf
62	7985 Santa Monica	Retail	1,345	sf
		Restaurant	14,252	sf
		Office	54,645	sf
		Bar	2,746	sf
63	8555 Santa Monica	Apartments	123	du
		Retail	14,500	sf
		Restaurant	3,900	sf
		Office	6,700	sf
		Personal Services	3,600	sf
64	9001 Santa Monica	Retail	9,850	sf
		Restaurant	9,800	sf
65	9040 Santa Monica	Condos	16	du
		Retail	9,038	sf
		Restaurant	9,313	sf
		Office	309,324	sf
66	8760 Shoreham	Apartments	11	du
67	1017 Sierra Bonita	Condos	5	du
68	1030 Sierra Bonita	Condos	5	du
69	933 Spaulding	Condos	5	du
70	939 Spaulding	Condos	22	du
71	1013 Spaulding	Condos	5	du
72	1041 Spaulding	Condos	14	du
73	1236 Spaulding	Apartments	3	du
74	943 Stanley	Apartments	5	du
75	8430 Sunset	Condos	125	du
		Retail	35,000	sf
76	8850 Sunset (proposed project)	Apartments	41	du
		Restaurant	28,800	sf
		Hotel	115	rooms
		Nightclub	4,700	sf
77	8497 Sunset	Restaurant	9,775	sf
		Office	11,520	sf
78	8920 Sunset	Retail	5,238	sf
		Restaurant	1,765	sf
		Office	45,888	sf

Table 4-2 Related Projects

Project Number	Location	Project Description - Land Use	Intensity	Units
		Gallery	2,192	sf
		Private Club	6,745	sf
79	9034 Sunset	Apartments	107	du
		Retail	3,200	sf
		Restaurant	8,800	sf
		Hotel	200	rooms
80	545 Sweetzer	Apartments	9	du
81	1257 Sweetzer	Condos	14	du
82	1280 Sweetzer	Condos	9	du
83	1035 Vista	Condos	4	du
84	852 West Knoll	Condos	9	du
85	8553 West Knoll	Condos	5	du
86	8557 West Knoll	Condos	6	du
87	629 Westbourne	Condos	3	du
88	916 Westbourne	Condos	8	du
89	910 Wetherly	Senior and/or Affordable Housing	93	du
City of Beverly Hills				
90	100 N. Crescent Dr.	Office	154,336	sf
		Restaurant	4,330	sf
		Screening Room	2,489	sf
91	250 N. Crescent Dr.	Condos	12,400	sf
92	55 N. La Cienega Blvd.	Hotel	216	rooms
		Restaurant	3,346	sf
		Market	9,566	sf
		Retail	656	sf
93	154-168 N. La Peer Dr.	Condos	39,084	sf
94	140 S. Lasky Drive	Hotel	66	rooms
		Restaurant	1,845	sf
95	457 N. Oakhurst Dr.	Condos	6,000	sf
96	9212 Olympic Blvd.	Retail/Restaurant	6,900	sf
		Commercial Office	13,344	sf
97	9120 Olympic Blvd.	Education Facility Expansion	80,719	sf
98	9230 Olympic Blvd.	Commercial	18,163	sf
		Restaurant	1,359	sf
		Office	16,804	sf
99	425 N. Palm Dr.	Condos	20	du
100	340 S. Rexford	Condos	3	du
101	370 N. Rodeo Dr.	Retail	15,250	sf
102	400-408 N. Rodeo Dr.	Retail	29,767	sf
103	468 N Rodeo Dr.	Hotel	115	rooms
		Retail	24,976	sf
104	9220 N. Santa Monica Blvd.	Office	114,202	sf

Table 4-2 Related Projects

Project Number	Location	Project Description - Land Use	Intensity	Units
105	9900-9908 S .Santa Monica Blvd.	Condos	27	du
		Commercial	13,616	sf
106	8600 Wilshire Blvd.	Retail	6,355	sf
		Condos	18	du
		Public Use	3,412	sf
107	8633 Wilshire	Commercial/Office	25,565	sf
108	9000 Wilshire Blvd.	Commercial/Office	31,702	sf
109	9111 Wilshire Blvd.	Hotel	154	rooms
110	9145 Wilshire Blvd.	Religious Institution	8,269	sf
111	9200 Wilshire Blvd.	Condos	54	du
		Commercial	14,000	sf
112	9900 Wilshire Blvd.	Condos	193	du
		Restaurant/Retail	16,057	sf
		Conference Rooms	7,942	sf
		Ancillary Uses	18,826	sf
113	9876 Wilshire Blvd. (PHASE 1 - The Waldorf-Astoria Hotel and Beverly Hilton Renovation)	Hotel	170	rooms
		Hotel Amenities	120,700	sf
114	9876 Wilshire Blvd. (PHASE II - Condominium Building and Conference Center)	Condos	140	du
		Conference/Meeting Rooms	37,409	sf
		Hotel amenities	157,843	sf

Source: Appendix L

Notes: du = dwelling unit; sf = square feet

4.3 Cumulative Impact Analysis

For the purposes of this EIR, the proposed project would have a significant cumulative effect if:

1. The cumulative effects of related projects (past, current, and probable future projects) are already significant and implementation of the proposed project makes a considerable contribution to the effect; or
2. The cumulative effects of related projects (past, current, and probable future projects) are not significant but the incremental impact of implementing the proposed project is substantial enough, when added to the cumulative effects of related projects, that a new a new cumulatively significant impact occurs.

The analysis that follows addresses whether, after adoption of project-specific mitigation, the residual impacts of the project would (1) contribute considerably to an existing or anticipated cumulatively significant effect or (2) create a new cumulatively significant impact.

4.3.1 Air Quality

The geographic scope of the area potentially affected by cumulative air quality impacts consists of the South Coast Air Basin (SCAB) for impacts related to construction emissions and mobile source emissions (i.e., vehicle trips). This geographic scope was selected because emissions from construction processes and vehicles can contribute to

exceedances in criteria air pollutant concentrations, which are measured and regulated based on the air basin. The proposed project and the related projects are all located within the SCAB. Regional growth in the SCAB, as established in general plans and regional plans produced by SCAG would also contribute to cumulative air quality impacts in the categories of construction emissions and mobile source emissions.

Other aspects of air quality impacts are more localized (toxic air contaminant emissions, impacts to sensitive receptors, and odor emissions). For these impacts, the geographic scope of the area potentially affected by cumulative impacts consists of the project's immediate vicinity. This geographic scope was selected because impacts in the categories of toxic air contaminants, sensitive receptors, and odors dissipate quickly with distance and affect adjacent and nearby land uses. As such, the proposed project could combine with related projects in the immediate vicinity to produce a cumulative impact, namely, the Arts Club Project at 8920 Sunset Boulevard and a proposed hotel at 9034 Sunset Boulevard, both located within 1,000 feet of the project site (see projects #78 and #79 on Figure 4-1, respectively).

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

In analyzing cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for selected air pollutants under the CAAQS and NAAQS. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

Construction Emissions

As described in Section 3.1, construction of the proposed project would result in the addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, worker vehicles, haul trucks, and vendor truck trips. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, and the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Implementation of the proposed project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The proposed project would be required to comply with SCAQMD Rule 403 to control dust emissions. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active areas of the site approximately two times daily depending on weather conditions and limiting vehicle speeds to 15 miles per hour on unpaved areas. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of NO_x, VOCs, CO, SO_x, PM₁₀, and PM_{2.5}. The application of architectural coatings, such as exterior application/interior paint and other finishes, would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Cumulative localized impacts would potentially occur if proposed project construction were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are generally unknown and are considered speculative.¹ However, construction for the related project located at 1120 Larrabee Street (involving the construction of a 22-unit multi-family residential development) is anticipated to begin sometime in 2021. This related project is located approximately 250 feet north of the project site, across Sunset Boulevard, and on the north side of an intervening four-story commercial building. The beginning of proposed project construction could overlap with construction occurring at 1120 Larrabee Street. Although there could be some overlap, there is no sensitive receptor located between the projects, the projects are separated by Sunset Boulevard, and the maximally exposed receptor upon which the localized impact determination is based is different for each project. As such, the maximum localized emissions from each project would not be additive at the same receptors. Additionally, related projects would be subject to CEQA (or have already been reviewed under CEQA) and would require air quality analysis and, where necessary, would implement all feasible mitigation if the project would exceed SCAQMD thresholds. In addition, all construction projects within the SCAB would be required to comply with the same SCAQMD rules as the proposed project. SCAQMD rules that the proposed project and the related projects would be required to comply with are discussed in Section 3.1.2.

According to SCAQMD, individual construction projects that exceed SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment. The SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction of the project would generate VOC and NO_x emissions (which are precursors to O₃) and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Table 3.1-7, project-generated construction emissions would not exceed the SCAQMD emission-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}, and therefore the project would not cause a cumulatively significant impact. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions.

Based on the previous considerations, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. During construction, cumulative impacts would be **less than significant**.

Operational Emissions

Operation of the project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment; energy sources, including combustion of fuels used for space and water heating; and stationary emergency generator routine testing and maintenance. However, as outlined in Table 3.1-8 in Section 3.1, project-generated operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}, and therefore the project would not cause a cumulatively significant impact. As such, operation of the project would not result in a cumulatively considerable increase in emissions, and therefore the project would not result in a cumulatively significant impact. During operation, cumulative impacts would be **less than significant**.

¹ The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

4.3.2 Cultural Resources

Significant cultural resources are unique and nonrenewable members of a finite class. The proposed project and other development projects can cause cumulative effects to cultural resources if such projects adversely alter and/or demolish resources that are interrelated, such as resources that are part of a historic district. Additionally, because cultural resources are unique and nonrenewable members of finite classes, a development project that demolishes, destroys, or alters cultural resources has the potential to erode a class of cultural resources, potentially leading to a cumulatively considerable effect. For these reasons, the geographic scope for cumulative impacts to cultural resources is regional in nature.

Historical Resources

As analyzed in Section 3.2 of this EIR, the buildings within the project site are not considered historical resources for the purposes of CEQA. No historical resources were identified within the proposed project site, no historic district was identified to which buildings on the project site would contribute, and no adjacent historical resources were identified that would be adversely impacted by the proposed project. Therefore, the project would not cause or contribute to any incremental effects on historical resources that may be caused by cumulative development in the region. As such, cumulative impacts involving historical resources would be **less than significant**.

Archaeological Resources

During the CEQA process, the presence or absence of known archaeological resources is generally revealed through records searches, site surveys, and/or communication with Native American tribes. As described in Section 3.2 of this EIR, no archaeological resources were identified within the proposed project site as a result of this research. Similar research is expected to be conducted (or has already been conducted) for the related projects as part of the CEQA review process. However, most development projects (including the proposed project and many of the related projects) have the potential to uncover previously unknown archaeological resources during construction. There are standard measures that are typically applied to most ground-disturbing projects, usually as mitigation measures or conditions of approval, which require construction to be stopped in the vicinity of any potential archaeological resources that are discovered. Such measures or conditions of approval often require involvement of a qualified archaeologist. These standard measures and regulations have been set forth for the proposed project within MM-CUL-1. Upon compliance with MM-CUL-1, in the event that archaeological resources are inadvertently uncovered during proposed project construction, such resources would be protected and, therefore, would not be significantly impacted by the project. Upon incorporation of MM-CUL-1, the proposed project would not have the potential to create or contribute to a cumulative effect on archaeological resources that may be caused by cumulative development in the region. Therefore, cumulative impacts involving archaeological resources would be **less than significant with mitigation incorporated**.

Human Remains

During the CEQA process, the presence or absence of known human remains is generally revealed through records searches, site surveys, and communication with Native American tribes. As described in Section 3.2 of this EIR, no prehistoric or historic burials were identified within the proposed project site as a result of this research. Similar research is expected to be conducted (or has already been conducted) for the related projects as part of the CEQA review process. However, the proposed project and related projects involving ground disturbance have the potential to uncover previously unknown human remains during construction. There are standard measures that are typically applied to most ground-disturbing projects, usually as mitigation measures or conditions of approval, which require

construction to be stopped in the vicinity of any human remains that are discovered. Such measures or conditions of approval often require involvement of a qualified archaeologist and/or Native American tribal representative in the event of a discovery. There are also state laws in place that protect human remains and that require certain actions to be taken if remains are discovered. These standard measures and regulations that are generally put in place for related projects would also apply to the proposed project, upon incorporation of MM-CUL-2.

In the event that human remains are inadvertently uncovered during proposed project construction, such resources would be protected per MM-CUL-2 and, therefore, would not be significantly impacted. As such, the proposed project would not have the potential to create or contribute to a cumulative effect on human remains that may be caused by cumulative development in the region. Therefore, cumulative impacts involving human remains would be **less than significant with mitigation incorporated**.

4.3.3 Energy

The geographic context for cumulative energy impacts is generally considered to be the service area for the electrical and natural gas utilities, and statewide for petroleum. Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that does not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation.

As analyzed in Section 3.3 of this EIR, consumption of electricity, natural gas, and petroleum during construction would be temporary in nature, would not be unusual as compared to overall local and regional demand for energy resources, and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state. Thus, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy during construction of the project.

During operation, electricity consumption, natural gas demand, and petroleum use would increase due to project implementation. However, the analysis in Section 3.3 determined that the additional demand for energy resources during project operation would not be unusual or wasteful as compared to overall local and regional demand for energy resources. Furthermore, the proposed project and cumulative projects are subject to a variety of state and local plans for renewable energy, energy efficiency, and reduced reliance on automobiles. The proposed project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings constructed in California in order to reduce energy demand and consumption. Additionally, the project would exceed the requirements of the California Building Energy Efficiency Standards by 20% through its energy efficiency and sustainable design features, including achieving LEED Gold or equivalent green building standards.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the proposed project under CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. In addition, the proposed project is subject to the City's mandatory Green Building Ordinance. Furthermore, as explained in Section 3.3.1, the City joined the Clean Power Alliance in 2017. As part of the City's commitment to protecting the environment and building resiliency, the West Hollywood City Council selected 100% Green Power as the default option for the community in February 2018, which provides 100% renewable energy. The City's residents and businesses are

automatically enrolled into the default renewable energy tier selected by the City. However, understanding the diverse needs of the community, residents and commercial tenants can change the service by selecting one of Clean Power Alliance's other two rate options: Lean Power (36% renewable energy content) or Clean Power (50% renewable energy content). Under any of the three options, the proposed project would include renewable energy as part of the power content mix and would be consistent with the City's renewable energy commitment.

During operation of the proposed project and related projects, increased land use intensity would result in additional vehicles miles traveled in the area. However, over the lifetime of the proposed project and the related projects, the fuel efficiency of vehicles is expected to increase. Furthermore, the urban setting of the proposed project and the related projects would encourage the use of alternative transportation modes. Over time, access to alternative transportation modes and use of such modes is expected to increase as plans and policies for development of alternative transportation are implemented.

The City's General Plan has a variety of goals and policies to promote energy efficiency throughout the City. Examples include reduction of water use in new buildings, promotion of land use patterns that reduce vehicle trips, maximized use of renewable energy, encouragement of reduced use of single-occupant automobiles, and promotion of high levels of energy performance in new construction. Implementation of and required consistency with these policies would help reduce the overall energy use of the proposed project and related projects that are located in the City.

Due to the urbanized nature of the City and surrounding areas, many of the related projects are expected to result in a similar pattern of increased demands but increased efficiency—while the overall use of electricity and natural gas on the site increases, the energy use per square foot is expected to decrease due to compliance with modern standards and incorporation of modern technologies and design standards. A development pattern of increased density combined with increased efficiency is less energy intensive when compared with new development located on previously undeveloped land away from urban centers. As such, while the proposed project and cumulative projects would result in increasing energy consumption in the region, they would also result in increased energy efficiency. The proposed project would comply with and exceed the existing energy standards and regulations, and cumulative projects would be required to comply with applicable plans for energy use and energy efficiency. Due to the overall pattern of urban infill in the area and compliance with increasingly stringent local and state regulations for energy efficiency in buildings and vehicles, cumulative effects resulting from the proposed project and related projects would be **less than significant**.

4.3.4 Geology and Soils

Seismic and Geotechnical Hazards; Erosion

Development of related projects would generally increase the land use intensities in the region. As such, an increased number of persons and structures would become susceptible to geologic hazards that are present in the Los Angeles region, such as seismic ground shaking and liquefaction hazards. Similarly, increased amounts of construction-related erosion may occur as related projects are constructed over time. However, as with the proposed project, the related projects are subject to uniform site development and construction standards that are designed to protect public safety and structures and to reduce adverse effects to soils, such as erosion. Existing seismic and safety regulations reduce the overall potential for a cumulative impact involving increased exposure of persons and structures to geologic and soils hazards. In addition to standard seismic and safety regulations, many development projects in the area also incorporate the recommendations of a site-specific geotechnical report into

the project design and engineering. For the proposed project, implementation of MM-GEO-1 would ensure incorporation of site-specific seismic and geotechnical design recommendations.

Furthermore, the proposed project and the related projects are redevelopment projects that would establish (or are establishing) new residential and/or commercial land uses on sites that are already developed. These types of projects would not directly or indirectly cause fault rupture, seismic ground shaking, seismic ground failure, or soil expansion. As such, the proposed project and the related projects would not create or contribute to a cumulative effect related to causation of geologic hazards. While standard land development projects (such as the proposed project and the related projects) can produce localized soil instability during grading the excavation, such effects are generally addressed through standard construction management practices and implementation of site-specific geotechnical recommendations. For the proposed project, such recommendations would be implemented pursuant to MM-GEO-1. As such, with incorporation of MM-GEO-1, the proposed project is not expected to create or contribute to a cumulative effect related to geology and soils. Therefore, cumulative impacts would be **less than significant with mitigation incorporated**.

Paleontological Resources

Development of related projects can affect paleontological resources if such projects destroy or adversely affect such resources. This can happen if ground-disturbing activities during construction uncover buried resources, and such resources are significant but become destroyed, lost, or otherwise adversely affected during construction. This is most likely to occur where buried but previously unknown resources or remains exist. Such effects are highly localized but could become cumulatively considerable over time, if paleontological resources are destroyed at multiple construction sites throughout the region.

No paleontological resources were identified within the project site as a result of the institutional records search or desktop geological review. Similar research is expected to be conducted (or has already been conducted) for the related projects as part of the CEQA review process. Furthermore, the project site as well as the related project sites are located within an area that has been previously developed and is generally underlain by fill materials. As such, the project site and related project sites are not anticipated to be underlain by unique geologic features. However, most development projects (including the proposed project and many of the related projects) have the potential to uncover previously unknown paleontological resources during construction ground disturbance and excavation. As described in Section 3.4 of this EIR, while the project area has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material. Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene-age older alluvial deposits, the project site is considered highly sensitive for supporting paleontological resources below the depth of fill and weathered, elevated Quaternary alluvium. Implementation of MM-GEO-2 would ensure that a paleontologist would monitor the site excavation and halt construction in the event that paleontological resources are found. Related projects involving similar depths of excavation are expected to be subject to similar site-specific recommendations and mitigation measures, if necessary. In the event that paleontological resources are inadvertently uncovered during proposed project construction, such resources would be protected per MM-GEO-2 and, therefore, would not be significantly impacted. As such, the proposed project would not have the potential to create or contribute to a cumulative effect on paleontological resources that may be caused by cumulative development in the region. Therefore, cumulative impacts involving paleontological resources would be **less than significant with mitigation incorporated**.

4.3.5 Greenhouse Gas Emissions

GHG emissions and climate change are a global issue. As such, any approved project regardless of its location has the potential to contribute to a cumulative global accumulation of GHG emissions (as opposed to the relatively temporary nature of pollutants related to air quality). In theory, the geographic extent of the cumulative contributions to GHGs and climate change is worldwide. However, lead agencies are only able to regulate GHG emissions within their respective jurisdictions; therefore, the geographic extent is primarily contingent upon the area over which lead agencies have authority. As such, the geographic extent for the purposes of the project is the SCAB.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts would be made to minimize the project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated at a project level under CEQA. As such, section 3.5 of this EIR provides a detailed analysis of GHG emissions associated with construction and operation of the proposed project. The analysis found that annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD threshold of 3,000 MT CO₂e per year. In addition, the analysis found the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, as discussed in Section 3.5, the project's contribution to global climate change would not be cumulatively considerable and is less than significant. The project would implement a wide range of sustainability features and would be consistent with the City's climate action reduction measures and would not conflict with the adopted CAP. The proposed project also would be consistent with the SCAG 2020–2045 RTP/SCS. These policies emphasize, among other things, changing transportation land use patterns to reduce auto dependence, improving energy conservation and energy efficiency, increasing renewable energy generation, and reducing water use. The proposed project's design features and characteristics would advance these objectives.

The related projects also would produce GHG emissions during construction and operation. During construction, emissions sources would be similar to those of the proposed project (e.g., construction equipment and vehicle trips associated with construction workers and trucks). The proposed project and cumulative projects within the City would be required to implement Mitigation Measure 3.15-1 from the Final Program EIR for the City's General Plan and CAP. This measure states that to further reduce construction generated-GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of development sites undergo construction. Required compliance with this measure would reduce construction-related GHG emissions for development projects in the City, and related projects would be anticipated to comply with many of the same regional and local emissions reduction goals and objectives (e.g., the SCAG 2020–2045 RTP/SCS, the City's CAP, and the City's Green Building Ordinance). Development projects within both the City of West Hollywood and the City of Beverly Hills, as well as across the state, would be held to the GHG reduction policies and strategies that are in place at the state level. (See Section 3.5 for summaries of the statewide policies and strategies.)

Similar to the proposed project, the related projects are land development projects (as opposed to construction-only infrastructure projects) and would generally produce increased operational GHG emissions, associated with additional residents and businesses. Economic and population growth that is anticipated in general plans and regional plans would also result in increased GHG emissions. However, the related projects, other development

projects in the region, and vehicles associated with construction, operation, and general growth in the area would be required to comply with a variety of GHG emission reduction measures and energy conservation measures that have been set forth at the state and local level. Compliance with these regulations would reduce GHG emissions associated with related projects and regional growth over time. Because the proposed project would not exceed SCAQMD thresholds and would be consistent with the applicable plans and regulations adopted for the purpose of reducing the emissions of GHGs, the project's GHG contribution would not be cumulatively considerable and is therefore considered **less than significant**.

4.3.6 Hazards and Hazardous Materials

Use of hazardous materials and/or release of hazardous materials to the environment generally affects receptors within the immediate vicinity of a project. As such, the geographic scope for the cumulative hazards and hazardous materials analysis is considered the project and the related projects in the immediate vicinity (approximately 0.2 miles) that could combine to affect the same receptors. Related projects within this area include related project number 79 (a proposed 22-story hotel), related project number 78 (the approved but not yet constructed 9-story Arts Club Project), and numbers 4, 41, and 66, which are all smaller scale residential projects.

Construction

Use of Hazardous Materials

Construction of the proposed project and related projects would involve the transport, use, and disposal of hazardous materials such as fuels and lubricants, in association with construction vehicles and equipment. However, such materials are not considered acutely hazardous and are routinely used during construction throughout West Hollywood and the surrounding metropolitan region. There are regulations governing the use of hazardous materials with which the proposed project and related projects would be required to comply. As described in Section 3.6 of this EIR, although construction of the proposed project could involve use, transport, and/or disposal of hazardous materials, such activities would be temporary and, therefore, would not be considered routine in nature. Additionally, such activities would occur in compliance with all applicable federal, state, and local regulations, which have been established to ensure safe use, transport, storage, and disposal of such materials and to prevent releases to the environment. The same regulations would apply to the related projects. For these reasons, the proposed project would not create or contribute to a cumulatively considerable effect involving the use of hazardous materials for construction purposes. Cumulative impacts would be **less than significant**.

Hazardous Building Materials

The release of hazardous materials can occur during demolition of buildings containing asbestos, lead, and/or other hazardous building materials. Because many of the related projects are infill development, many involve demolition and/or renovation of older buildings containing hazardous building materials. As identified in Section 3.6 of this EIR, existing buildings on the project site have the potential to contain hazardous building materials. However, as discussed in Section 3.6, there are regulations that govern the removal of such substances. Compliance with these laws would prevent the release of asbestos, lead, and/or other hazardous building materials resulting from demolition on the project site and the sites of related projects. Through compliance with these applicable regulations by the proposed project and related projects, a cumulatively considerable effect is not anticipated. As such, the proposed project would not create or contribute to a cumulatively considerable effect involving the release of hazardous building materials into the environment during demolition. Cumulative impacts would be **less than significant**.

Hazardous Materials Sites

The proposed project and the related projects are located in an urbanized environment, where current and past land uses (e.g., gas stations and drycleaners) have resulted in soil and/or groundwater contamination at a variety of locations. For example, the proposed project is located near two gas stations with former leaking underground storage tanks. The Phase I ESA prepared for the proposed project (see Appendix G) determined there is the potential that these off-site releases of petroleum hydrocarbons have resulted in contaminated soil and/or groundwater underlying the project site, which could result in a hazard to the public or to the environment if contaminated soils or groundwater are released during construction excavation. The proposed project and related projects occurring on or near contaminated sites would therefore have the potential to create a combined effect related to the release of hazardous materials to the environment during excavation of potentially contaminated soils and/or dewatering of potentially contaminated groundwater.

The applicant for the proposed project would be required to comply with the NPDES permit provisions for dewatering. Compliance with these regulations would ensure that the impacts of groundwater discharges do not constitute a significant and adverse impact to downstream drainages, the environment, or the public. With respect to contaminated soil, project implementation of MM-HAZ-1 and MM-HAZ-2 would ensure that if subsurface contamination is identified, soils would be properly characterized, handled, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment.

Some of the related projects also could be affected by contaminated soil or groundwater. Such contamination is typically revealed during research conducted as part of real estate transactions and/or through the CEQA process. There are a variety of federal, state, and local laws in place that protect the environment, the public, and workers from releases of contaminated soils and groundwater. Additionally, project-specific mitigation or conditions of approval would be (or have been) identified as necessary for related projects located on or near a potentially contaminated site.

Upon compliance with NPDES permit provisions for dewatering and upon implementation of MM-HAZ-1 and MM-HAZ-2, the proposed project would not create or contribute to cumulative effects involving hazardous materials sites. As such, cumulative impacts related to hazardous materials sites would be **less than significant with mitigation incorporated**.

Operation

Operation of the proposed project and related projects would involve transport, use, and disposal of potentially hazardous materials. Similar to the proposed project, related projects in the immediate vicinity consist of mixed-use, hotel, and commercial projects. As such, hazardous materials used by the proposed project and related projects would generally be limited to materials associated with janitorial, maintenance, and repair activities (i.e., commercial cleaners, lubricants, or paints), and household cleaning supplies. Use of these materials would be limited, and transport, storage, use, and disposal of these materials would be subject to federal, state, and local health and safety requirements. As a result, development of the proposed project would not contribute to a cumulatively considerable effect involving use of hazardous materials for operational purposes. Cumulative impacts would therefore be **less than significant**.

Proximity to Schools

The project site and some related projects are located within one-quarter mile of existing schools. As described above, construction of the proposed project and related projects has the potential to release hazardous materials to the environment, due to use of hazardous construction materials, demolition of buildings containing hazardous materials, and/or excavation of sites with contaminated soils and groundwater. However, upon compliance with applicable regulations and upon implementation of MM-HAZ-1 and MM-HAZ-2, project construction would not have adverse effects to the surrounding environment, including nearby schools, due to hazardous materials releases. The related projects would all be subject to similar regulations that prevent the release of hazardous materials, and mitigation would also be applied when deemed necessary.

During operations, the proposed project would not involve the use of acutely hazardous materials. The related projects listed in Table 4-2 generally involve similar land uses as the proposed project (i.e., commercial and residential). As such, operations of the proposed project and operations of the related projects would not involve routine transport or use of acutely hazardous materials. For these reasons and upon implementation of MM-HAZ-1 and MM-HAZ-2, the proposed project would not create or contribute to a cumulatively significant effect involving the use or emission of hazardous materials in proximity to schools. Cumulative impacts are therefore considered **less than significant with mitigation incorporated**.

Airport Hazards

The project would not be located within the vicinity of an airport; as such, it would not create or contribute to any cumulative effects involving airport safety hazards.

The proposed project would incorporate an emergency helicopter landing facility, which is a fire department requirement and would only be used for emergency life safety events when it could be accessed by the fire department or the Sheriff's department. Related projects of similar heights as the proposed project may also be required to incorporate such a facility. However, as with the proposed project, any such emergency helicopter landing facilities would be used only for emergency life safety events. Due to fire department requirements for emergency helicopter landings on high-rise buildings, there are often multiple emergency helipads in close proximity in urbanized areas. All such facilities would be subject to FAA requirements, including design guidance and notification of construction and completion. Flight operations would be subject to all FAA regulations for helicopters and are expected to be coordinated by first responders, as the users of emergency helicopter landing facilities. For these reasons, the proposed emergency helicopter landing facility is not expected to result in safety hazards and, therefore, is not expected to combine with related projects to create or contribute to a cumulative effect. As such, cumulative effects would be **less than significant**.

Emergency Response and Evacuation Plans

Development of related projects increases the land use intensity of the area, which could increase the potential for conflicts with emergency response plans to occur. Conflicts could arise if, for example, construction of one or more related projects requires street closures along an emergency evacuation route, thereby causing a cumulative interference with an emergency evacuation plan.

The City has prepared a SEMS/NIMS Emergency Response Plan. This plan addresses the City's planned response to emergencies, including natural disasters and technological incidents. The proposed project and related projects within West Hollywood would be required to comply with this plan. The plan maps a number of evacuation routes

through the City. As described in Section 3.6, the closest designated evacuation routes to the project site are Sunset Boulevard and San Vicente Boulevard. As shown in Figure 4-1, some related projects are located along and near Sunset Boulevard and San Vicente Boulevard. During proposed project construction, temporary lane closures may be required. Lane closures may also be associated with the construction processes for some of the related projects. However, the proposed project and related projects would be required to implement standard construction traffic management practices under Chapter 9.70 (Construction Management) of the West Hollywood Municipal Code. Such practices would involve construction signage and safe routes around the closures. Additionally, the requirement for the approval of a haul route plan enables the City to coordinate construction amongst multiple development projects. Furthermore, in the event of an evacuation, any temporary lane closures would be required to cease. Upon compliance with City requirements related to construction traffic management, the proposed project would not contribute to cumulative construction-related effects to emergency response or evacuation.

During operations, the project would increase the number of people present on the project site relative to existing conditions. Many of the related projects are infill, redevelopment projects that would also increase land use intensity. The proposed project would contribute to an incremental increase in the number of people who would need to evacuate and/or receive emergency services within the City. However, as explained in Sections 3.10 and 3.11 of this EIR, the growth associated with the project would fall well within the projected population growth for the City, is not substantial, and has been accounted for in local and regional planning efforts. As such, the proposed project's contribution would not be cumulatively considerable. Furthermore, the City has plans in place (such as the SEMS/NIMS Emergency Response Plan) that would proceed regardless of cumulative development within the City. This plan is updated periodically, and future updates would reflect any changes to the population or development patterns in the City associated with the cumulative development scenario.

The proposed project and most related projects would be located on an infill or re-development site and, therefore, would not introduce any new physical obstructions or impairments to emergency response or evacuation. The Los Angeles County Fire Department would review the proposed project and related project plans within the City to ensure adequate emergency access. The plans would be adjusted in the event that the fire department identifies any deficiencies in access that could preclude emergency evacuation or emergency response. In the event of a disaster during project operation, the City's emergency plan would proceed in a similar fashion with or without the proposed project. For these reasons, the proposed project would not create or contribute to cumulative impacts associated with impairment of an adopted emergency response plan or emergency evacuation plan. Cumulative impacts would therefore be **less than significant**.

4.3.7 Hydrology and Water Quality

Surface Water

The geographic scope for cumulative hydrology and water quality impacts is the Ballona Creek Watershed, since projects within the watershed have a common drainage and would therefore have the potential to affect the same waterbodies.

Construction

The proposed project and many of the related projects are infill, redevelopment projects that typically result in temporary exposure of soils during construction within a highly urbanized area. Such projects can result in temporary increases in stormwater runoff and can introduce construction-related pollutants to the runoff. However, regulations are in place (as described in Section 3.7) that limit stormwater runoff and stormwater runoff pollutants

during construction. Upon compliance with such regulations, the proposed project would not create or contribute to a cumulatively significant impact involving construction effects to surface water quality. Cumulative impacts are therefore considered **less than significant**.

Operation

Due to compliance with modern stormwater regulations, redevelopment projects (such as the proposed project and the related projects) often result in a reduction in stormwater flows relative to existing conditions and an increase in the water quality of stormwater. Therefore, development of the proposed project and related projects would be expected to incrementally reduce stormwater runoff from the area over time and would incrementally improve the quality of such runoff. As such, the proposed project would not create or contribute to a cumulatively significant operational effect involving surface water quality. Cumulative impacts are therefore considered **less than significant**.

Groundwater

The City of West Hollywood overlies the Hollywood Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. Additionally, the proposed project and related projects within the water service area of the City of Beverly Hills may receive water supplies, in part, from the Hollywood Subbasin and the La Brea Subarea of the Central Basin. As such, the geographic scope for groundwater effects is considered to be the land overlying the Hollywood Subbasin and projects within the water service area of the City of Beverly Hills.

Development of the proposed project and related projects may affect groundwater by (1) increased land use intensities resulting in increased groundwater usage and/or (2) increased land use intensities resulting in increased impervious surfaces, to the extent that groundwater recharge is adversely affected. The majority of the related cumulative projects are located in a highly urbanized, built-out area and are infill projects. This indicates that many of the projects are located on sites that are already fully covered or partially covered with impervious surfaces and where water was used previously. The project site is currently paved and impervious to groundwater recharge. As such, development of the proposed project would not result in a net increase in impervious surfaces and associated recharge to the Hollywood Subbasin. Therefore, the proposed project would not create or contribute to cumulative effects involving recharge.

As described in Section 3.7, temporary dewatering would be conducted during proposed project construction. Although some localized lowering would occur in the vicinity of the project site, effects on the area's groundwater supplies would be considered negligible (Appendix H). The temporary extraction of groundwater at the project site is therefore not anticipated to substantially decrease groundwater supplies. Not all of the related projects have required, or would require, construction dewatering. Construction dewatering is temporary and affects the area immediately around the point of extraction. As such, temporary dewatering at the project site and dewatering for the construction of related projects would not combine to create a cumulatively significant impact on the groundwater basin. Due to the highly localized and temporary nature of construction dewatering, the proposed project would not create or contribute to cumulative effects involving dewatering.

The proposed project is located within the water service area of the City of Beverly Hills. The project would result in a net increase in water consumption at the project site of approximately 109,606 gallons per day, or approximately 123 AFY. Many of the related projects are infill, redevelopment projects that would also increase water demand relative to existing conditions on their respective project sites. As demonstrated in Section 3.14, the increase in water demand attributable to the proposed project would be accommodated within the City of Beverly Hills' projected water supply. As shown in the City of Beverly Hills' UWMP, some of the water supply in its service area is

expected to be obtained from groundwater in the future. However, the City of Beverly Hills' plans for future groundwater pumping are not expected to be affected by the proposed project or other development. Plans for groundwater pumping are currently underway, and such plans would proceed regardless of the project or other development. As demonstrated through the UWMP, the anticipated extraction of 2,000 AFY from the Hollywood Subbasin and 1,700 AFY from the La Brea Subarea would not change over time, even during dry or multiple dry years. Rather, groundwater pumping would be limited by the capacities of the existing and planned wells. Once the improvements are complete, pumping is anticipated to remain at 3,700 AFY, regardless of the year or of drought conditions (City of Beverly Hills 2016). As such, development of the proposed project would not alter or affect planned groundwater pumping. As analyzed in Section 3.7, the City of Beverly Hills has the ability to increase purchases of imported water supply through MWD. Once planned groundwater improvements are complete, the City of Beverly Hills UWMP shows that anticipated groundwater pumping would remain constant over time and under single-dry or multiple-dry year scenarios (City of Beverly Hills 2016). This demonstrates that anticipated future increases in water demand to accommodate growth and/or increases in water demand due to drought are expected to be met through additional purchases from MWD (as opposed to increased pumping of local groundwater). As such, the proposed project's water demand would not create or contribute to a cumulative effect related to groundwater. As such, cumulative impacts related to groundwater use would be **less than significant**.

4.3.8 Land Use and Planning

The geographic scope for cumulative land use and planning impacts is considered to be the City of West Hollywood, since the proposed project and related projects within the City are subject to the same or similar land use plans and policies. Development of the related projects in the City of West Hollywood would result in further urbanization and redevelopment. Each related project would be subject to independent environmental review, which includes land use conformity analyses. Because the City is generally built out and because many of the related projects are urban infill and redevelopment projects, it is unlikely that related projects would physically divide an established community within the City. As discussed in Section 3.8, development on the project site is regulated and guided by the City's General Plan, the SSP, and the City's Zoning Ordinance. As outlined in Table 3.8-1, the proposed project would be consistent with applicable goals and policies of the General Plan. For those General Plan goals and policies that do not specifically pertain to the proposed project, the project would not impede the City's ability to meet those goals and policies. As described in the analysis within Table 3.8-2, the proposed project would meet most of the City's goals for the Sunset Strip that are established in the SSP. However, as also demonstrated in Table 3.8-2, the proposed project would not meet certain design requirements and recommendations that are applicable to the project site, including density, height, and land use specifications. Although the proposed project would not fully meet all of the SSP's land use specifications for the project site, the project would be consistent with, and would help further, the City's long-term vision for the Sunset Strip, as established in both the SSP and in the more recently adopted General Plan. Furthermore, the proposed SSP amendment would allow the land use regulations for the project site to be updated consistent with modern design and land use needs along the Strip. As such, the project is considered to be consistent, overall, with the SSP. Cumulative projects within the City would also be required to comply with City's General Plan, the SSP (as applicable), and the City's Zoning Ordinance.

The proposed project and most cumulative projects are located on previously developed sites, and redevelopment to similar uses would not be expected to have adverse effects in the category of land use and planning. The proposed project and related projects are required to be designed consistent with the overall goals and policies of applicable land use plans. Because the proposed project is determined to be consistent, overall, with applicable land use plans and policies, it would not create or contribute to an adverse cumulative effect involving land use and planning. Therefore, cumulative impacts related to land use and planning are determined to be **less than significant**.

4.3.9 Noise

Due to the localized nature of noise impacts, the analysis of cumulative noise impacts focuses on the related projects generally located within 1,000 feet of the project site. The proposed project and the related projects would all be subject to applicable noise standards (see Section 3.9 of this EIR for a description of the standards applicable in the City of West Hollywood).

Construction

The proposed project would result in temporary noise increases during the construction period. The proposed project's construction period would have the potential to overlap with the related projects' construction processes. Due to noise attenuation with distance, related construction projects with the potential to combine with proposed project construction noise to create a cumulative impact would be located within approximately 1,000 feet of the project site. The related projects within this radius are #4, #33, #34, #41, #78, and #79. For projects #4, #33, #34, and #79, numerous physical barriers (buildings, etc.), distance, and topography are anticipated to prevent construction noise from combining with the proposed project to produce a cumulative effect. However, related projects #41 and #78 are located closer to the project site, with fewer intervening buildings and roadways. As such, more detailed analysis regarding projects #41 and #78 is provided below.

Related project #41, a proposed 22-unit apartment project at 1120 Larrabee Street, is located approximately 250 feet north of the project site. Construction of this related project is anticipated to begin sometime in 2021; as such, some construction activities could potentially overlap with those of the proposed project. However, the direct line-of-sight (and hence, the direct acoustical path) is blocked by a four-story commercial building that is situated between the two projects, and the projects are separated by heavily trafficked Sunset Boulevard. Additionally, related project #41 was deemed categorically exempt under CEQA by the City, thereby indicating that it is not anticipated to result in significant impacts or cumulatively significant impacts, including in the category of noise. Thus, the potential contribution to cumulative noise from related project #41 is considered negligible based upon distance, project size, and acoustical shielding from intervening structures. As such, construction noise from the proposed project and related project #41 is not anticipated to combine to produce a cumulatively considerable impact.

Related project #78 is the Arts Club Project located at 8920 Sunset Boulevard, which is anticipated to commence construction by early 2022 and is separated from the project site by San Vicente Boulevard and a gas station and is located approximately 250 feet west of the project site. There is a residential receptor between the project site and the Arts Club Project site, located on the west side of San Vicente Boulevard, 75 feet west of the project site and approximately 45 feet east of the Arts Club Project site. This receptor is located at 1019 San Vicente Boulevard and is labeled as ST3 in Section 3.9 of this EIR. As discussed in Section 3.9, the proposed project's construction noise would be mitigated to less-than-significant levels at ST3. Based on Table 3.9-7 (Construction Noise Modeling Summary Results – Mitigated), the proposed project's highest mitigated construction noise level at ST3 would be approximately 69 dBA L_{eq} , occurring during the demolition phase. This noise level would be approximately 6 dBA less than the applicable significance threshold for that location (75 dBA L_{eq} , or 10 dBA above the measured ambient noise level). The construction noise level from the Arts Club Project was estimated to be as high as 97 dBA L_{eq} ², at the sensitive receptors adjacent to the Arts Club Project's southern and eastern boundaries, which includes the residential property at 1019 San Vicente Boulevard. Even with mitigation measures including a temporary noise barrier to reduce construction noise levels by a minimum of 10 dBA, the noise level from Arts Club construction at 1019 San Vicente Boulevard was determined to be a significant unavoidable noise impact, as disclosed in the EIR for the Arts Club

² Arts Club EIR, September 2017, Table IV.H-12, Construction Noise Impacts (Receptor R1).

Project. However, the proposed project's construction noise is not anticipated to result in a cumulatively considerable contribution to this impact. The property at 1019 San Vicente Boulevard measures approximately 130 feet from east to west. On the eastern side of the residential structure (closest to the proposed project site), the construction noise level from the Arts Club Project would be reduced due to attenuation with distance. Based on the standard attenuation rate of 6 dBA per doubling of distance for point sources (as typically used for construction equipment), the worst-case unmitigated noise level from Arts Club construction (as experienced on the eastern side of the residential structure) would be approximately 75 dBA L_{eq} . Because the performance of noise barriers diminishes as the distance from the barrier increases, it is conservatively assumed that the Arts Club construction noise barrier would provide a reduction of 5 dBA at the eastern side of the residential structure.³ Thus, the estimated post-mitigation noise level from the Arts Club construction activities at the eastern side of the residential structure (closest to the project site) would be approximately 70 dBA L_{eq} . In the unlikely event that the proposed project and the Arts Club Projects' loudest construction phases were to occur at the same time, the combined noise levels (69 dBA L_{eq} from the proposed project plus 70 dBA L_{eq} from the Arts Club Project) at the eastern end of 1019 San Vicente Boulevard (closest to the proposed project site) would be approximately 73 dBA L_{eq} . (Decibels, the base descriptor used for sound pressure level (SPL), are expressed in logarithmic units. Because of this, SPL cannot be added or subtracted by ordinary arithmetic means. The noise sources are summed in the "energy domain" and then converted back to decibels. For example, if one noise source produces an SPL of 70 dBA when it passes an observer, two such sources side by side would not produce 140 dBA; they would combine to produce 73 dBA.) The combined noise level would be less than the applicable threshold of significance of 75 dBA L_{eq} for the eastern side of 1019 San Vicente Boulevard. As such, while the Arts Club Project would result in a significant and unavoidable construction noise impact at this property, the proposed project would not create a considerable contribution to this impact. As demonstrated above, noise from the proposed project would result in a nominal increase in the construction noise experienced at 1019 San Vicente Boulevard. As such, the proposed project would contribute to impacts at 1019 San Vicente Boulevard, but its contribution would not be cumulatively considerable.

As explained in Section 3.9, the proposed project would result in a significant, unavoidable construction noise impact at the London Hotel, which is immediately adjacent to the southern project site boundary and is considered a noise-sensitive receptor. Based on Table 3.9-7 (Construction Noise Modeling Summary Results – Mitigated), the proposed project's highest mitigated construction noise level at the London Hotel would be approximately 70 dBA L_{eq} , occurring during the demolition phase. The London Hotel is also considered a sensitive receptor in the noise analysis for the Arts Club Project, and the noise levels at the London Hotel from Arts Club construction were estimated to be 65 dBA L_{eq} .⁴ Other related projects are not close enough to the London Hotel to have the potential to combine with the proposed project's construction noise to result in a cumulatively significant impact. In the event that the loudest construction phases for both the proposed project and the Arts Club were to take place at the same time, the combined noise level at the London Hotel would be approximately 71 dBA L_{eq} , which would be 4 dBA higher than the applicable threshold of significance of 67 dBA L_{eq} and 1 dBA higher than the noise produced from proposed project construction alone (i.e., without the Arts Club). The proposed project's contribution to the exceedance is therefore cumulatively considerable. As such, even after implementation of MM-NOI-1 through MM-NOI-5, proposed project construction would create a **significant and unavoidable** cumulative effect at the London Hotel.

Operation

Long-term operational noise associated with the proposed project would include noise from residences, hotel operations, dining, the nightclub, loading and unloading activities, the subterranean garage, conversations from

³ 5 dBA is considered to be the minimum noise reduction that is provided by a barrier that just barely breaks the direct line of sight to the noise source (Caltrans 2013).

⁴ Arts Club EIR, September 2017, Table IV.H-12, Construction Noise Impacts (Receptor R2)

people gathering in the proposed project's outdoor areas, the use of outdoor amplified sound systems in the proposed project's outdoor areas, and other on-site noise sources such as HVAC equipment. Long-term operational noise would also include the proposed emergency helicopter landing facility, and project-generated traffic. The project proposes mitigation measures MM-NOI-6 and MM-NOI-7 (crowd noise and outdoor amplification systems) and MM-NOI-8 (mechanical equipment) to ensure that operation of the proposed project would not exceed applicable noise standards or otherwise result in a permanent increase in ambient noise levels that would be considered significant. On-site operational noise would be effectively mitigated through implementation of mitigation measures MM-NOI-6 through MM-NOI-8. Similar to the proposed project, cumulative projects would be responsible for implementing any recommendations or mitigation measures necessary to reduce potential noise impacts and to comply with applicable noise standards. Because of attenuation of noise with distance, the only related project with potential to result in a combined cumulative operational impact at any nearby sensitive receptor would be the Arts Club project, as referenced previously. The noise section of the Arts Club EIR provides estimated noise levels at sensitive receptors common to the proposed project (the London Hotel and the residential use at 1019 San Vicente Boulevard, as described above) from on-site operational sources. These operational sources include mechanical noise, parking garage noise, loading dock noise, and noise from outdoor spaces. The total sum of these noise sources from the Arts Club project is 55.9 dBA L_{eq} at 1019 San Vicente Boulevard and 42.9 dBA L_{eq} at the London Hotel. Similar to the discussion of potential cumulative impacts during construction, the noise level estimated for 1019 San Vicente Boulevard is applicable to the southern and eastern boundaries of the Arts Club project site; the noise level from the Arts Club project at the side of the existing residence facing the proposed project would be substantially lower than 55.9 dBA L_{eq} because of the additional distance and would likely be nearer to the level estimated for the London Hotel (i.e., 42.9 dBA L_{eq}). These relatively low operational noise levels would not be expected to substantially contribute to the levels from the proposed project. Furthermore, after mitigation, the proposed project's outdoor noise would generally fall below existing ambient levels at the nearest sensitive receptors. As such, project operations would not result in a substantial, measurable noise increase above ambient levels and would not, therefore, have the potential to combine with operational noise from the Arts Club to produce a cumulatively considerable effect. Therefore, cumulative impacts related to on-site operational noise impacts would be **less than significant with mitigation incorporated**.

With regard to off-site operational noise, the proposed project and related projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic data included traffic from the related projects in the future year traffic volumes (Appendix L). Recent pending and approved projects in the project area were included in the traffic noise model. Thus, the future traffic noise results with and without the proposed project already account for the cumulative impacts from the list of related projects contributing to traffic increases. As described in Section 3.9, the noise level increases associated with both of these scenarios (future without project and future with project) would generate a noise level increase of 1 dBA or less along the studied roadways in the vicinity of the proposed project site. As such, cumulative increases would be below the applicable significance threshold. With or without the proposed project, traffic noise from buildout of the cumulative development scenario would not be substantially increased in the project vicinity. As such, the cumulative effect of the proposed project and related projects on off-site traffic noise is **less than significant**.

Groundborne Vibration

The proposed project and related cumulative projects may generate vibration during the construction process. Construction activity may generate vibration that could cause annoyance to people in the project vicinity and/or have the potential to damage nearby buildings. Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment operated. Construction equipment generates vibrations that spread through the ground and diminish with distance from the

source. The effects on buildings (i.e., building damage) are dependent on the location of the buildings to the source and the characteristic of the building structure.

During construction of the project, heavier pieces of construction equipment used at the project site would include dozers, graders, backhoes, concrete saws, loaders, cranes, loaded trucks, and fork lifts. As analyzed in Section 3.9 of this EIR, vibration from proposed project construction would fall below applicable thresholds. Ground vibration generated by construction equipment spreads through the ground and diminishes rapidly in magnitude with increases in distance. All of the related construction projects are 250 feet or more from the project site. As such, the vibration effects caused by the proposed project would not have the potential to be heightened by construction vibration from the related projects. Therefore, the project's cumulative construction vibration would be less than significant.

Vibration during proposed project operation would be negligible. Any mechanical machinery that would generate groundborne vibration of consequence would be mounted using springs or resilient fasteners, per standard construction and installation practices, and would thus not transmit significant vibration levels into the structure and ultimately the nearby ground. All cumulative projects would be required to comply with applicable regulations and City ordinances related to noise and vibration and would be required to implement project specific mitigation to reduce potential vibration impacts, as necessary. Therefore, cumulative impacts related to groundborne vibration are determined to be **less than significant**.

4.3.10 Population and Housing

Of the cumulative projects outlined in Table 4-2 and shown on Figure 4-1, the projects with residential components may contribute directly to population growth in the area. Cumulative projects that propose commercial land uses also may result in growth from attracting visitors, employees, and new businesses. Any population growth associated with the cumulative projects, to the extent they are consistent with the underlying land use/zoning, would not be growth inducing but would be developed in accordance with anticipated and planned population growth.

As determined in Section 3.10, the proposed project would not exceed the SCAG population, housing, and employment growth projections for the City. Consistency with SCAG growth projections indicates that the existing and planned infrastructure in the City and region would support the proposed project. Furthermore, the proposed project would not stimulate substantial growth outside of the project site. Additionally, the proposed project would contribute to RHNA housing production goals and would contribute to the City's job-housing balance.

The project site and surrounding area are developed and supported by existing infrastructure. The proposed project and most cumulative projects would include connections to existing utilities and infrastructure and would not result in the extension of infrastructure or roads into an undeveloped area leading to substantial population growth. Considering the proposed project and related cumulative projects are urban infill and redevelopment projects in a highly urbanized area, cumulative impacts related to substantial unplanned population growth, either directly or indirectly, are considered to be **less than significant**.

4.3.11 Public Services

Fire

LACFD currently serves the project site and surrounding area within the City of West Hollywood. Each additional development that provides net new square footage creates a greater demand on existing resources. The increased

use of the project site resulting from the project would be expected to increase the frequency of emergency response calls relative to existing conditions. However, as described in Section 3.11 of this EIR, the proposed project would be designed and constructed in accordance with all applicable provisions of the fire code, which includes requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes. Project and cumulative project compliance with fire code standards would be ensured through the required plan check process and LACFD review prior to the issuance of building permits for the project, as well as related projects in the City. The project site is currently served by two existing fire stations, the closest of which is 0.3 miles away with a response time of less than two minutes. No expansion of these facilities is currently contemplated. LACFD has reviewed the project and has determined that it would not have a significant effect on service demands (Appendix J). Furthermore, payment of development fees by the project applicant would be used to offset the costs of increased personnel or equipment that could be required in order to maintain acceptable service ratios, response times, and other performance objectives. Similar payment of development fees by all related projects would offset the costs of increased service needs as necessary and would ensure that performance objectives for fire services are not substantially affected by incremental increases in land use intensity within service areas. Due to the facilities planning efforts of fire services, required payment of requisite development fees, and compliance with modern performance standards, cumulative impacts would be **less than significant**.

Police

As with fire protection services, the increased use of the project site attributable to the proposed project, as well as development of related cumulative projects, would be expected to increase the frequency of emergency and non-emergency calls to the Sheriff's Department. While the project site currently places some demand on the Sheriff's Department, the proposed project is expected to increase demands relative to existing conditions. As described in Section 3.11, the Sheriff's Department has indicated that the West Hollywood Station is currently understaffed and that the size of the facility is inadequate for current conditions. The department also has stated that additional personnel and assets would be required, since the additional staff required to serve the proposed project would further exacerbate this inadequacy (Appendix J). The City has a contract with the Sheriff's Department for routine staffing, special programs, and events. In exchange for the department's provision of public safety services to the City, the City provides the department with funds, primarily from its General Fund and the Sunset Strip Business Improvement District Fund. The City allocates a certain portion of its operating budget to the Sheriff's Department each year to fund existing police protection services and to expand those services as needed. One of the major priorities set forth in the City's 2020–2021 budget cycle is public safety. Additionally, the City's 2018–2020 budget cycle included funding for permanent security officer presence at the West Hollywood Library to address a rise in security incidents at that location. The City's 2016–2018 budget cycle also included provisions to fund two new Sheriff's deputy positions (City of West Hollywood 2016; 2019; 2020). As such, the City is planning and providing for expanded police protection in its jurisdiction to respond to immediate needs and anticipated future needs as necessary. The City regularly evaluates its budget and what budget augmentations are needed. There are sufficient revenues to expand funds for the Sheriff's Department as needed, and the City can choose to allocate more funding. Furthermore, the proposed project, as well as many of the related projects, would contribute to and therefore incrementally expand the funds available to the City for such purposes. While the cumulative development scenario would place increased demand on police protection services, it is not anticipated that construction or expansion of police facilities would be required, and additional funds can be allocated as needed and as determined by the City.

Additionally, the proposed project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur, which could lessen the demand for police protection services at the project site. Many related projects would incorporate similar features. Due to the facilities planning efforts of police

services, required payment of requisite development fees, and compliance with modern performance standards, cumulative impacts related to police services would be **less than significant**.

Schools

The project in addition to cumulative projects, specifically those with residential components that would directly result in an increase in school-age children in the area, could result in cumulative impacts to existing schools in the area. The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. As described in Section 3.11, the schools serving the project site are projected to have a surplus capacity of approximately 579 seats in the future (256 seats at the elementary school, 70 seats at the middle school, and 253 seats at the high school). The anticipated increase in 62 students that could be generated by the project (18 students from project residents and 44 students from project employees) would result in an increase in enrollment. However, this increase in enrollment is expected to be fully accommodated through the schools' anticipated availability in capacity, particularly because students would likely be spread across elementary, middle, and high schools. The schools that serve the proposed project would have residual capacity, even with the addition of students attributable to the project. Additionally, per California Government Code Section 65995, developer fees paid to LAUSD would address any potential effects to schools by the project or cumulative projects. The proposed project would pay the applicable fees and, as demonstrated above, would not exceed the available capacity of schools. As such, cumulative impacts related to school capacity would be **less than significant**.

Other Facilities

Other public facilities and services provided within the City include library services and City administrative services. Library services are provided at the West Hollywood Public Library, which is within the Los Angeles County Library system. As stated in Section 3.11, the West Hollywood Library meets or exceeds service level ratios established by the Los Angeles County Library. As discussed in Section 3.10, the population and employment growth from the project would fall well within local and regional growth projections and would also represent a minor fraction of existing and future population and employment in the City. This indicates that the proposed project and other related development is being accounted for in library facility planning. While the proposed project would increase the number of residents in the City, this increase would not be substantial enough to significantly affect the library's service levels. The library would remain above the service level standards set by the Los Angeles County Library system, indicating that residual capacity would remain even with development of the proposed project, which is anticipated to address cumulative demands from other residential projects in the area. Thus, it is anticipated that existing library and City administrative services would accommodate any increase in demand due to implementation of the proposed project and cumulative projects, and cumulative impacts to other public facilities in the area would be **less than significant**.

4.3.12 Transportation

Consistency with Applicable Programs, Plans, Ordinances and Policies for the Circulation System

The City has General Plan policies that encourage a balanced and multi-modal transportation system. The Mobility Element of the General Plan sets forth strategies for many different components of the multi-modal transportation system, such as enhancements to the pedestrian and bicycle network, improvements to public transit, land use strategies to improve transit use, transportation demand management (TDM), and innovative parking solutions. The proposed project and the related projects within the City are encouraged and/or required to incorporate

measures to reduce use of single-occupancy vehicles and to promote use of alternative modes of transportation. The proposed project was determined to be consistent with these goals and requirements, as described in Section 3.12. Related projects in the City would be held to similar standards.

The General Plan Mobility Element promotes use of transit in the City. The proposed project site is located in proximity to transit stops, and the analysis in Section 3.12 determined that the buses serving the project site have adequate capacity to accommodate additional riders that may be associated with the proposed project. Even if all of the project's employees and residents were to use the buses, residual capacity would still remain. The entirety of the City is within a designated high-quality transit area, indicating that the City as a whole is well-served by transit. As such, residents, employees, and visitors of the related projects may use transit services in the City as well. However, as indicated above, the proposed project would not result in exceedances in bus capacity; as such, additional capacity would remain for additional riders that may be associated with related projects. Furthermore, local and regional policies support increased use of transit as a mode of transportation. The proposed project and many of the related projects are infill, redevelopment projects within high-quality transit areas and, therefore, would encourage increased use of transit. As such, the proposed project and many of the related projects would thus help further local and regional policies and goals in support of increased transit use.

The City has a Pedestrian and Bicycle Mobility Plan, which provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists. The proposed project would not impede implementation of these strategies and would promote walking and bicycling through provision of bicycle parking and streetscape improvements along the project site's street frontages. Related projects would be held to similar standards as well. Additionally, as explained above, the proposed project and many of the related projects are infill, redevelopment projects that are located within a highly urbanized area. Such projects tend to promote use of walking and bicycling, due to their proximity to restaurants/shops, residences, employment opportunities, transit stops, etc.

Consistency with policies for vehicular travel are addressed in the subsection below. As demonstrated above, the proposed project, as well as the cumulative development scenario as a whole, would generally promote implementation of local and regional policies for the circulation system and/or would not conflict with such policies. As such, the proposed project would not create or contribute to a cumulative impact in the category of plans and policies established for the circulation system. Cumulative impacts are considered **less than significant**.

Vehicle Miles Traveled

As described in Section 3.12, the entirety of the City is within a high-quality transit area. As such, most development projects are considered to have a less than significant impact relative to vehicle miles traveled (VMT), with the exception of projects that are low-density projects, projects that exceed parking requirements, projects that are inconsistent with the applicable Sustainable Communities Strategy, projects that replace affordable housing, and projects with significant regional draw. The proposed project does not fall under any of these categories and is therefore considered screened out from further VMT analysis. Related projects within the City that have not already undergone CEQA review would be subject to the same screening criteria. Projects that fall subject to further VMT analysis would be analyzed as required, and mitigation measures would be applied where necessary. However, the proposed project is considered to have less than significant impacts to VMT and, therefore, would not contribute to cumulative impacts involving VMT. Furthermore, the City has policies in place to promote projects that would minimize VMT. Since many of the related projects within the City are mixed-use, infill, redevelopment projects, the buildout of the cumulative scenario may even represent a gradual decrease in VMT, as underutilized sites are converted into higher-density developments within an urbanized area that is already well-served by transit. For these reasons, the

proposed project is not expected to create or contribute to a cumulative impact in the category of vehicle miles traveled. Cumulative impacts are considered **less than significant**.

Design Hazards/Emergency Access

The proposed project would not introduce new intersections or incompatible uses to the project area. Vehicular access to the proposed project would be provided via driveways on Larrabee Street and San Vicente Boulevard. To reduce vehicular conflicts with existing traffic, all vehicle ingress would be provided via an inbound-only driveway on San Vicente Boulevard and all vehicle egress would be provided via an outbound-only driveway on Larrabee Street. Access to the truck loading dock would be provided via a separate driveway on Larrabee Street. Truck access at the driveway and circulation within the loading dock were reviewed and the evaluations are provided in the proposed project's Transportation Analysis (Appendix L). As shown, the driveway and loading dock designs would adequately accommodate the trucks anticipated to service the proposed project. The proposed project would construct frontage improvements to include sidewalks and to connect to the existing sidewalk network to ensure pedestrian connectivity of the proposed project to the surrounding network. For these reasons, the proposed project would not introduce a new hazardous roadway design feature that could combine with related projects to create or contribute to a cumulative effect.

Emergency access to the proposed project, including adequacy of the access driveways, would be reviewed by the City and the Los Angeles County Fire Department, which would ensure any concerns about emergency access are adequately addressed. The proposed project also would be required to comply with all applicable codes and ordinances for emergency access. Similarly, cumulative project site plans within the City would require approval by the City and the Los Angeles County Fire Department and would be required to comply with all applicable regulations related to emergency access. During proposed project construction, any lane closures would be limited and scheduled in coordination with the City per Chapter 9.70 of the West Hollywood Municipal Code. Nearby related projects that could involve similar lane closures would be subject to the same City requirements and restrictions to ensure the City can coordinate any closure activities between projects under construction at the same time to avoid any adverse effects to emergency access. As such, the proposed project would not have the potential to contribute to or create a cumulative effect related to emergency access. As such, cumulative impacts related to design hazards and emergency access would be **less than significant**.

4.3.13 Tribal Cultural Resources

As explained in Section 3.13 of this EIR, no tribal cultural resources (TCRs) have been identified on the project site. Related projects that are subject to CEQA would require the same tribal consultation processes that were undertaken for the proposed project. During this process, TCRs are identified and mitigation measures are applied when necessary. Because no such TCRs were identified on the project site, the proposed project would not have the potential to adversely affect TCRs and would not, therefore contribute to or create a cumulatively significant impact to TCRs. Cumulative impacts are therefore considered **less than significant**.

4.3.14 Utilities and Service Systems

Water

Water service for the project site is provided by the City of Beverly Hills; as such, the geographic context for the cumulative analysis is the City of Beverly Hills' service area, which consists of the City of Beverly Hills and portions

of the City of West Hollywood. The proposed project would increase water demand on the project site relative to existing conditions, due to the proposed increase in land use intensity. As analyzed in Section 3.14, it was determined that the existing infrastructure would not have constraints for providing the water flow required for the proposed project (Appendix K-1). As such, existing water conveyance infrastructure would be sufficient to serve the proposed project. Related projects within the City of Beverly Hills' water service area would be required to obtain will-serve letters, thereby ensuring that sufficient capacity would be available.

The project's anticipated water demand falls within the future supply projections for the City of Beverly Hills; therefore, the proposed project would not require or result in the need for new or expanded water facilities or water treatment facilities. The City of Beverly Hills UWMP identifies a sufficient, reliable, and flexible water supply for the service area now and into the future, based on land use plans and growth projections. Because the proposed project would be within growth projections identified for the City of West Hollywood and incorporated by the City of Beverly Hills in its UWMP, the water demand from the proposed project would fall within the projected water supply for the service area. Related projects within the City of Beverly Hills' water service area that are consistent with growth projections are also expected to be accommodated within the projected water supplies. Any projects that exceed growth projections may require additional analyses and/or further verification that sufficient water supplies exist. For these reasons, it is expected that there would be sufficient water supplies available to serve the project and reasonably foreseeable future development that has been considered in regional growth projections during normal, dry, and multiple dry years. As such, the proposed project would not create or contribute to a cumulatively significant impact involving water supply or infrastructure. Cumulative impacts would be **less than significant**.

Wastewater Treatment

As analyzed in Section 3.14 of this EIR, wastewater from the project would be treated at the Hyperion Water Reclamation Plant. As such, the geographic context for the cumulative analysis is the area served by Hyperion, which includes a majority of the City of Los Angeles and contract agencies such as the City of West Hollywood. As such, the geographic context for wastewater treatment is regional in nature. The project's increase in wastewater generation represents approximately 0.06% to 0.15% of the remaining capacity of the Hyperion facility. As such, the increase in wastewater generation attributable to the project would be accommodated within the existing treatment capacity of the Hyperion Water Reclamation Plant and would represent a minimal to negligible percentage of the facility's remaining capacity. The proposed project and related projects are required to pay development fees and connection fees that are used by wastewater treatment providers to update and expand their facilities pursuant to applicable permit requirements. Further, the capacity of Hyperion is planned based on regional growth projections, such as those produced by the SCAG. The available capacity of treatment facilities is generally limited to levels associated with growth identified by SCAG. The proposed project is within population and employment growth projections that have been identified by SCAG. So long as projects fall within these projections, existing wastewater treatment facilities have been planned to accommodate commensurate increases in wastewater generation across the region. Because the project and related projects would be required to pay development fees that fund updates to wastewater facilities, and because the project falls within regional growth projections, cumulative impacts related to exceedances of wastewater treatment requirements would be **less than significant**.

Wastewater Conveyance

The proposed project would be served by an existing public sewer main that runs north to south on Larrabee Street. As such, the geographic context consists of the area served by this same sewer pipeline. Based on the analysis presented for the proposed project in Section 3.14, the local sewer system serving the project site would remain under 50% capacity with the addition of the project's anticipated average and peak flows (Appendix K-2). As such,

the existing sewer system would have adequate capacity to serve the proposed project, and no new or upgraded sewer lines would be necessary as a result of the project. Related projects within the immediate vicinity of the project site that could potentially use the same line include the residential projects at 829 Larrabee Street (13 dwelling units) and at 1120 Larrabee Street (22 dwelling units). As such, 35 new dwelling units could discharge wastewater in the same sewer pipe as the proposed project. Wastewater from 35 dwelling units is anticipated to generate 5,600 gallons of wastewater per day.⁵ The proposed project is anticipated to contribute a net increase in wastewater of 108,291 gallons per day (see Section 3.14). The cumulative increase caused by the proposed project and the related projects would therefore equate to an increase of 113,891 gallons per day, and the related projects' contributions would be approximately 5% of this total. As demonstrated in Appendix K-2, the sewer system would remain under 50% capacity with the project's anticipated average and peak flows, and the related projects' would lead a 5% increase in new sewage flows in the immediate vicinity. As such, it is anticipated that the sewer lines serving the proposed project and the related projects would be able to accommodate the cumulative increase in flow, given the residual capacity that would remain after the proposed project's contributions and due to the minor contributions that would be associated with the related projects.

The City engages in planning practices that involve evaluating existing and future demands on its utilities, and the City develops capital improvement plans to facilitate and fund utility improvements where necessary. While the proposed project and the related projects in the immediate vicinity are not anticipated to create a cumulative impact, the continuous planning process that is in place would ensure that the cumulative scenario would not exceed available capacities and that upgrades are made at the appropriate times. For these reasons, the proposed project would not create or contribute to a cumulatively significant impact. Cumulative impacts would be **less than significant**.

Stormwater

The subsurface storm drains that would serve the proposed project are located beneath Sunset Boulevard, San Vicente Boulevard, and Larrabee Street. As such, the geographic context consists of the area served by these same storm drains. Related projects that may discharge stormwater to these same storm drains include the projects at 1150 Clark Street (7-unit apartment building), 1120 Larrabee Street (22-unit apartment building), 8920 Sunset Boulevard (the Arts Club project), and 829 Larrabee Street (13-unit apartment building), which are labeled as projects #4, #41, #78, and #40, respectively, on Figure 4-1.

As described in Section 3.14 of this EIR, the proposed project would decrease peak stormwater flows from the project site, relative to existing conditions. Many of the related projects are redevelopment projects, similar to the proposed project. Due to compliance with modern stormwater regulations (which are summarized in Section 3.7), redevelopment projects often result in a reduction in stormwater flows relative to existing conditions. Modern stormwater regulations, such as Low Impact Development requirements, require redevelopment projects to reduce stormwater flows relative to existing conditions through infiltration, evapotranspiration, bioretention, and/or rainfall harvest. Therefore, development of the proposed project and related projects would be expected to incrementally reduce stormwater runoff from the area over time. As such, the proposed project would not create or contribute to a cumulatively significant effect involving stormwater drainage facilities. Cumulative impacts would therefore be considered **less than significant**.

⁵ This wastewater flow calculation assumes that the residential developments at 829 Larrabee Street and 1120 Larrabee Street would have an average of two bedrooms per unit. Flows per unit are based on County Sanitation District No. 4 of Los Angeles County Mean Loading Table, consistent with the methodology for calculating the proposed project's flows (see Appendix K-2).

Electricity

SCE provides electricity to the City of West Hollywood and to the City of Beverly Hills. As such, the proposed project and the related projects are located within the SCE service area, which is considered the geographic context for the cumulative analysis of electrical infrastructure. In a will-serve letter (Appendix K-3), SCE confirmed that service can be provided to the proposed project with existing infrastructure. Similar to the proposed project, cumulative projects would be required to obtain a will-serve letter. As analyzed in 3.14 of this EIR, the increase in electricity demand at the project site would be negligible relative to the existing electricity use in SCE's service area. The project would also comply with and implement a variety of energy-efficiency measures, which would further reduce operational electricity consumption. While development of the cumulative scenario would incrementally increase electricity demand in the project vicinity, electrical service providers such as SCE engage in detailed planning processes that include projections for future demands and associated improvements, when necessary. Any such improvements to the electrical system would be subject to separate CEQA review.

The proposed project is a redevelopment project involving replacement of existing, less efficient buildings with a new building that would be subject to modern energy efficiency standards. As such, the proposed project would accommodate anticipated population and employment growth within a more efficient structure. Many of the related projects are also redevelopment projects and would thus follow a similar pattern. As such, as the cumulative scenario becomes developed over time, buildings in the area would increase in energy efficiency, thereby contributing to per-capita reductions in electricity use. For these reasons, the proposed project would not create or contribute to a cumulatively considerable effect involving electrical infrastructure. Cumulative impacts would be **less than significant**.

Natural Gas

The geographic context for the cumulative analysis of natural gas infrastructure consists of the SoCalGas service area. As outlined in Section 3.14 of this EIR, SoCalGas has stated in a will-serve letter (Appendix K-3) that service can be provided to the project site. Similar to the proposed project, cumulative projects would be required to obtain a will-serve letter. The project would also comply with and implement a variety of energy-efficiency measures, which would reduce natural gas consumption. While development of the cumulative scenario would incrementally increase natural gas demand in the project vicinity, natural gas service providers such as SoCalGas engage in detailed planning processes that include projections for future demands and associated improvements, when necessary. Any such improvements to the natural gas storage and distribution system would be subject to separate CEQA review. Furthermore, as described above under the analysis for electrical infrastructure, redevelopment projects (such as the proposed project and many of the related projects) typically represent an increase in energy efficiency relative to older buildings that are replaced. As such, development of the cumulative scenario as a whole would be expected to incrementally increase per-capita energy efficiency over time. For these reasons, the proposed project is not expected to create or contribute to a cumulatively significant effect related to natural gas infrastructure. As such, cumulative impacts are considered **less than significant**.

Telecommunications

The geographic context for the cumulative analysis of telecommunications infrastructure consists of the City, because the City is generally served by the same selection of providers (namely, AT&T, Frontier Communications, and HughesNet). The proposed project and larger-scale related projects would require localized upgrades to telecommunication facilities, based on the change in land use (i.e., higher density and increase in on-site technology). Upgrades would be completed by the telecommunication providers in the area. Because the project

area is urbanized, it is already served by several telecommunication services. As such, improvements are expected to be limited to development sites and/or their immediate street frontages. As with other utilities, larger system improvements would be planned separately and would be subject to separate CEQA review. For these reasons, the proposed project is not expected to create or contribute to a cumulatively significant effect related to telecommunications infrastructure. As such, cumulative impacts are considered **less than significant**.

Solid Waste

Landfill capacity planning is generally conducted at the county level; as such, the geographic context for the cumulative analysis of solid waste generation and landfill capacity is considered to be the County of Los Angeles. Construction and operation of the proposed project and cumulative projects would represent an increase in intensity of uses on the project sites which would be associated with increased generation of solid waste. Solid waste services within the City are provided by Athens Services, which has a Solid Waste Franchise Agreement with the City (City of West Hollywood 2018). Athens Services is also required to provide recycling services, in compliance with Section 15.20.090 – Collection of Recyclables, set forth in the WHMC. As described in Section 3.14 of this EIR, the proposed project would increase solid waste generation at the project site relative to existing conditions. This increase would equate to approximately 0.001% of the available daily capacity of the Mesquite Regional Landfill, which is the landfill expected to serve the project. As such, the proposed project would result in a minor increase in solid waste production and would have a negligible effect on infrastructure. Related projects would typically result in similar minor to negligible increases. When added together, such increases would become incrementally greater. However, compliance with modern solid waste regulations requires diversion of 75% of solid waste from landfills. As such, only a fraction of the solid waste produced by the proposed project and the related projects would ultimately be disposed in landfills. The proposed project and cumulative projects would be required to comply with all applicable local and state regulations related to solid waste. Additionally, the County is required to assess regional landfill capacity to ensure that landfills can accommodate anticipated regional growth into the future. Specifically, the County Integrated Waste Management Plan includes an assessment of the County's ability to accommodate solid waste disposal demands throughout a 15-year planning horizon. As shown in the County's latest annual report for the Countywide Integrated Waste Management Plan, there are numerous scenarios through which the County could meet the disposal needs of all jurisdictions. Future disposal needs are calculated through 2032 based on employment, population, and taxable sales projections, based on long-term forecasts for the County. (All scenarios would meet the County's projected disposal needs except for a scenario in which out-of-county landfills are not used.) The Countywide Integrated Waste Management Plan is updated to include strategies for the County and local jurisdictions to continue meeting long-term needs and to maintain adequate disposal capacities. As such, the County is required to continue identifying ways to meet its disposal needs well into the future (County of Los Angeles 2019). As such, adequate landfill capacity has been planned for the County's regional growth (which includes the proposed project and related projects), and such planning will continue into the future as the current growth scenario is built out.

At the local level, it is anticipated that related projects would be evaluated on an individual basis by the City to determine appropriate project design features and mitigation measures are put in place to avoid significant impacts related to solid waste. For these reasons, the proposed project would not create or contribute to a cumulatively significant impact involving solid waste. Cumulative impacts related to solid waste and landfill capacity are therefore determined to be **less than significant**.

4.3.15 Aesthetics

As explained in Section 3.15 of this EIR, the proposed project is one of several types of projects defined by the state whose aesthetic impacts shall not be considered significant impacts on the environment (PRC Section 21099(d)(1)). Nevertheless, for informational purposes, this EIR includes an analysis of the project's aesthetic impacts based on the aesthetics thresholds in Appendix G of the CEQA Guidelines. As such, this cumulative aesthetics analysis is also included for informational purposes.

The geographic scope for cumulative aesthetic impacts consists of public vantage points with views to the proposed project. This geographic scope was selected because the proposed project would not cause or contribute to cumulative aesthetic impacts in areas where it is not visible. Due to the sloped and/or developed nature of the project vicinity, this geographic scope is generally limited to public vantage points within 0.5 mile or less from the project site. A limited number of the related projects listed in Section 4.2 are within this geographic scope.

Scenic Vistas

In general, visual resource impacts of the related projects are site-specific and would not be expected to combine with other projects in separate viewsheds to create a cumulative impact. However, related projects in close proximity to the project site would potentially result in cumulative impacts to scenic vistas in combination with the proposed project.

As stated in Section 3.15, the City of West Hollywood is located at the base of the Santa Monica Mountains and various vantage points offer views of the Hollywood Hills and the Los Angeles Basin. Views of the Hollywood Hills and the Los Angeles Basin are available from along Sunset Boulevard and nearby roadways; however, these views are only observed intermittently between existing structures and along the corridors formed by north-south streets that traverse Sunset Boulevard.

Due to the topography of the Sunset Strip and surrounding areas, the proposed project is not expected to combine with many of the related projects to produce a combined effect to scenic vistas. As shown in Figure 4-1 and Table 4-2, related projects to the immediate northeast of the project site consist of small-scale residential projects. These projects are located on streets that are lined with residential development and trees on both sides. Due to their location and scale, these projects are unlikely to substantially affect existing public views looking south towards the Los Angeles Basin. However, to the east of the proposed project are two other large-scale, mixed-use developments located along Sunset Boulevard (the Arts Club Project at 8920 Sunset Boulevard and a hotel at 9034 Sunset Boulevard, which are labeled as projects #78 and #79 on Figure 4-1, respectively). Few topographical changes or roadway curves separate the proposed project from these two related projects. As such, travelers along Sunset Boulevard may be able to view the proposed project and these two related projects together. However, as explained above and as further discussed in Section 3.15, the scenic vistas available along Sunset Boulevard are located to the north and south and are primarily visible along corridors formed by north-south streets that traverse Sunset Boulevard. Due to the east-west orientation of the western section of Sunset Boulevard (see Figure 4-1), the proposed project and related projects #78 and #79 would not produce combined effects to north-south views. As shown in Figure 4-1, there are no related projects located north or south of the proposed project that would combine with the project to create a greater effect on public views of the Hollywood Hills or the Los Angeles Basin. While small-scale residential projects are located to the north of the project site (as discussed above), these projects are not expected to substantially block public views. Because development would not occur within the public right-of-way, views along the north-south corridors are anticipated to be preserved into the future, even as the proposed project and the related

projects are built. For these reasons, the proposed project would not create or contribute to an adverse cumulative effect to scenic vistas.

Consistency with Regulations for Scenic Quality

As explained in Section 3.15, the proposed project was determined to be consistent with General Plan goals and policies, including those involving scenic quality. The proposed project would also be consistent with the overarching SSP goals pertaining to scenic quality and design. Related projects would be subject to the same goals, policies, and standards pertaining to scenic quality and design. As such, the proposed project would not create or contribute to a cumulative effect related to inconsistency with regulations for scenic quality, since the project is considered to be consistent with the General Plan and SSP.

Light/Glare

Cumulative effects of lighting are visible over a wide area, due to the potential for lighting from a number of projects to create skyglow. Nearby related projects would, in most cases, create additional sources of light, since many of the related projects increase the development intensity on their respective sites. However, the proposed project and the related projects are located in a highly developed and already well-lit area. Skyglow is an existing condition of the greater Los Angeles metropolitan area that would not be substantially altered by the proposed project or the related projects. As such, the proposed project combined with cumulative development would not represent a substantial change in the lighting environment of the area to the extent that nighttime views that are currently available would become unavailable. The proposed project would not, therefore, create or contribute to an adverse cumulative effect involving lighting.

Daytime glare can be created by reflective surfaces, and nighttime glare can result from visual contrast between lighting and nearby darker areas, such as the night sky. The design of the project and many of the related projects would include surfaces that are potentially reflective, such as windows and stainless steel. The proposed project and related projects may also create lit surfaces that protrude above the surrounding urban context. However, unlike lighting, which can be visible over a wide area, glare is more site specific. All of the related projects are separated from the proposed project by other buildings and roadways. As such, any glare produced by the project would be negligible to unnoticeable at the project sites of the other related projects. For these reasons, the proposed project would not create or contribute to an adverse cumulative effect involving glare.

Shade/Shadow

Many of the related infill development projects involve increases in height and/or massing relative to the structures that previously existed on the related project sites. Increases in height and/or massing have the potential to create shade and shadow effects. Such effects are highly localized, since they are limited to the boundaries of the shade and shadows created by each new structure. As such, the related projects that could produce a cumulatively significant effect when combined with the proposed project are limited to those within the immediate vicinity. A comparison of the project's simulated shadows (shown in Figures 3.15-9 through 3.15-17) and the related projects in Figure 4-1 demonstrates that the proposed project's shadow would not generally overlap with any of the related projects, with two exceptions. During winter afternoons, the project's shadow may overlap with related project #41, which is a multi-family residential development on Larrabee Street (see Figure 3.15-17). However, most of this property is already in shadow at this time under existing conditions, as shown in Figure 3.15-17. Additionally, the project's shadow is not present on this property at noon during the winter. As such, the shadow would be limited to

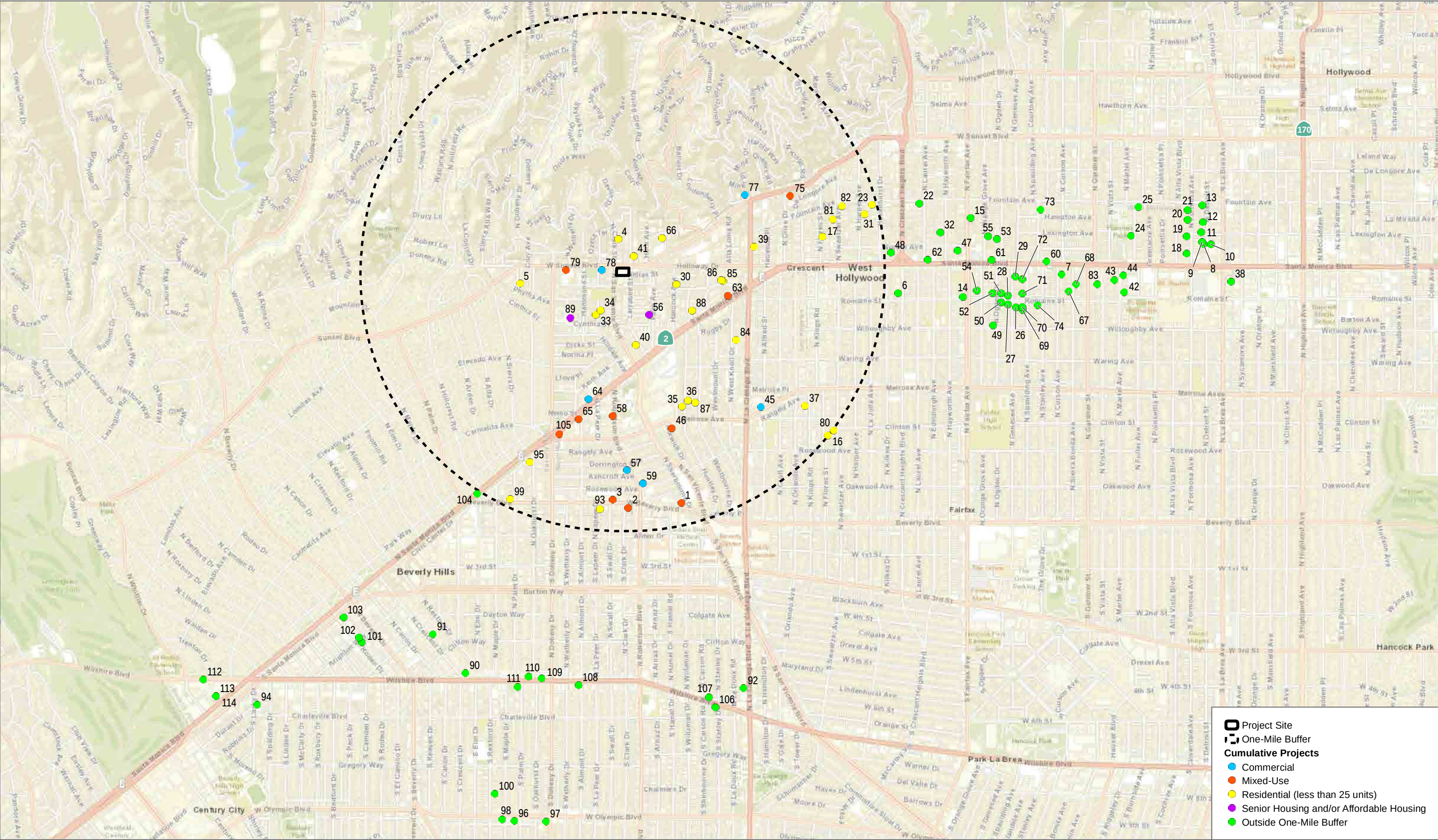
the afternoon. Long shadows in the late afternoon during the wintertime are generally an expected feature of the environment, particularly in an urban setting with varied building heights.

As shown in Figure 3.15-9, the project's shadow in the morning during the spring would nearly reach the site of related project #78, which is the Arts Club Project at 8920 Sunset Boulevard. The Arts Club Project was approved in 2018 and will be approximately 120 feet in height (9 stories), once constructed. As such, the shadow from the Arts Club building would combine with the proposed project's shadow during spring mornings to produce a longer shadow, protruding to the west/northwest and shading businesses fronting Sunset Boulevard. However, by noon in the spring, the project's shadow would protrude almost directly north (as shown in Figure 3.15-10). As such, this combined effect would be temporary and brief and would only affect commercial uses, which are not considered shade/shadow sensitive uses. For these reasons, any combined shade/shadow effects from the proposed project and the related projects would be limited and would not adversely affect sensitive receptors. The proposed project would not, therefore, create or contribute to an adverse cumulative shade/shadow effect.

4.4 References

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SOURCE: Esri World Street Map 2021

FIGURE 4-1
Cumulative Projects
850 Sunset Boulevard Project

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5 Alternatives

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) describe a range of reasonable alternatives to a proposed project that would feasibly attain most of the basic objectives of the project but would avoid or lessen any significant environmental impacts. EIRs are also required to evaluate the comparative merits of the alternatives. This chapter of the EIR describes and evaluates alternatives for the 8850 Sunset Boulevard Project and implements the requirements set forth in the CEQA Guidelines for alternatives analysis. This chapter also identifies the Environmentally Superior project alternative as required by CEQA Guidelines Section 15126.6(e)(2).

5.1 Selection of Alternatives

The range of alternatives and methods for selection are governed by CEQA and applicable CEQA case law. As stated in CEQA Guidelines Section 15126.6(a), the lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This chapter includes the range of project alternatives that have been selected by the lead agency (in this case, the City) for examination, as well as its reasoning for selecting these alternatives.

As stated in Section 15126.6(a) of the CEQA Guidelines, there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. This rule is described in Section 15126.6(f) of the CEQA Guidelines and requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. As defined in Section 15126.6(f), the rule of reason limits alternatives analyzed to those that would avoid or substantially lessen one or more of the significant effects of a project. Of those alternatives, an EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. Other relevant provisions set forth in the CEQA Guidelines state that EIRs do not need to consider every conceivable alternative to a project, nor are they required to consider alternatives that are infeasible. The range of alternatives that was selected for analysis in this EIR includes those that would result in reduced impacts when compared to those of the proposed project.

5.1.1 Proposed Project

As previously described, the project objectives and the significant impacts of a project are key determiners of the alternatives that are initially examined by the lead agency and the alternatives that are ultimately carried forward for detailed analysis in an EIR. To that end, this subsection includes (a) a summary of the proposed project's characteristics to facilitate comparison between the proposed project and its alternatives, (b) the list of project objectives, and (c) a summary of the project's impacts.

Project Summary

The proposed project consists of the demolition of all existing improvements and construction and operation of a new mixed-use hotel and residential building on a property along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard, in the City of West Hollywood (project site). The new mixed-use hotel and residential building would contain approximately 240,000 square feet of floor area (420,000 gross square feet including below grade components) and 15 stories (approximately 200 feet measured from the lowest point of the site on the southwest corner and 189 feet as measured from Sunset Boulevard) and would incorporate new digital and static off-site signage on Sunset Boulevard. The commercial portion of the project

would include 115 hotel guestrooms with ancillary uses such as meeting rooms, spa/gym, outdoor pools, restaurants, lounges, and retail ancillary to the hotel, as well as a new nightclub space for the Viper Room. A publicly accessible outdoor café and terrace with an adjacent landscaped green roof garden would be provided three to four stories above Sunset Boulevard. The residential portion would provide 31 market-rate condominiums and 10 income-restricted units with residential amenities including a gym, movie screening room, and an outdoor pool. The proposed project also would include an emergency helicopter landing facility for police and fire services only, and five subterranean levels, four of which would primarily be used as a parking garage, providing 240 spaces. Table 5-1 shows the programming for the proposed project.

Table 5-1. Proposed Site Uses

Proposed Uses	Land Use Type	Size (square footage [sf])
	Residential	136,751 sf (41 units and amenities)
	Hotel	128,400 sf (115 rooms and amenities)
	Nightclub (Viper Room)	6,119 sf
	Quality Restaurant	21,139 sf
	High-turnover Restaurant	8,141 sf
	Lounge/Bar	3,496 sf
	Subterranean Parking	164,378 sf
	Landscaping	12,419 sf
	Pool	4,301 sf
	Signage	1,000 sf digital; 500 sf static sign face
Proposed Parking	240 spaces provided in a subterranean garage	
Floor Area Ratio	6:1	
Proposed Building Height	15 aboveground stories (approximately 200 feet from the lowest point of the site on the southwest corner and 189 feet from Sunset Boulevard)	

Project Objectives

As stated in Chapter 2, the underlying purpose of the project is to revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential. The proposed project's specific objectives are provided below.

- Contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project.
- Concentrate increased height and density on a designated Target Site in the Sunset Specific Plan, a designation used for sites that have been deemed suitable for increased height and/or density.
- Enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area.
- Develop new market-rate and affordable residential units to increase the housing supply with a mix of options.
- Reinvigorate the Sunset Strip by developing a distinctive building with a landmark design.
- Develop a project that maximizes the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates publicly accessible and publicly visible outdoor landscaped spaces.

- Redevelop an urban infill site in a designated transit priority area with a mixed-use development that would achieve Leadership in Energy and Environmental Design (LEED) Gold or equivalent standards for sustainability and that would achieve the City’s sustainability goals through its Green Building Program.
- Provide high-quality, off-site advertising signage that meets the requirements and overall design vision set forth in the City’s Sunset Boulevard Off-Site Signage Policy.
- Provide temporary construction jobs during project development, permanent living-wage jobs during project operation, and new commercial space for businesses to operate in a prominent location.
- Generate new revenues for the City through transient occupancy tax, consumer sales tax, and digital signage revenue share.

Environmental Impacts of the Proposed Project

As discussed in detail in the Initial Study Checklist included in Appendix A to this EIR; in Chapter 3, Environmental Analysis; and in Chapter 4, Cumulative Effects, the impact determinations for the proposed project are as follows:

No Impact

- Agriculture and Forestry Resources
- Mineral Resources

Less Than Significant Impact

- Air Quality
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Less Than Significant Impact with Mitigation

- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Noise (Operation)

Significant and Unavoidable

- Noise (Construction)

5.1.2 Alternatives Considered but Rejected

One of the requirements for an alternatives analysis that is set forth in the CEQA Guidelines is identification of alternatives that were considered by the lead agency but rejected as infeasible during the scoping process. As stated in Section 15126.6(c) of the CEQA Guidelines, the EIR should briefly explain the reasons underlying this determination. Among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are:

- (i) Failure to meet most of the basic project objectives,
- (ii) Infeasibility, or
- (iii) Inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6(c)).

Section 15126.6(f)(1) of the CEQA Guidelines states that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).” However, as stated in this subsection, no one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In accordance with 15126.6(c) of the CEQA Guidelines, a reasonable range of alternatives was considered. Several of these alternatives were rejected from further analysis due to one or more of the above reasons. A description of each alternative and the rationale for rejection is provided below.

Alternative Sites

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. As stated in Section 15126.6(f)(2)(A), the key question and first step in analyzing alternative sites is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered in the EIR. Suitable alternate sites were neither identified during the scoping process for the Draft EIR by members of the public nor during the preparation of the Draft EIR, as further discussed below,

Development of the project on another site in the City is not expected to substantially lessen or avoid the impacts of the proposed project. For example, development of the proposed project on an alternate site would result in a similar construction scenario, similar quantities of criteria air pollutant emissions during construction, similar levels of construction noise, similar levels of energy consumption, and similar construction truck trips. The proposed project site is located adjacent to the London Hotel, which is considered a noise-sensitive receptor. Locating the proposed project at a different site would therefore eliminate the project’s significant and unavoidable construction noise impacts at the London Hotel, in the event that an alternate site were situated such that the adjacent properties did not have noise-sensitive receptors. However, the likelihood of identifying an alternate site that would meet this criteria and that would also accommodate the proposed project (in terms of site size and land use compatibility) is low. The City is highly developed and urbanized, with a diverse range of uses interspersed throughout the City. The City’s main commercial corridors (namely, Sunset Boulevard and Santa Monica Boulevard)

are largely flanked by residentially zoned areas. As such, many commercial properties within the City are located adjacent to or near sensitive receptors; therefore, construction noise impacts to sensitive receptors likely would not be avoided by an alternate site. For example, EIRs for recent projects along the Sunset Strip, like the Arts Club project, confirmed that significant noise impacts would occur during construction due to the proximity of development to adjacent residential uses to the south.

Development at an alternate site in the City would not necessarily reduce impacts related to transportation, as vehicle miles traveled to the project's proposed uses would be approximately the same wherever the project is located within the City. Regardless of its location, the project would generally place similar demands on public services, utilities and services systems, and energy resources.

During the public scoping period for the Draft EIR, members of the public specifically suggested the idea of locating the project in the southern portion of the City (near the Pacific Design Center or Cedars Sinai Medical Center and/or near Melrose Avenue or Santa Monica Boulevard). Commenters stated that the project would be less visible in these areas of the City, which are more low-lying and flat when compared to the Sunset Strip. Additionally, the project would be located within the vicinity of other large, iconic buildings. Commenters also suggested that this area would be more geologically stable.

With regard to the visibility and appearance of the project, the aesthetic impacts of the project cannot be considered significant under CEQA due to its location within a transit priority area. Nevertheless, it is noted for informational purposes that locating the project in flatter, more low-lying areas of the City may not reduce the visibility of the project, as the project would still have the same height and massing. As described in Section 3.15, views of the project in its current proposed location on Sunset Boulevard from a variety of vantage points would be obstructed or partially obstructed by both the surrounding topography and other tall buildings along and around Sunset Boulevard, which might not be the case in a flatter area where topography may not have an effect on views of the building. With regard to geologic stability, while the southerly areas of the City are situated further from the Hollywood Fault when compared to the Sunset Strip, the southerly areas of the City are still subject to potential liquefaction hazards and severe ground shaking. Because the project site itself would not be subject to fault rupture hazards, locating the project in the southern section of the City would not substantially reduce geologic hazards associated with the project. With the exception of properties that are traversed by fault lines, most sites within the City would be subject to similar geologic and geotechnical hazards.

For these reasons, use of an alternative site would not be expected to result in a substantial reduction in the impacts of the project. In addition, alternative sites were ultimately rejected from further analysis in the EIR due to failure to meet project objectives and infeasibility.

There are sites within the City of an approximately equivalent size to the project site that could be redeveloped with a mixed-use hotel and residential building; however, the project applicant does not control another commercial site within the City of comparable land area. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." Because the City is highly urbanized and is largely built out, obtaining another site of a similar size that is available for redevelopment is not considered feasible. Furthermore, the project site was selected for development of a mixed-use hotel and residential building due to its location along Sunset Strip and its configuration as a contiguous City block that is considered a Target Site under the Sunset Specific Plan. This area of the City, located in close proximity to other hotels, restaurants, nightclubs, and retail uses, possesses a continuing demand for multi-use, integrated developments to support and complement existing development. Relocating the project outside of the Sunset Strip

area would undermine the function, utility, and financial viability of the project, and the economic synergy that would exist between the project and nearby entertainment and hospitality uses.

Furthermore, construction of the project on an alternative site would not be consistent with the City's land use plans and policies. While the project is requesting a Sunset Specific Plan (SSP) amendment for the proposed height and density, it is nevertheless located on an identified Target Site in the SSP where both redevelopment and height and density increases are shown by City policy to be a desirable outcome. Specifically, the City has designated ten Target Sites along the Sunset Strip as locations deemed suitable for increased height and/or density. Of the nine other Target Sites along the Sunset Strip, two have already been fully redeveloped and four have been partially redeveloped pursuant to the SSP. Development of the project site on the remaining Target Sites would not be feasible because no remaining Target Sites are under control by the project applicant. Other sites along the Sunset Strip (i.e., sites that are not Target Sites) may not be considered by the City to be appropriate for increased height and density due to the existence of signage, view corridors, historic structures, or other limitations. Similarly, most commercial sites outside of the Sunset Strip area may not be appropriate for the proposed project's height and density either. As such, locating the project on an alternative site away from the Sunset Strip would be inconsistent with City planning policies that encourage the development of denser, taller, multi-use projects along the Strip and in close proximity to similar, existing uses. General plan and policy consistency is a criteria for the feasibility of alternatives.

Use of alternative sites would fail to achieve many of the project objectives, including the underlying purpose of the project, since many of the objectives involve the project's location. If the project were not located along the Sunset Strip, it would not meet the underlying purpose of the project to revitalize an underutilized block on the Sunset Strip. Additionally, it would not meet the associated project objective of reinvigorating the Sunset Strip. If the project were located along the Sunset Strip but not on a designated Target Site, the project would not meet the objective of concentrating increased height and density on a Target Site. If the project site were located along the Sunset Strip but did not encompass a full city block, the project would not meet the objective of enhancing a full city block along the Sunset Strip. Lastly, if the project site did not consist of multiple properties along the Sunset Strip, the project would not meet the objective of contributing to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site into an integrated development. For these reasons, alternative sites would fail to attain most of the basic project objectives, including the underlying purpose of the project.

In conclusion, while the project's significant and unavoidable construction noise impact could be potentially reduced by this alternative, it has been rejected due to infeasibility, as well as failure to meet project objectives.

Residential-Only Alternative

The Residential-Only Alternative would involve development of a multi-family residential structure on the project site. The existing buildings would still be demolished, and the proposed building would have generally the same appearance, design, height, and massing as that of the proposed project. However, the proposed hotel and commercial spaces would be replaced with residential units and additional residential amenities. No space for the Viper Room would be provided. The same streetscape and landscaping improvements would occur, with the exception that no outdoor dining spaces would be incorporated, as the project would no longer include restaurant or café uses. The building would still be constructed as two volumes; however, the volume that would contain hotel units under the proposed project would instead contain residential units under this alternative. The two volumes would still be separated by an opening that would have a landscaped terrace at the bottom with a distinctive bridge connecting the two residential volumes at the top. However, in contrast to the proposed project, the landscaped terrace would not be publicly accessible; all project amenities would be for residential use only. Subterranean parking would still be constructed underneath the project site, with the same ingress/egress as the proposed project. This

alternative would still incorporate an off-site signage component, which would be designed in the same manner as the proposed project's off-site signage component. This alternative would result in increased impacts in the category of population growth and may result in increased impacts to public services, since it would have a larger residential population, thereby resulting in increased demand for fire, police, park, and library services. The other impacts of the project, such as air emissions, noise, transportation, and energy consumption are not expected to be substantially lessened or avoided by constructing a residential-only structure at the project site, since the land use intensity would likely be the same or greater relative to the proposed project. Specifically, constructing a multi-family residential building at the project site of the same height and massing as the proposed project would not avoid or substantially lessen the project's significant and unavoidable construction noise impact. Because the Residential-Only Alternative would involve construction throughout the project site, including along the southern boundary with the London Hotel, and would have generally the same height and massing as the proposed project, it would entail generally the same construction scenario and, therefore, would still result in a significant and unavoidable noise impact at the London Hotel during construction. Impacts involving cultural resources would be the same, since the same existing buildings would be demolished, and ground disturbance with the potential to uncover previously unknown cultural resources would still occur.

One of the factors for feasibility of an alternative is site suitability. Due to the location of the project site, it is not considered suitable for a 100% residential project. Specifically, complete residential use of the site would be incompatible with the City's designation of this site as a Target Site, which are sites specifically planned for increased density and a mix of uses that includes commercial uses. While residential uses are permitted within the SSP and on Target Sites, they are expected to be incorporated into mixed-use structures. More specifically, one of the criteria applied by the City in selecting the ten Target Sites under the SSP is that the site can assure "a desirable mix of uses." Additionally, residential units are not permitted on the ground floor of developments within the SSP area. As such, developing a residential-only building on this site – one of only ten Target Sites identified in the SSP – would not be consistent with the overall goals of the SSP. Per the CEQA Guidelines Section 15126.6(f)(1), one of the factors for feasibility of an alternative is general plan consistency. The SSP is considered an implementing component of the City's general plan, as such, a residential-only alternative would not be consistent with the General Plan and therefore is not considered feasible.)

The Residential-Only Alternative also would fail to meet some of the project objectives. It would not enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses, as it would develop the project site with a single use (residential). Similarly, the Residential-Only Alternative would not consolidate the properties within the project site to develop a multi-use project. While the properties would still be consolidated and integrated, the project would be a single-use project (i.e., residential). Additionally, this alternative would not provide as many permanent living-wage jobs as the proposed project or new commercial space for businesses to operate in a prominent location, since no commercial uses would be developed. This alternative would not generate consumer sales tax or transient occupancy tax. This alternative would not provide publicly accessible and publicly visible outdoor landscaped spaces, because such spaces would be limited to residents only. The Residential-Only Alternative would generally meet the other objectives to the same degree as the proposed project.

Accordingly, this alternative was ultimately rejected from further analysis in the EIR due to infeasibility and inability to avoid significant environmental impacts. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

Retention of Existing Viper Room Building Alternative

Under this alternative, the existing building that currently houses the Viper Room nightclub would be retained on the project site. It is anticipated that the Viper Room nightclub and the existing liquor store that currently occupy this building would remain in operation, consistent with current conditions. With this alternative, the other existing buildings on the project site would still be demolished and replaced with a new mixed-use hotel and residential building. The overall square footage of the new building would likely be reduced, since a portion of the site would not be redeveloped. This reduction in square footage would reduce the number of parking spaces required for the project; however, a subterranean parking garage would still be developed underneath the new building. Due to the fact that the new development's footprint would be reduced, the subterranean parking garage would no longer span the entire site, and therefore additional excavation may be necessary to accommodate the required parking within the reduced site footprint. Ingress and egress would still be provided in a manner consistent with the proposed project. The overall architectural design of the building would be substantially altered, such that the existing Viper Room building could be accommodated on site. To the extent practicable, the new building would still incorporate some of the key design components of the proposed project, including the building height, differentiated material palettes, and an undulating transparent volume for the lower levels. However, the new design would lose visual interest compared to the proposed project due to the fact that the proposed development would need to be concentrated on only a portion of the project site, resulting in a more box-like building shape. This more traditional design would not include any void areas that add visual interest, as massing would be concentrated on one portion of the site at a density necessary to meet the project's development goals and some of the project objectives. In addition, this alternative would not enhance the full city block along the Sunset Strip. Rather than a single, integrated multi-use building, the alternative would require an incoherent design within the block to retain the existing Viper Room and liquor store building. The off-site signage that is being proposed for the project would continue to be incorporated into the design of this alternative. The same streetscape and landscape improvements would still occur, although they would be limited along the frontage of the existing Viper Room building, so that the existing façade of this building would remain in place.

This alternative would have similar environmental impacts as those of the proposed project; however, impacts would be reduced in most categories, relative to the reduction in the project size and programming. Because a portion of the site would not be redeveloped, the amount of demolition and excavation during construction would be reduced, which would slightly reduce the overall intensity of construction. Reduced construction intensity could potentially reduce construction air quality effects, energy use, greenhouse gas emissions, noise effects, and transportation effects. However, because construction would still occur along the southern boundary of the project site (adjacent to the London Hotel), and because the height of the proposed building would be the same or similar to the proposed project, significant and unavoidable construction noise effects at the London Hotel would still be anticipated. Because the surface area of excavation would be reduced due to the retention of an existing building, impacts in the category of cultural resources may be reduced. However, the depth of excavation on the remaining areas of the site may increase, as described above. In balance, the likelihood of encountering previously unearthed, subsurface cultural materials during construction would be similar to the proposed project. During operation, the overall reduction in square footage of the proposed building would reduce impacts in the categories of air quality, energy, greenhouse gas emissions, noise, and transportation. However, this alternative was ultimately rejected from further analysis in the EIR due its inability to avoid or substantially lessen the project's significant and unavoidable construction noise impact. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

This alternative would fail to meet the underlying purpose of the project to revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential. By excluding the existing Viper Room building

from the development, this alternative would revitalize only a portion of a city block and would not maximize infill development potential, since a portion of the project site would remain occupied by a low-density commercial structure. Additionally, this alternative would not contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within a designated Target Site to develop a single, integrated, multi-use project. While this alternative would still be multi-use and would still consolidate much of the project site, this alternative would exclude one of the existing buildings from the development, thereby failing to fully meet this objective. This alternative would also provide fewer residential units, fewer hotel rooms, fewer permanent jobs, less tax revenue, and less new commercial space for businesses to operate in a prominent location due to the overall decrease in square footage of the new building. This alternative also would not be able to create publicly accessible and publicly visible outdoor landscaped spaces to the same degree as the project given the change in massing and need to concentrate the proposed development on only a portion of the overall project site.

In conclusion, this alternative was ultimately rejected from further analysis in the EIR due its inability to avoid or substantially lessen the project's significant and unavoidable construction noise impact. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

Sunset Specific Plan Consistency Alternative

This alternative would involve development of a project that would be consistent with all applicable SSP objectives, development requirements, urban design requirements, and design recommendations. The project site is within Geographic Area 6 of the SSP and is specifically designated as development Site 6-E. The SSP sets forth objectives for Geographic Area 6 as whole, as well as development requirements, urban design requirements, and design recommendations for Site 6-E. As explained in Chapter 2 and in Section 3.8 of this EIR, the proposed project would require an SSP amendment to change some of the SSP's development requirements, urban design requirements, and design recommendations for Site 6-E. As such, the City contemplated an alternative that would not require an SSP amendment.

This alternative would still involve consolidation and development of all properties within the project site. However, the height and density of the proposed building would be limited to the current SSP requirements. The development would be 100 feet in height, as measured from the south side of the site, and the floor area ratio (FAR) would be 2.75 (compared to 189 feet to 200 feet in height with an FAR of 6:1 for the proposed project). The first level of the proposed building along the Sunset Boulevard frontage would have restaurant and retail space; the lower level at the rear of the building (facing the London Hotel) would have 20,000 square feet of conference room space, consistent with design recommendations for Site 6-E in the SSP. Space for the Viper Room nightclub would still be provided on the lower levels of the building, with an entrance to the Viper Room along Sunset Boulevard. The upper floors of the building would have office space that would be adaptable for use by entertainment industries, consistent with land use specifications for Site 6-E from the SSP. This alternative would not include rooftop pools; however, a publicly accessible landscaped terrace, restaurant, and bar would still be included on the roof level. The upper floors would not be divided into two volumes like the proposed project—rather, the upper floors of the building would have the appearance of a traditional office building. Instead of the opening in the building and associated mid-level roof terrace proposed as part of the project, this alternative would incorporate a ground-floor pedestrian passageway located approximately midblock between San Vicente Boulevard and Larrabee Street, connecting the Sunset Boulevard sidewalk to the main entrance of the London Hotel. The passageway would be covered with the upper stories of the proposed building and would incorporate landscaped planters where possible. Retail and restaurant uses would be located along the passageway, which would be open to the public. Ingress/egress would still be provided via San Vicente Boulevard and Larrabee Street, and the driveways would be located at or near the

southern edges of the site, as specified by the SSP. Similar streetscape improvements would still be installed under this alternative, and off-site signage would still be incorporated into the project design.

Environmental impacts under this alternative would be reduced relative to those of the proposed project. Because the overall building density and height would be reduced, the building construction phase of the project would lessen in intensity and/or duration. This would reduce construction impacts in the categories of air quality, energy use, greenhouse gas emissions, noise, and transportation. However, while the building height would be reduced relative to the proposed project, significant and unavoidable noise impacts at the London Hotel would still be expected to occur because construction would still occur throughout the entire project site, including along the southern boundary of the project site. In addition, noise from construction on the project site would still reach the upper floors of the London Hotel. As such, significant and unavoidable construction noise impacts could still occur at the upper levels of the London Hotel. During operation, this alternative would likely generate fewer vehicle trips overall relative to the proposed project. While some proposed uses would be different (and would therefore have different trip generation factors), the overall decrease in building square footage would be expected to equate to fewer vehicle trips overall, though the proposed office uses would likely generate more peak hour trips as compared to the hotel and residential uses in the proposed project. A reduction in overall vehicle trips would also reduce operational air quality impacts, off-site noise impacts, greenhouse gas emissions, and energy use. Additionally, on-site operational noise impacts would likely be reduced, as fewer outdoor uses would be incorporated into the design (e.g., no rooftop pools and no mid-level roof terrace). The demand for public services, utilities, and energy would also be reduced, due to the overall reduction in project size and the elimination of the residential and hotel components. As such, the degree of most impacts identified for the proposed project would be reduced under this alternative. However, this alternative was ultimately rejected from further analysis in the EIR due to inability to avoid significant environmental impacts. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

This alternative would still revitalize an underutilized block on the Sunset Strip; however, it would not do so in a manner that would maximize infill development, as it would develop the site with less density and height relative to the proposed project. This alternative would still concentrate increased height and density on a designated Target Site in the Sunset Specific Plan (although not to the same degree as the proposed project). This alternative would still enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area. However, fewer types of uses would be provided under this alternative. The office uses that would be part of this alternative would not likely contribute to activation of the pedestrian environment during the nighttime, whereas the proposed project's hotel and residential uses would contribute to both daytime and nighttime activation of the pedestrian environment. This alternative would fail to meet the objective of developing new market-rate, affordable residential units to increase the housing supply with a mix of options. This alternative would also fail to reinvigorate the Sunset Strip by developing a distinctive building with a landmark design, as the building would generally have a traditional appearance under this alternative. This alternative would not develop a project that maximizes the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates publicly accessible and publicly visible outdoor landscaped spaces. This alternative would have reduced height and density relative to the proposed project and, therefore, would not maximize development potential to the same degrees as the proposed project. This alternative would involve development of a building with a more traditional appearance, lacking a void area, thus reducing the extent to which the project adds visual interest. Additionally, this alternative would not include the mid-level roof terrace, which would reduce the amount of publicly accessible and publicly visible outdoor landscaped areas at the site. While the pedestrian passageway developed under this alternative would reduce the appearance of massing and would add some visual interest, it would not accomplish

these objectives to the same extent as the proposed project's upper level void area. Similarly, the pedestrian passageway would serve as a publicly accessible outdoor area with some landscaping, but it would be covered and would not be as visible. This alternative would still redevelop an urban infill site in a sustainable manner, would still provide off-site advertising, and would still increase the number of jobs available in the City. This alternative would also generate tax revenue, although it would generally provide substantially less tax revenue since there would be no hotel component and no corresponding transient occupancy tax generated.

In conclusion, this alternative was ultimately rejected from further analysis in the EIR due to inability to avoid significant environmental impacts. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

Substantially Reduced Height Alternative

This alternative would involve development of a two-story commercial-use building at the project site. The purpose of this alternative is to reduce the proposed building height such that construction noise would be reduced at the London Hotel. Under this alternative, the proposed land uses would be generally similar to those of the project (e.g., mixed-use, with some residential and commercial), but the square footages of each use would be substantially reduced. The project site is a Target Site, which is a designation given in the SSP to sites along the Sunset Strip that have been deemed suitable for increased height and/or density. As such, construction of a low-lying, low-density building on the project site would not be consistent with the City's land use plans and policies. One of the factors for feasibility of an alternative is general plan consistency, and the SSP is considered an implementing component of the City's general plan.

Due to the substantial height reduction, the opening in the building and associated mid-level roof terrace would not be part of the design. Landscaping and streetscape improvements would be reduced in scope to allow for the low-lying building to incorporate as much programming as practicable. As such, the building would have a more traditional design, with a box-like shape lacking a void area and limited architectural elements. Subterranean parking would still be constructed beneath the project site with the same ingress/egress as the proposed project, although the size and depth of the parking garage would be reduced. This alternative would still include off-site signage, but the signage would be similar to the existing conditions, with traditional billboards installed on the top of the proposed building.

Environmental impacts under this alternative would be reduced in most categories relative to the reduction in the project size and programming. The amount of excavation and building construction activities would be reduced during construction, which would reduce construction impacts in the categories of air quality, energy, greenhouse gas emissions, noise, and transportation. However, while the building height would be situated below the required construction noise barriers, noise impacts would remain significant, as sound associated with construction on the project site – even at ground level – would travel over the noise barrier and reach the upper levels of nearby sensitive receptors (the London Hotel). Nevertheless, due to the overall reduction in development, the duration of construction noise would be reduced, thereby reducing the duration of the significant and unavoidable noise impact. As such, this impact may be reduced but would remain significant and unavoidable. During operation, the overall reduction in square footage would reduce impacts in the categories of air quality, energy, greenhouse gas emissions, and noise. However, impacts may increase in the category of transportation, as this alternative may not meet the City's VMT screening criteria, due to its low density and may require an in-depth VMT analysis (whereas the proposed project has been screened out from VMT analysis based on the City's adopted VMT criteria). This alternative would result in fewer demands for public services and utilities and would result in reduced employment

and residential growth. This alternative was ultimately rejected from further analysis in the EIR due to infeasibility and to failure to meet project objectives.

The Substantially Reduced Height Alternative would fail to meet some of the project objectives and would meet others to a lesser degree than the proposed project. This alternative would still revitalize an underutilized block on the Sunset Strip; however, it would not do so in a manner that would maximize infill development, as it would develop the site with less density and height relative to the proposed project. Additionally, it would not revitalize the site to the same degree as the proposed project, since it would provide fewer opportunities for gathering spaces, streetscape improvements, and architectural creativity. While this alternative would represent a marginal increase in height and density relative to existing conditions on the project site, it would not concentrate increased height and density on a designated Target Site to the same degree as the proposed project. This alternative would still enhance a full city block along the Sunset Strip with an integrated mix of urban uses that could generate daytime and nighttime activity and activate the pedestrian environment in the project area if the uses include restaurant or entertainment uses. However, it would achieve this objective to a lesser degree than the proposed project. The reduced height and programming under this alternative would likely necessitate a reduction in the diversity and vibrancy of uses that are incorporated into the building. Additionally, this alternative would present fewer opportunities for streetscape improvements due to maximization of the building footprint. As such, this alternative would not meet objectives for pedestrian activation and increased activity to the same degree as the proposed project. The more traditional, box-like design of this alternative would not meet the objective of developing a distinctive building with a landmark design. While this alternative would have reduced massing compared to the proposed project, it would not maximize the development potential of the project site to the same degree as the proposed project, would not add visual interest to the same degree as the proposed project due to its lack of any void areas, and would not create as many publicly accessible and publicly visible outdoor landscaped spaces. While this alternative would still redevelop an urban infill site in a designated transit priority area with a mixed-used development, it would not achieve sustainability goals to the same degree as the proposed project. This alternative would represent a marginal increase in density relative to existing conditions; however, current state, regional, and local policies encourage higher density in proximity to transit. The project site is located within a transit priority area; as such, substantially reducing the height and density of the project may undermine some of the sustainability goals that have been set forth at the state, regional, and local levels. This alternative would also provide fewer residential units, fewer permanent jobs, and less tax revenue, due to the overall decrease in square footage of the new building and the elimination of hotel uses. This alternative would still provide off-site advertising; however, the advertising would be more traditional in appearance and would not incorporate the same level of creative design as the proposed project's off-site signage.

In conclusion, this alternative was ultimately rejected from further analysis in the EIR due to inability to avoid significant environmental impacts. Additionally, this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.

Alternative Construction Method

This alternative would involve development of the project identically as proposed; however, the required construction sound barrier would be substantially taller than the sound barrier prescribed for the proposed project in MM-NOI-2. As such, this alternative would meet all of the project objectives to the same degree as the proposed project. The environmental impacts of this alternative would be generally identical to those of the proposed project, with the exception of construction impacts. In the category of construction, noise effects from construction of the project would be reduced due to the increased height of the sound barrier. The degree of impact reduction would depend both on the height increase of the construction sound barrier as well as the noise that would result from

construction of the sound barrier itself. More specifically, in order to reduce construction noise from project construction to a level below significance at the London Hotel, the barrier would need to be at least as tall as the proposed project (i.e., 15 stories). However, the construction of a 15-story sound barrier would itself produce significant construction noise that would be audible at the London Hotel given that the structural support needed to secure such a tall sound wall and avoid safety risks would involve construction activities that are in many ways similar to developing any tall building. Further, as discussed below, construction of a 15-story sound barrier is considered infeasible.

Construction air quality emissions, energy use, and greenhouse gas emissions may marginally increase due to the additional activities that may be required to install a taller sound barrier. However, such increases would be negligible, particularly within the context of the overall construction scenario for the project. While this alternative would lessen the project's significant and unavoidable impact in the category of construction noise, it has been rejected due to infeasibility and because construction of the noise barrier itself would result in a new significant and unavoidable construction noise impact.

MM-NOI-2 requires a construction noise barrier that is 14 feet to 24 feet in height. Constructing a substantially taller noise barrier is not considered feasible because of significant engineering constraints. In particular, to develop a 15-story tall noise barrier, steel frames would need to be constructed at approximately 30-foot intervals with substantial footings and anchors in order to brace the barrier and keep it from falling over. These steel frames would need to extend a minimum of 30 feet out from the barrier – i.e., onto the London Hotel's private property and into the public right of way along San Vicente and Larrabee – in order to stabilize the barrier during the majority of the project's construction process. The construction of the barrier, plus the work necessary to construct these large steel frames, would produce additional construction noise that would significantly impact the London Hotel. Further, the subterranean anchors required to support the 15-story construction noise barrier would require additional excavation work, potentially resulting in additional noise impacts. It also should be noted that while the 15-story construction noise barrier would be designed to technical standards, it is anticipated that there still would be some movement of the barrier, such as during wind events, even with the proposed structural bracing.

As such, while a 15-story construction noise barrier between the project site and the London Hotel would reduce the project's significant and unavoidable impact to a level of less than significant with mitigation, this would not be considered feasible and construction of the barrier itself would result in independent significant and unavoidable construction noise impacts.

5.2 Alternatives Carried Forward for Consideration

Pursuant to Section 15126.6 of the CEQA Guidelines, the City selected a reasonable range of alternatives to the project that would feasibly attain most of the basic objectives of the project but could avoid or substantially lessen one or more of the significant effects of the project. As discussed above, the project would result in significant and unavoidable environmental effects in the category of construction noise. Based on the evaluation of potential alternatives that were considered but rejected in Section 5.1.2 above, four alternatives have been carried forward for further analysis below. Pursuant to Section 15126.6(d) of the CEQA Guidelines, sufficient information about each alternative has been included in the descriptions below to allow meaningful evaluation, analysis, and comparison with the proposed project.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives is required to focus on alternatives to the project or its location that are

capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. One of the alternatives that has been carried forward would avoid the project's significant and unavoidable construction noise impact, and some of the alternatives presented below would avoid or substantially lessen one or more of the project's the less-than-significant impacts that have been identified in Section 3 of this EIR.

5.2.1 Alternative 1 – No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. As specified in Section 15126.6(e)(3)(B) of the CEQA Guidelines, the no project alternative for a development project consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) further states that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, Alternative 1 assumes the proposed project would not proceed, no new permanent development or land uses would be introduced within the project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing commercial uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or parking areas would be constructed, and no landscaping or streetscape improvements would occur.

Ability to Meet Project Objectives

The No Project Alternative would not achieve the underlying purpose of the project or any of the project objectives. It would not revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential; it would not contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project; it would not concentrate increased height and density on a designated Target Site in the Sunset Specific Plan; and, it would not enhance a full city block along the Sunset Strip. It would also fail to reinvigorate the Sunset Strip by developing a distinctive building with a landmark design, would not provide new residential units, would not provide new jobs, and would not generate new tax revenues.

Comparison of the Effects of Alternative 1 to the Proposed Project

Construction impacts associated with the proposed project would be avoided because no development would occur on the project site under the No Project Alternative. The existing structures would remain in place and the existing uses would continue to operate in their current capacity and function. Maintenance activities would occur as needed to maintain the existing facilities. The potential for uncovering previously unknown archaeological or paleontological resources would be avoided because excavation would not take place. Construction-related air quality impacts, noise impacts, transportation impacts, and energy impacts would not occur, since construction activities associated with the proposed project would not occur on the site. Therefore, the proposed project's significant and unavoidable construction noise impact would be eliminated under this alternative.

Operational impacts associated with the proposed project would be avoided because no changes to the project site would occur. The number of vehicle trips to/from the project site would not be expected to change, because the same uses would be operating at the project site. Thus, no increase in mobile emissions, vehicular noise, transportation, or petroleum consumption would be expected to occur. Because the land use intensity of the site

would remain the same as existing conditions, the water usage, sewage generation, and need for other public services and utilities would not increase relative to existing conditions. Additionally, a specific plan amendment would not be required for the site, since no change in height, density, or design of the buildings on the site would occur. However, the proposed project includes elements that would implement certain land use plans and policies that have been established for the project site and project area. This includes policies for consolidating the properties within the project site to develop a single, integrated project; policies for new buildings with landmark designs along the Sunset Strip; and, policies for locating increased height and density on designated Target Sites along the Sunset Strip. The No Project Alternative would fail to implement these land use policies for the project site and project area. However, with the exception of failing to implement certain land use plans and policies, the No Project Alternative would result in decreased environmental impacts relative to the proposed project and would also avoid the project's significant and unavoidable construction noise impact.

5.2.2 Alternative 2 – Reduced Height Alternative

This alternative would be similar to the proposed project, except the height of the proposed building would be reduced and the architectural design would be modified accordingly. Table 5-2 shows the uses that would be developed on the project site under Alternative 2. The existing commercial buildings and surface parking would still be removed, and a mixed-use hotel and residential building would still be developed on the site. The building would be 152 feet in height, as measured from Sunset Boulevard to the top of the emergency helicopter landing facility. This represents a height reduction of 37 feet (or, 3 stories) relative to the proposed project. The building would be 239,895 square feet (aboveground), consistent with the aboveground square footage of the proposed project. As such, the FAR of 6:1 would remain the same under Alternative 2 and the size of the different land uses within the building would also remain generally the same (see Table 5-2). However, the building's architectural design would change under Alternative 2. Appendix M shows a conceptual massing plan for Alternative 2. As shown, the building would have a more traditional, box-like shape. The 120-foot opening within the proposed project would be eliminated. As such, there would be no mid-level roof terrace, and views would not be available through the building. Rooftop amenities similar to the proposed project would be provided, including rooftop pools for residents and hotel guests, a rooftop restaurant, and outdoor terraces. While the building would still have residences and hotel rooms, it would not have two separated towers with different styles and materials. Rather, the building would appear generally uniform in style and design across each facade. A number of architectural elements would still be incorporated, as shown in Appendix M. Some of these would be similar to those of the proposed project, while others would be different. As shown in Appendix M, similar to the proposed project, the lower levels of the building would be generally transparent. At the rear of the building (i.e., the building's southern facade), there would be a partial indentation in the massing, providing a void area with some visual interest that would be visible to the south. This indentation would allow sunlight to reach the interior rooms of the building, making these rooms more desirable and usable than they would otherwise be. This indentation would be closed off at the building's northern facade, such that views would not be available through the building. Additional elements would include V-shaped beams along the building's lower levels and a vertical articulation in the approximate center of the building's northern facade. Because the overall square footage of the building would remain the same as that of the proposed project, the proposed uses within the building would be generally the same (see Table 5-2). Space for the Viper Room nightclub business would still be included. This alternative would still have an underground parking garage of the same size and design as the proposed project and with the same ingress/egress as the proposed project. Alternative 2 would also include the same streetscape improvements and landscaping as the proposed project and would still incorporate an off-site signage component consistent with the proposed project. Alternative 2 would still have a goal of LEED Gold or equivalent green building standards.

Table 5-2. Proposed Site Uses

Proposed Uses	Land Use Type	Size (square footage [sf])
	Residential	136,751 sf (41 dwelling units and amenities)
	Hotel	128,400 sf (115 rooms and amenities)
	Nightclub (Viper Room)	6,119 sf
	Quality Restaurant	21,139 sf
	High-turnover Restaurant	8,141 sf
	Lounge/Bar	3,496 sf
	Landscaping	12,419 sf
	Signage	1,000 sf digital; 500 sf static sign face
Proposed Parking	240 spaces provided in a subterranean garage	164,378 sf
Floor Area Ratio	6:1	
Proposed Building Height	12 aboveground stories (approximately 152 feet above Sunset Boulevard to the emergency helicopter landing facility)	

Ability to Meet Project Objectives

Alternative 2 would meet most of the project objectives, although not to the same degree as the proposed project. Alternative 2 would still achieve the underlying project purpose, as it would still revitalize an underutilized block on the Sunset Strip and would still maximize infill development on the site. Alternative 2 would still meet the objective of contributing to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project. Alternative 2 would also meet the objective of concentrating increased height and density on a designated Target Site; however, it would do so to a lesser degree than the proposed project due to the height reduction. Alternative 2 would still enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area. However, Alternative 2 would not achieve this objective to the same degree as the proposed project. While Alternative 2 has been designed to retain architectural interest, the overall design is more reflective of a traditional multi-story building, when compared to the design of the proposed project. As such, Alternative 2 may reduce the project's ability to activate the streetscape in the project area.

Additionally, Alternative 2 would have fewer opportunities for pedestrian interaction and interest. For example, Alternative 2 lacks the proposed mid-level roof terrace, which would be publicly accessible and would provide greenspace that would be visible from Sunset Boulevard and the surrounding buildings, thereby encouraging pedestrian interaction. Alternative 2 would still reinvigorate the Sunset Strip through development of a distinctive building with a landmark design; however, it would meet this objective to a lesser degree than the proposed project. As explained above, while Alternative 2 has been designed to retain architectural interest, the overall design is more reflective of a traditional multi-story building. As such, while the building would still have high architectural quality and unique architectural elements, including through the provision of an indentation that creates a void area to minimize massing, it would not be as noteworthy or unique in design as the proposed project. Alternative 2 would partially achieve the objective of maximizing the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates a publicly accessible and publicly visible outdoor landscaped space. Alternative 2 would have the same density as the proposed project; as such, it would maximize the development potential of the project site to the same degree as the proposed project. However, it would lack some of the proposed project's features that add space for landscaping. While the street frontages would still have landscaping, the mid-level roof terrace would no longer be a part of the project under Alternative 2,

thus reducing the amount of publicly visible outdoor landscaping space. Additionally, while the overall height would be reduced, the building would appear as a generally uniform mass stretching along one block of Sunset Boulevard, whereas the proposed project would have more architectural elements to break up the massing, such as the landscaped mid-level roof terrace and two towers with different styles and materials. However, some elements of visual interest would still be incorporated into Alternative 2, where feasible. For example, Alternative 2 would retain the glass frontages along the lower levels, would include V-shaped beams along the building's lower levels, would have a vertical articulation in the approximate center of the building's northern facade, and would include a partial indentation at the rear (southern) façade providing a void area to break up massing and provide visual interest.

Alternative 2 would still meet the objective of redeveloping an urban infill site in a designated transit priority area with a mixed-use development that would achieve LEED Gold or equivalent standards for sustainability and that would achieve the City's sustainability goals through its Green Building Program. Because Alternative 2 would still include an off-site signage component, it would also meet the objective of providing high-quality, off-site advertising signage that meets the requirements and overall design vision set forth in the City's Sunset Boulevard Off-Site Signage Policy. Additionally, Alternative 2 would still develop new residential units, would still provide jobs, and would still increase tax revenues. Because the density and square footages of Alternative 2 would be the same as those of the proposed project, it would meet these objectives to the same degree.

Comparison of the Environmental Effects of Alternative 2 to the Proposed Project

The environmental impacts of Alternative 2 would be the same as those of the proposed project in most categories. Because the land use types, square footages, and project footprint would not change, the construction scenario would be generally the same as that of the proposed project. The design reconfigurations under Alternative 2 are not expected to materially change the construction scenario of the project, although slight reductions in construction intensity may be achieved through the reduced building height. Overall, construction-related effects would be similar to those of the proposed project. Additionally, any operational effects that depend primarily on a project's land use types and square footages would remain the same. This would include operational air quality emissions, energy use, greenhouse gas emissions, population growth, transportation, and demands for public services, utilities, and service systems. Effects on cultural resources would also remain the same, because Alternative 2 would still involve demolition of the existing on-site buildings and would still require the same amount of excavation and would thus have the same potential to encounter buried archaeological resources. The only environmental categories where the analysis would materially change would be aesthetics and land use/planning. The changes in analysis pertain to the design of the building and the ability of Alternative 2 to meet the City's goals and vision for the Sunset Strip. Further details are provided in the subsections that follow.

Air Quality, Energy, and Greenhouse Gas Emissions

The air quality, energy, and greenhouse gas (GHG) impacts of Alternative 2 would be the same or similar to those of the proposed project. The construction scenario would be generally the same, since the area of grading, depth of excavation, and building square footage would remain the same. Slight reductions in construction intensity may be achieved through the reduced building height. As such, air emissions, energy use, and GHG emissions during construction would be similar to those of the proposed project and would thus remain less than significant, for the same reasons described in Sections 3.1, 3.3, and 3.5 of this EIR. Mitigation measure 3.15-1 from the Final Program EIR for the City's General Plan and Climate Action Plan would apply to Alternative 2, just as it would for the proposed project. Similarly, the operational scenario would be the same or similar for Alternative 2. The same number of residences and hotel rooms and the same amount of restaurant and nightclub space would be operating on the site. The overall operational scenario for expected vehicle trips to and from the site, energy use, maintenance, and

use of stationary sources would remain generally the same. As such, air emissions, energy use, and GHG emissions during operation would be similar to the proposed project and would thus remain less than significant.

Cultural Resources & Tribal Cultural Resources

As with the proposed project, Alternative 2 would result in the demolition of existing on-site structures and excavation of the site. As described in Section 3.2 of this EIR, demolition of the existing on-site structures would not result in significant, adverse effects to cultural resources. However, as stated in Section 3.2 of this EIR, excavation at the site could potentially result in the discovery of buried, previously undiscovered cultural resources, which could result in potentially significant impacts. With implementation of mitigation measures (MM-CUL-1 and MM-CUL-2), impacts would be reduced below a level of significance. These same mitigation measures would continue to apply to Alternative 2 and would continue to reduce effects to below a level of significance for the same reasons described in Sections 3.2. Impacts to cultural resources would be the same as those identified for the proposed project and would remain less than significant with mitigation incorporated. Regarding tribal cultural resources, no tribal cultural resources were identified on the project site. Because Alternative 2 would have the same location as the proposed project, impacts would remain less than significant, for the same reasons described in Section 3.13.

Geology and Soils

Alternative 2 would be located on the same site as the proposed project and would involve excavation on the site to the same depth. As such, the geologic conditions of the site described in Section 3.4 for the proposed project would continue to apply to Alternative 2. For example, the level of ground shaking that could occur at the site, the potential for soil instability, and the erosion potential would be the same. As with the proposed project, MM-GEO-1 would still apply and would ensure that Alternative 2 is developed in accordance with recommendations from a site-specific Geotechnical Investigation. Under Alternative 2, some adjustments may need to be made to the Geotechnical Investigation to accommodate the changes in building design. However, implementation of MM-GEO-1 would continue to address site-specific geologic site considerations, and effects would be the same or similar to those of the proposed project and would thus remain less than significant with mitigation incorporated.

With regard to paleontological resources, the same site would be excavated and the depth of excavation would not change under Alternative 2. As such, the potential for encountering buried, previously undiscovered paleontological resources would remain the same as the proposed project. With implementation of mitigation measure MM-GEO-2, impacts would be reduced below a level of significance. This mitigation measure would apply to Alternative 2 and would continue to reduce effects to below a level of significance for the same reasons described in Section 3.4. Impacts to paleontological resources would be the same as those of the proposed project and would thus remain less than significant with mitigation incorporated.

Hazards and Hazardous Materials

As described above, the construction scenario for Alternative 2 would be generally the same as that of the proposed project. As such, the use of hazardous materials and the potential for encountering hazardous materials during construction would remain the same. The construction analysis presented in Section 3.6 of this EIR relative to hazardous materials would thus apply to Alternative 2. As with the proposed project, implementation of MM-HAZ-1 and MM-HAZ-2 would ensure that if subsurface contamination is identified during construction, soils would be properly characterized, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment. MM-HAZ-1 and MM-HAZ-2 would apply to Alternative 2 in the same manner as they would for the proposed project and would continue to reduce impacts to below a level of significance, for the same

reasons as described in Section 3.6. Construction impacts would be the same as those identified for the proposed project and would thus be less than significant with mitigation incorporated.

The operational scenario for Alternative 2 would also be the same as that of the proposed project. The same types and quantities of materials would be used at the site for maintenance and operational purposes. Operational impacts for the proposed project were determined to be less than significant. As such, operational impacts would be the same for Alternative 2 and would therefore be less than significant.

Regarding safety and noise associated with the proposed emergency helicopter landing facility, Alternative 2 would still include such a facility. Under Alternative 2, the facility would be located at a lower height relative to the proposed project (152 feet), and the position of the facility on the roof may be different. However, overall effects related to safety and noise would be similar, since the facility would have the same purpose and frequency of use. Noise experienced at the London Hotel may increase when the facility is in use, since the facility would be lower and therefore closer to the London Hotel. As with the proposed project, the proposed emergency helicopter landing facility would be used for emergency purposes only and would be subject to FAA requirements. Flight operations would also be subject to all FAA regulations for helicopters. As such, impacts would be similar to those of the proposed project and would be less than significant for the same reasons identified in Section 3.6.

Regarding impairment of or interference with an adopted emergency response plan or evacuation plan, the effects of Alternative 2 are expected to be similar to those identified for the proposed project in Section 3.6. Because the project location and construction scenario would remain the same, construction effects to emergency response and evacuation would also be the same. Alternative 2 would have the same number of residences and hotel rooms and the same amount of restaurant and nightclub space. As such, during operations, the same number of people would be evacuating from the site in the event of an emergency. Impacts would be the same as those identified for the proposed project and would thus be less than significant, for the same reasons as described in Section 3.6.

Hydrology and Water Quality

Alternative 2 would have the same project location as the proposed project, and the construction scenario would be generally the same. As such, effects to hydrology and water quality during construction would be the same. The same best management practices and construction water quality permits would continue to apply. Impacts would be the same as those identified for the proposed project and would thus be less than significant, for the same reasons as identified in Section 3.7 of this EIR. During operation of Alternative 2, the types and intensities of land uses developed on the project site would be the same as those identified for the proposed project and analyzed in Section 3.7. There may be some reduction in landscaped area, due to the elimination of the mid-level roof terrace. This may slightly reduce the project's water demand and could marginally increase stormwater runoff. However, effects would not be altered such that impact determinations would change. The site would still be mostly impervious, and the same regulations for operational stormwater management and reduction would continue to apply. As with the proposed project, Alternative 2 would be required to comply with applicable water quality control plans and sustainable groundwater management plans, in the event that one were to be developed in the future for one of the groundwater basins used by the City of Beverly Hills. For these reasons, impacts for Alternative 2 would be similar to those of the proposed project and would be less than significant for the reasons described in Section 3.7.

Land Use and Planning

Alternative 2 would have the same project location, density, land use mix, and land use intensity as the proposed project. Alternative 2 would still exceed the density limits for the project site established in the SSP, to the same degree as the proposed project. While Alternative 2 would have a reduced height (152 feet in height as opposed to 189 feet in height), Alternative 2 would still exceed the height limit for the project site, which is 100 feet. As with the proposed project, Alternative 2 would still fail to incorporate certain design recommendations for the project site from the SSP, such as a recommended midblock pedestrian passageway or conference room space that is at the ground level, oriented toward the London Hotel, and at least 20,000 square feet in size. As such, Alternative 2 would still require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site. As with the proposed project, Alternative 2 would be brought into consistency with the SSP upon approval of the proposed SSP amendment. Environmental impacts that could be caused by aspects of the project that diverge from the existing SSP requirements (e.g., increased height and density) are evaluated herein.

As described in Section 3.8 of this EIR, the proposed project would be consistent with the City's General Plan goals and policies that apply to the City as a whole, as well as the goals and policies applicable specifically to the Sunset Strip. While the proposed project would not meet some of the design parameters established for the project site in the SSP, it would help achieve the City's overall vision for the Sunset Strip, as established in the SSP and in the General Plan. Similarly, Alternative 2 would not meet some of the design parameters established for the project site in the SSP but would still help achieve the City's overall vision for the Sunset Strip, as established in the SSP and in the General Plan. Alternative 2 would not include the 120-foot opening that would be incorporated into the proposed project. This opening helps meet goals and policies pertaining to view preservation; architectural interest, creativity, and diversity. However, Alternative 2 would still provide an indentation in the building's rear (southern) façade that would meet goals and policies related to variability in massing and provides visual interest similar to the proposed project's opening. Elements of visual interest would still be incorporated into Alternative 2. For example, Alternative 2 would retain the glass frontages along the lower levels and would include V-shaped beams along the building's lower levels in addition to the indentation to break up massing and help meet goals and policies pertaining to architectural interest, creativity, and diversity. However, Alternative 2's more traditional building design when compared to the proposed project may mean that such goals and policies would not be met to the same degree as the proposed project. Conversely, because Alternative 2 would have reduced height, it would achieve goals and policies pertaining to scale to a greater degree than the proposed project, as it would be closer in height to nearby structures.

In conclusion, Alternative 2's reduced height would bring the project closer to the height specifications from the SSP and would also bring the project into greater consistency with surrounding buildings. However, Alternative 2 would still require an SSP amendment that would remain similar in scope to that of the proposed project, since Alternative 2 would still require changes to the height, density, land use mix, and land use recommendations from the SSP. Alternative 2 would still embody the City's overall vision for the Sunset Strip, but would do so to a lesser degree than the proposed project. In balance, impacts would be considered similar to those of the proposed project and would be less than significant.

Noise

As described above, the construction scenario would be generally the same for Alternative 2 as the proposed project, although slight reductions in construction intensity may be achieved through the reduced building height. Overall, construction noise would be the same or similar. While the height of the proposed structure would be

reduced under Alternative 2, the building would still extend above the noise barriers required under MM-NOI-2. As such, the effectiveness of the construction noise barriers would be negligible at the upper floors of the London Hotel. Therefore, noise from construction activities would remain significant and unavoidable under Alternative 2 for the same reasons described for the proposed project in Section 3.9. As such, this impact would remain significant and unavoidable.

The same mitigation that is applicable to the proposed project would continue to apply to Alternative 2 (MM-NOI-1 through MM-NOI-5) during construction and would reduce effects, for the same reasons described in Section 3.9. Overall, construction noise impacts would remain significant and unavoidable.

Operational noise effects would be generally similar for Alternative 2 as those identified for the proposed project in Section 3.9. Traffic noise, loading activities, noise from the parking garage, and noise from the Viper Room would be the same or similar to that identified for the proposed project. The land use mix and intensity, as well as the subterranean parking garage size and design, would remain the same. However, some operational noise sources may slightly change under Alternative 2. Alternative 2 would have fewer outdoor gathering spaces than the proposed project. Specifically, Alternative 2 would not have a mid-level roof terrace where people could gather, which would reduce noise associated with outdoor gatherings and amplified sounds. Nevertheless, Alternative 2 may still include outdoor sound systems on the ground level and on the rooftop terraces. Because Alternative 2 has a reduced height, the rooftop terraces would be situated closer to the level of the London Hotel when compared to the proposed project. This could slightly increase noise experienced at the London Hotel attributable to the terraces. As such, the mitigation measure for the proposed project pertaining to outdoor amplification systems on the roof would still apply (MM-NOI-6) and may require slight adjustments based on the height of Alternative 2. MM-NOI-7 would not apply, since this measure is specifically applicable to the mid-level roof terrace, which would not be part of Alternative 2. As with the proposed project, Alternative 2 would still include mechanical equipment, most of which would be located on one of the subterranean levels. However, the proposed project's cooling towers would be located on the roof. Because Alternative 2 has a reduced height, any cooling towers or other mechanical equipment on the roof would be situated closer to the level of the London Hotel when compared to the proposed project. This could slightly increase noise experienced at the London Hotel. However, a mitigation measure is set forth for the proposed project in Section 3.9 (MM-NOI-8) that would require City review and approval of mechanical equipment to ensure that the operation of such equipment does not exceed noise thresholds. As such, with implementation of MM-NOI-8, Alternative 2's impacts would be reduced to a level below significance. Similarly, Alternative 2's emergency helicopter landing facility would be situated slightly closer to the London Hotel. When in use, increased noise levels could be experienced at the London Hotel relative to the proposed project. However, the emergency helicopter landing facility would only be used under emergency life safety events. As such, its use would be infrequent and periodic and, thus, would not result in a significant impact. Operational noise impacts from Alternative 2 would be increased in some categories and decreased in other categories. In balance, impacts would be overall similar to those of the proposed project and would remain less than significant with mitigation incorporated.

Regarding vibration impacts, Alternative 2 would not represent a change in construction or operational vibration levels that are produced relative to the proposed project. Impacts would be the same and would thus remain less than significant for the same reasons described in Section 3.9.

Population and Housing

The land use mix and intensity for Alternative 2 would be the same as that of the proposed project (i.e., same number of residential units, same number of hotel units, and same amount of restaurant and nightclub space). As such, Alternative 2 would be associated with the same increase in housing units, the same increase in City

residents, and the same increase in employment as the proposed project. The findings and analysis presented in Section 3.10 of this EIR would thus apply to Alternative 2 as well as to the proposed project. Impacts would be the same and would therefore remain less than significant for the same reasons explained in Section 3.10.

Public Services, Utilities, and Service Systems

Impacts to public services, utilities, and service systems are largely influenced by increases in land use intensity. As explained above, the land use mix and intensity for Alternative 2 would be the same as that of the proposed project (i.e., same number of residential units, same number of hotel units, and same amount of restaurant and nightclub space). While the proposed land uses would be reconfigured and designed differently under Alternative 2, this would not change the demand that these uses would have on public services, utilities, or service systems. There may be some reduction in landscaped area, due to the elimination of the mid-level roof terrace. This may slightly reduce the project's water demand, which would reduce effects in the category of utilities and service systems. However, effects would not be reduced such that impact determinations would change. Therefore, the impacts to public services, utilities, and service systems would be generally the same under Alternative 2 as they would be for the proposed project, and the findings and analysis presented in Section 3.11 (Public Services) and in Section 3.14 (Utilities and Service Systems) of this EIR would also apply to Alternative 2. Impacts would thus be less than significant, for the same reasons explained in Sections 3.11 and 3.14.

Transportation

As described above, the construction scenario for Alternative 2 would be generally the same as that of the proposed project, although slight reductions in construction intensity may be achieved through the reduced building height. Overall, however, construction truck trips and transportation impacts would be the same or similar as those of the proposed project and would therefore be less than significant, for the same reasons described for the proposed project in Section 3.12.

The land use mix and intensity for Alternative 2 would be the same as that of the proposed project (i.e., same number of residential units, same number of hotel units, and same amount of restaurant and nightclub space). As such, Alternative 2 would be associated with the same increase in vehicle trips, vehicle miles traveled, and transit trips as the proposed project. Impacts related to transportation would thus be generally the same and would therefore be less than significant, for the same reasons described for the proposed project in Section 3.12.

Aesthetics

As described the Section 3.15 of this EIR, the proposed project is a mixed-use residential project located on an infill site within a transit priority area. As such, the proposed project's aesthetics impacts cannot be considered significant impacts on the environment, pursuant to Public Resources Code (PRC) 21099(d)(1). Because the land use mix and project site would not change under Alternative 2, this alternative would still be considered a mixed-use residential project located on an infill site within a transit priority area. As such, the aesthetic impacts of Alternative 2 cannot be considered significant impacts on the environment. Nevertheless, consistent with the approach taken for the proposed project, the below passage provides an informational discussion of aesthetics.

Scenic Vistas

Alternative 2 would represent a height reduction relative to the proposed project of 37 feet, or 3 stories. While the building for Alternative 2 would still be taller than the immediately surrounding buildings, its height would be less

noticeable than that of the proposed project. As described in Section 3.15, most public views of visual resources in the project area (namely, the Los Angeles Basin and the Hollywood Hills) are available via the north–south corridors formed by roadways in the project area. Most views of these resources that could be available when looking through the project site are already obstructed by development, landscaping, and other elements of the urban environment. As such, lowering the height of the project by 3 stories would not be expected to reveal substantial new views, since such views are already generally obstructed.

From some vantage points south of the project site, the top of the proposed project would be visible above the London Hotel. Under Alternative 2, fewer stories would rise above the London Hotel. Alternative 2 would still be taller than the London Hotel, but the overall discrepancy in heights would be reduced. However, this height reduction would not generally reduce visual impacts, since most public views from the south are already obstructed, regardless of development on the project site. An exception would be public views observed from the north of the project site, from the northern portions of Clark Street and Hilldale Avenue (e.g., near the intersections of Clark Street and Hilldale Avenue with Ozeta Terrace). From these vantage points, the top of the London Hotel can be seen, and a sliver of the Los Angeles basin can be observed above the roof of the London Hotel, due to the increase in elevation that is experienced when traveling north from Sunset Boulevard along Clark Street or Hilldale Avenue. The proposed project would obstruct (or partially obstruct) this partial view of the Los Angeles basin that can be seen above the Sunset Strip. With the reduced height of Alternative 2, more of this view could be retained. However, as described in Section 3.15, the Los Angeles basin view that is currently available over the London Hotel is already compromised by the presence of the London Hotel itself, as well as existing landscaping, utility poles, and buildings that line Clark Street and Hilldale Avenue. As such, the difference between the proposed project and Alternative 2 relative to this view would be marginal and potentially negligible.

While Alternative 2 would be reduced in height relative to the proposed project, it would not have the proposed 120-foot-wide opening, which is an element of the proposed project that would contribute to preservation of north–south views through the site. The benefits of reducing the project by 3 stories would be marginal, as described above, and without the 120-foot opening, views through the site that would be available under the proposed project would be obstructed by Alternative 2. When these considerations are balanced, the overall effects to scenic vistas would be similar between Alternative 2 and the proposed project.

Conflicts with Regulations for Scenic Quality

Alternative 2 would exceed the density limits for the project site established in the SSP to the same degree as the proposed project. Alternative 2 would also exceed the height limit for the project site, but to a lesser degree than the proposed project. The height limit for the project site is 100 feet, and Alternative 2 would be 152 feet in height. As with the proposed project, Alternative 2 would not incorporate certain design recommendations for the project site, such as a recommended midblock pedestrian passageway or conference room space at the ground level. Alternative 2 would still require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site. However, as with the proposed project, Alternative 2 would still be consistent with the overarching regulations for scenic quality established in the General Plan and in the SSP. It would, however, meet some of the goals for scenic quality and the overall vision for the Sunset Strip to a lesser degree relative to the proposed project. While Alternative 2 would still retain some architectural interest, it would contribute to the eclectic character of the Sunset Strip and to the legacy of creativity and eclectic design to a lesser degree than the proposed project. While it would still provide a void area through an indentation to provide visual interest and variability in massing, it would lack some of the proposed project's noteworthy architectural features. It would also include fewer gathering places, as it would not have a mid-level roof terrace and would not invite pedestrian interest and interaction to the same degree as the

proposed project. As such, Alternative 2 would still fail to meet the development specifications for the project site established in the SSP and would achieve the overarching vision and goals for the scenic quality of the Sunset Strip to a lesser degree than the proposed project. In balance, effects related to conflicts with regulations for scenic quality would be similar to those of the proposed project and potentially increased under Alternative 2, due to the reduction in design nuance.

Shade/Shadow & Light/Glare

Alternative 2 would still produce increased shade/shadow and light/glare relative to existing conditions on the project site. However, the height reduction would shorten the length of shadows produced by the project and would also slightly reduce the amount of light emanating from the building, since there would be fewer stories with illuminated windows. Alternative 2 would include a similar off-site signage component as the proposed project; as such, light/glare effects related to off-site signage would be the same as those identified for the proposed project. Overall, shade/shadow and light/glare would be slightly reduced relative to the proposed project.

5.2.3 Alternative 3 – No Hotel Alternative

The No Hotel Alternative would involve eliminating the hotel use from the project as proposed and replacing it with office space. Table 5-3 shows the uses that would be developed under this alternative. The existing commercial buildings and surface parking would still be removed under this alternative, and a mixed-use commercial and residential building would be developed on the site. This alternative would still have two volumes, separated by an opening that would still have a landscaped roof with publicly accessible terraces that would be visible from Sunset Boulevard. As with the proposed project, each volume of the building would be designed with differentiated materials, and the lower volume would still consist of an undulating transparent volume to provide pedestrian interest and to encourage pedestrian interaction. The lower volume would still have restaurant space, café space, and space for the Viper Room. The building would still be capped with a bridge connecting the two volumes. One volume would still be for residential uses; however, the hotel volume that is proposed as part of the project would be used as office space under this alternative. (This volume will be referred to as “office tower” for the purposes of this description.) The design under this alternative would be altered to accommodate an efficient, high-quality office design and would be designed around a central core with an approximate 40-foot radius around the core to provide for natural light into the inner areas of the office. To accommodate natural light necessary for a high-rise office design, additional glass would need to be incorporated into the office tower’s design, which would modify the building’s aesthetic appearance and likely would result in a less energy efficient design than the proposed hotel volume. To accommodate the design around a central core, larger floor plates would be required in the office tower as compared to a hotel use, along with internal reconfiguration of the floor plans to accommodate the office spaces. Further, given that modern office buildings typically require floor-to-floor heights of approximately 13 feet or more (at least two feet more than the proposed project’s floor-to-floor heights), the number of floors within the office tower would need to be reduced. Therefore, with these described changes, the office tower would have floor plates in the approximate size of 11,000 square feet and would have two fewer floors than the proposed project. These design changes would result in a substantial reduction to the void between the two volumes in the project design and would eliminate the symmetry that exists in the proposed project’s design, as the floors between the office tower and residential volume would no longer line up. Additionally, the hotel lobby and lounge/bar space on the ground floor would instead be the lobby/entryway for the office tower. A publicly accessible restaurant, bar, and terrace would still be developed on the bridge at the top of the building; however, the hotel pool would be eliminated from the roof of the bridge. Further, even with the removal of two floors, the increased floor plates to accommodate an office use would result in an overall increase in FAR density on the project site. Specifically, the additional square

footage would result in a total FAR square footage for the office tower of approximately 163,000 square feet. When combined with the other uses on the site, which would not change under this alternative, the total FAR for the No Hotel Alternative would be 6.9:1.

This alternative would include the same streetscape improvements and landscaping as the proposed project, and this alternative would still incorporate an off-site signage component. This alternative would still have an underground parking garage with the same ingress/egress as the proposed project; however, the number of spaces would need to be increased based on the development of office uses in place of the proposed hotel uses. As such, the size and depth of the parking garage would be increased by approximately 0.5 basement levels, which would require additional excavation and haul trips. Alternative 3 would still have a goal of LEED Gold or equivalent green building standards See Table 5-3 for details of Alternative 3.

Table 5-3. Proposed Site Uses

Proposed Uses	Land Use Type	Size (square footage [sf])
	Residential	136,751 sf (41 dwelling units and amenities)
	Office	163,000 sf (offices and amenities)
	Nightclub (Viper Room)	6,119 sf
	Quality Restaurant	21,139 sf
	High-turnover Restaurant	8,141 sf
	Office lobby	3,496 sf
	Landscaping	12,419 sf
	Pool	2,000 sf
	Signage	1,000 sf digital; 500 sf static sign face
Proposed Parking	393 spaces provided in a subterranean garage	
Floor Area Ratio	6.9:1	
Proposed Building Height	15 aboveground stories (approximately 200 feet from the lowest point of the site on the southwest corner and 189 feet from Sunset Boulevard)	

Ability to Meet Project Objectives

This alternative would meet most of the objectives; however, it would not meet some to the same degree as the proposed project. This alternative would still revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential. It would still contribute to the overall goal set forth in the Sunset Specific Plan of consolidating the properties within the project site to develop a single, integrated, multi-use project. It would still concentrate increased height and density on a designated Target Site in the Sunset Specific Plan, a designation used for sites that have been deemed suitable for increased height and/or density. It would still enhance a full city block along the Sunset Strip with an integrated, vibrant mix of urban uses that would generate daytime and nighttime activity and activate the pedestrian environment in the project area. However, the office uses that would be part of this alternative would not contribute to activation of the pedestrian environment during the nighttime to the same degree as the proposed project's hotel uses. This alternative would still develop new market-rate and affordable residential units to increase the housing supply with a mix of options and would still reinvigorate the Sunset Strip by developing a distinctive building with a landmark design. This alternative would still develop a project that maximizes the development potential of the project site in a manner that minimizes the appearance of massing, adds visual interest, and creates publicly accessible and publicly visible outdoor landscaped spaces, although to a lesser extent than the proposed project because the alternative's design would lack the symmetry between the office tower's floors and the residential tower due to the reduction in floors required to meet current

office design standards for ceiling height. Larger office floor plates would also reduce the size of the void between the two towers and would increase the density on the site by 0.9 FAR, and would therefore alter the overall building design and aesthetic. Additionally, this alternative would still redevelop an urban infill site in a designated transit priority area using sustainable building practices. This alternative would still provide off-site signage and additional jobs to the City. This alternative would also still generate tax revenue, although it would not provide any revenue through transient occupancy tax, since there would be no hotel component.

Comparison of the Effects of Alternative 3 to the Proposed Project

The impacts of Alternative 3 would be similar to those of the proposed project. Converting the proposed hotel tower to an office tower is not expected to materially change the construction scenario of the project. However, the larger parking garage that would be involved for Alternative 3 would require additional excavation and building construction activities. Additionally, building construction activities would increase in duration due to the increased square footage. The increased construction activities resulting from both of these changes would increase the duration of significant construction noise impacts. Daily construction activities and intensity would be the same or similar to the proposed project, but the duration of some phases would increase. Construction impacts would thus be similar but would be slightly increased in some categories. Regarding operational effects, office uses have different trip generation rates, energy use, water use, etc., when compared to hotel uses. As such, operational impacts would increase in some categories and decrease in other categories under this alternative. For example, replacing the proposed hotel units with office space would decrease water demand but would increase electricity demand.

Air Quality

Alternative 3 would result in similar construction and operational impacts to air quality. Construction at the project site would be more extensive, due to the increased depth of excavation and increased building area. As such, the grading/site preparation phase and building construction phase of construction may extend in duration to accommodate the additional excavation processes and building construction. Although the duration of air quality impacts would be extended, daily construction intensity and associated emissions would likely remain the same. Because air quality impacts are based on maximum daily construction emissions, impacts would not change under Alternative 3 and would thus remain less than significant for the same reasons described in Section 3.1.

Replacing hotel uses with office uses is expected to increase daily operational air emissions. The office uses would produce more vehicle trips than the hotel uses, equating to an increase in maximum daily mobile air pollutant emissions. Area source emissions may also increase under Alternative 3, due to the additional painting or striping needed for the expanded parking garage area. Conversely, office uses would have reduced natural gas use relative to hotel uses, thus reducing maximum daily air pollutant emissions associated with on-site natural gas combustion (CAPCOA 2017). Stationary source emissions are expected to be the same, as Alternative 3 is expected to involve the same stationary sources with the same operating conditions as the proposed project. As shown in Section 3.1, Table 3.1-8, mobile sources are the largest source of emissions for most air pollutants under the proposed project. The increase in maximum daily vehicle trips and associated maximum daily mobile source air pollutant emissions would increase by approximately 21% under Alternative 3. However, as shown in Table 3.1-8, the proposed project's emissions are well below the SCAQMD significance thresholds. As such, the increase in emissions under Alternative 3 would not result in an exceedance of thresholds, and impacts to air quality under Alternative 3 would also be less than significant.

Cultural Resources & Tribal Cultural Resources

As with the proposed project, Alternative 3 would result in the demolition of existing on-site structures. Excavation would still occur on the site but would be deeper than the excavation required for the proposed project. As described in Section 3.2 of this EIR, demolition of the existing on-site structures would not result in significant, adverse effects to cultural resources. However, as stated in Section 3.2 of this EIR, excavation at the site could potentially result in the discovery of buried, previously undiscovered cultural resources, which could result in potentially significant impacts. With implementation of mitigation measures (MM-CUL-1 and MM-CUL-2), impacts would be reduced below a level of significance. These same mitigation measures would continue to apply to Alternative 3 and would continue to reduce effects to below a level of significance for the same reasons described in Section 3.2. Impacts to cultural resources would be the same as those identified for the proposed project and would remain less than significant with mitigation incorporated. Regarding tribal cultural resources, no tribal cultural resources were identified on the project site. Because Alternative 3 would have the same location as the proposed project, impacts would remain less than significant, for the same reasons described in Section 3.13.

Energy

Under Alternative 3, construction at the project site would be more extensive, due to the increased depth of excavation, the increased size of the parking garage, and the increased square footage of the building. This would result in additional truck trips, additional worker trips, and additional operational hours for equipment. These added activities would increase energy consumption in the category of petroleum. However, as with the proposed project, the petroleum consumed for Alternative 3 would remain typical of construction projects of similar types and sizes. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Even though Alternative 3 would require increased petroleum relative to the proposed project, overall use would still be minor to negligible when compared with regional petroleum consumption. As with the proposed project, Alternative 3 would be subject to state and local regulations that would help minimize construction fuel usage. While impacts would increase relative to the proposed project, petroleum use would still be temporary and would not be wasteful or inefficient. Impacts would therefore remain less than significant.

During operation, the land use intensity at the site would be slightly increased relative to the proposed project. Additionally, because one of the land uses developed as part of the project (hotel) would be changed to office uses, operational energy consumption would be different and would increase in some categories of energy use and may decrease in others. Namely, the office uses developed under Alternative 3 would require more glass in the building façade and would require more electricity than the hotel uses developed under the proposed project but would be expected to require less natural gas. Additionally, operation of Alternative 3 would result in greater petroleum consumption over the lifetime of the project. Overall, operational energy consumption would increase for electricity and petroleum and would be expected to decrease for natural gas. As determined in Section 3.3, the proposed project's consumption of natural gas would be less than significant. Alternative 3 may reduce this impact, but not to the extent that impact determinations would change, since Alternative 3 would still increase consumption of natural gas relative to existing site conditions. Regarding electricity and petroleum, the increase in demands under Alternative 3 would remain negligible relative to existing regional demands and consumption. As with the proposed project, Alternative 3 would be subject to state and local regulations for reductions in electricity use and would still have a goal of LEED Gold or equivalent green building standards. Additionally, Alternative 3 would be subject to plans and policies at the state and local level that aim to reduce petroleum consumption, through increased vehicle efficiency and increased use of alternative modes of transportation. As such, although electricity and petroleum consumption would increase relative to the proposed project, Alternative 3's overall increases would still be minimal.

when compared to existing demand in the region. Alternative 3 would also continue to comply with and implement a variety of energy-efficiency measures and measures to encourage increased use of transit and non-vehicular transportation modes, which would further reduce operational electricity and petroleum consumption. For these reasons, electricity consumption of Alternative 3 would increase relative to the proposed project but would not be considered inefficient or wasteful. Overall, energy impacts would increase in some categories and may decrease in others but would remain less than significant.

Geology and Soils

Alternative 3 would be located on the same site as the proposed project and would thus be subject to similar geologic conditions. However, Alternative 3 would require increased depth of excavation relative to the proposed project and would thus involve some different geologic considerations. For example, Alternative 3 would result in greater hydrostatic pressure on the proposed subterranean garage, as such pressures increase with depth. Increased excavation depths could also increase potential hazards associated with slope instability during excavation. However, upon implementation of MM-GEO-1, the foundation of the subterranean garage would be designed and constructed to withstand such pressures and the excavations would be conducted in accordance with all safety requirements and geotechnical recommendations. Impacts would be similar to those of the proposed project and would remain less than significant with mitigation incorporated.

With regard to paleontological resources, the depth of excavation would increase under Alternative 3, which could increase the chance of encountering resources and/or the quantity of resources that could be unburied. However, with implementation of mitigation measure MM-GEO-2, impacts would be reduced below a level of significance. This mitigation measure would apply to Alternative 3 and would continue to reduce effects to below a level of significance for the same reasons described in Section 3.4. Impacts to paleontological resources would thus be similar to those of the proposed project and would remain less than significant with mitigation incorporated.

Greenhouse Gas Emissions

During construction, emissions would increase slightly due to increased construction duration and increased export materials as compared with the proposed project. Mitigation measure 3.15-1 from the Final Program EIR for the City's General Plan and Climate Action Plan would apply to Alternative 3, just as it would for the proposed project, and would help minimize construction GHG emissions. As with the proposed project, GHG emissions generated during construction would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Additionally, as explained in Section 3.5 of this EIR, construction GHG emissions are amortized over 30 years and then added to operational emissions to determine whether a significant impact would occur. A minor increase in export, amortized over 30 years, would not increase total project-generated GHG emissions such that a significant impact would occur. During operation, the GHG emissions for Alternative 3 would decrease in some categories relative to the proposed project and increase in others. As described under the "Energy" subheading above, electricity use would increase due to the incorporation of more glass into the building façade and due to the development office uses as opposed to hotel uses, while natural gas use would be expected to decrease. Mobile sources would increase, while emissions associated with water and wastewater treatment would be expected to decrease, since office uses are expected to require less water overall (and would thus produce less wastewater). Emissions associated with solid waste disposal would increase, since the proposed office uses for Alternative 3 are expected to produce more solid waste than the proposed hotel uses that would be part of the proposed project (CAPCOA 2017). Area sources and stationary sources would be generally the same between Alternative 3 and the proposed project, as those sources are created by operation of landscaping maintenance equipment and testing/maintenance of stationary sources. (Alternative

3 would have the same amount of landscaping and the same stationary sources with the same operating conditions as the proposed project.) Energy use and associated GHG emissions from off-site signage would also be the same between Alternative 3 and the proposed project. As shown in Section 3.5, Table 3.5-6, mobile sources are the largest contributor to the proposed project's overall operational GHG emissions. As such, the increases in mobile source emissions for Alternative 3 would likely lead to overall increases in GHG emissions relative to the proposed project. However, Alternative 3 would incorporate the same efficiency features as the proposed project and would thus be consistent with the applicable GHG reduction measures from the City's Climate Action Plan and Connect SoCal. Overall, GHG impacts may be increased under Alternative 3, but impacts are anticipated to remain less than significant since Alternative 3 would remain consistent with the City's Climate Action Plan and other applicable GHG reduction plans and policies.

Hazards and Hazardous Materials

The overall construction processes used for Alternative 3 would be similar to those of the proposed project. As such, impacts involving use of hazardous materials during construction would be the same or similar as those identified for the proposed project in Section 3.6 of this EIR. Regarding excavation, Alternative 3 would have increased excavation depths relative to the proposed project. As described in Section 3.6 of the EIR, there is the potential for contaminated groundwater and soils to be encountered during excavation for the proposed project. As such, Alternative 3 could result in increased excavations of contaminated subsurface materials. However, the same mitigation identified for the proposed project (MM-HAZ-1 and MM-HAZ-2) would continue to address impacts under Alternative 3. MM-HAZ-1 and MM-HAZ-2 would ensure that if subsurface contamination is identified, soils would be properly characterized, transported, and disposed of in a manner that would minimize hazards to workers, the public, and the environment. MM-HAZ-1 and MM-HAZ-2 would apply to Alternative 3 and would reduce impacts to below a level of significance, for the same reasons as described in Section 3.6. Construction impacts would therefore be similar to those of the proposed project and would remain less than significant with mitigation incorporated.

While the land use mix would change under Alternative 3, the types of materials that would be used during operation would be similar to those identified for the proposed project. The materials required for operation and maintenance of office uses would not be substantially different from those that are expected to be required for hotel uses. As such, operational impacts would be similar and would therefore be less than significant for the same reasons as described in Section 3.6.

Regarding safety and noise associated with the proposed emergency helicopter landing facility, Alternative 3 would still include such a facility, and effects related to safety and noise associated with this facility would remain the same. As with the proposed project, the proposed emergency helicopter landing facility would be used for emergency purposes only and would be subject to FAA requirements. Flight operations would also be subject to all FAA regulations for helicopters. As such, impacts would remain the same and would be less than significant for the same reasons identified in Section 3.6.

Regarding the impairment of or interference with an adopted emergency response plan or evacuation plan, the effects of Alternative 3 are expected to be similar to those identified for the proposed project in Section 3.6. The project location would be the same, and the construction scenario would be similar. As such, construction effects to emergency response and evacuation would be similar to those of the proposed project. While construction duration and number of haul truck trips would increase due to the increased depth of excavation, these changes would not substantially alter effects to emergency evacuation or response. As explained in Section 3.6, in the event of an evacuation, emergency evacuation and response would proceed in a similar manner with or without the project. During operations, Alternative 3 would have the same number of residences and the same amount of

restaurant and nightclub space as the proposed project. However, exchanging the proposed hotel uses for office uses may alter the number of people that would evacuate at a given time. A nighttime evacuation could result in reduced numbers of people evacuating, while a daytime evacuation could have more people evacuating under Alternative 3. As with the proposed project, people in the building would exit onto Larrabee Street and could then evacuate to the north or south. In balance, impacts would be the same or similar as those identified for the proposed project. For the same reasons described in Section 3.6, impacts would be less than significant.

Hydrology and Water Quality

Impacts would be similar to those of the proposed project. The same water quality standards and waste discharge requirements that would apply to the proposed project would apply to Alternative 3. Due to the increased depth of excavation, a slight increase groundwater dewatering activities could occur. However, dewatering for an extra level to two levels of excavation would not substantially change the overall effects relative to those of the proposed project. The amount of dewatering would remain negligible relative to the volume of water in the groundwater basin. As with the proposed project, any lowering of the groundwater table would be localized, and effects would still be negligible. Construction dewatering would also be conducted in accordance with applicable requirements of the Los Angeles RWQCB, which could involve coverage under and compliance with a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Impacts involving groundwater would remain less than significant. During operation of Alternative 3, the development intensity of the site would be similar to that of the proposed project, and the same regulations for operational stormwater management and reduction would continue to apply. As such, stormwater runoff is expected to be of similar volumes and quality. Water use may slightly decrease under Alternative 3, but not the degree that impact determinations would change. As with the proposed project, Alternative 3 would be required to comply with applicable water quality control plans and sustainable groundwater management plans, in the event that one were to be developed in the future for one of the groundwater basins used by City of Beverly Hills. Impacts for Alternative 3 would be similar to those of the proposed project and would therefore be less than significant.

Land Use and Planning

Alternative 3 would have the same project location, density, and land use intensity as the proposed project. However, the land use mix would change, as the proposed project's hotel units would be replaced with office space. As with the proposed project, Alternative 3 would still exceed the density and height limits for the project site established in the SSP, to the same degree as the proposed project. Consistent with the proposed project, Alternative 3 would still fail to incorporate certain design recommendations for the project site from the SSP, such as a recommended midblock pedestrian passageway or conference room space that is at the ground level, oriented toward the London Hotel, and at least 20,000 square feet in size. However, unlike the proposed project, Alternative 3 would meet specifications for the project site involving development of office uses. Consistent with SSP urban design requirements for the project, office space could be used by entertainment industries. Alternative 3 would still require an SSP amendment to allow for greater height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site. As with the proposed project, Alternative 3 would be brought into consistency with the SSP upon approval of the proposed SSP amendment. Environmental impacts that could be caused by aspects of the project that diverge from the existing SSP requirements (e.g., increased height and density) are evaluated herein.

As described in Section 3.8 of this EIR, the proposed project would be consistent with the City's General Plan goals and policies that are applicable to the City as a whole, as well as those applicable specifically to the Sunset Strip. While the proposed project would not meet some of the design parameters established for the project site in the

SSP, it would help achieve the City's overall vision for the Sunset Strip, as established in the SSP and in the General Plan. Similarly, Alternative 3 would not meet some of the design parameters established for the project site in the SSP but would still help achieve the City's overall vision for the Sunset Strip, as established in the SSP and in the General Plan. Alternative 3 would retain many of the design elements of the proposed project that are described in Section 3.8 as contributing to the project's support and implementation of the City's vision for Sunset Strip. However, as discussed above, Alternative 3 would lack the symmetry reflected in the proposed project's design due to (a) increased office floor plates, which would substantially reduce the void between the two towers, and (b) the reduction in floors in the office tower necessary to accommodate an office space designed to current standards for ceiling heights. Further, Alternative 3 would involve an increase in density on the site of 0.9 FAR to accommodate the increased floor plates for the office use. Overall, the design of Alternative 3 would contribute to the City's overall vision for the Sunset Strip, but to a lesser degree than the proposed project.

The replacement of hotel uses with office uses under Alternative 3 would help the project achieve some specific goals and policies to a greater degree, while others would be achieved to a lesser degree. For example, the General Plan describes the Sunset Strip as a "renowned urban corridor" with "entertainment, restaurant, shopping, and hospitality destinations" that "attract visitors from around the country and abroad." As with the proposed project, Alternative 3 would support and further these aspects of the Sunset Strip through its iconic architecture, which would help to maintain the Sunset Strip as a noteworthy urban corridor that is seen as a national and international destination. However, Alternative 3 would not provide a new hotel, thereby lessening its contribution to the provision of hospitality destinations on the Sunset Strip. In contrast, both the General Plan and the Sunset Specific Plan also call for office uses along the Sunset Strip (and specifically at the project site) that cater to the entertainment industry. The office spaces proposed under Alternative 3 could potentially be marketed to, and used by, the entertainment industry. Overall, the General Plan and the Sunset Specific Plan call for both hotel uses and entertainment-related office uses along the Sunset Strip. In balance, Alternative 3 is considered to further the City's overall goals and visions for the Sunset Strip to a similar degree as the proposed project.

In conclusion, Alternative 3 would still require an SSP amendment, similar to the proposed project, and Alternative 3 would embody the City's overall vision for the Sunset Strip to a similar degree as the proposed project. Overall, impacts would be similar to those of the proposed project and would therefore remain less than significant.

Noise

As described above, the construction scenario for Alternative 3 would be similar to that of the proposed project. Daily construction intensity (and associated noise) would likely be the same. However, the duration of some phases (namely, grading and building construction) may increase due to the increased size of the subterranean parking garage. More excavation would be required, and about 0.5 additional subterranean levels would need to be constructed. Overall, however, daily construction noise would be the same or similar. The same mitigation that is applicable to the proposed project would continue to apply to Alternative 3 (MM-NOI-1 through MM-NOI-5) and construction impacts would remain significant and unavoidable, for the same reasons described in Section 3.9. However, given the additional activities involved, the duration of significant and unavoidable construction noise impacts would be expected to be longer under Alternative 3.

Operational noise effects would be generally similar for Alternative 3 as those identified for the proposed project in Section 3.9. Traffic noise would marginally increase due to the increased trip generation associated with the office uses. The increase in traffic would equate to a net increase of less than 1 dB in project-related traffic noise, which is not considered an audible difference. Additionally, when added to ambient traffic noise, the increase associated with Alternative 3 would be negligible. As such, traffic noise impacts would slightly increase but would be generally

similar to those identified for the proposed project. Loading activities, noise from the parking garage, and noise from the Viper Room would be the same or similar to that identified for the proposed project. Alternative 3 would still include outdoor gathering areas, such as the mid-level roof terrace. As such, the mitigation measures for the proposed project pertaining to crowd noise and outdoor amplification systems would still apply (MM-NOI-6 and MM-NOI-7). As with the proposed project, Alternative 3 would still include mechanical equipment, most of which would be located on one of the subterranean levels. A mitigation measure is set forth for the proposed project in Section 3.9 (MM-NOI-8) that would require City review and approval of mechanical equipment to ensure that the operation of such equipment does not exceed noise thresholds. Alternative 3's emergency helicopter landing facility would be situated in generally the same location as it would be for the proposed project and would be used in the same manner. As with the proposed project, the emergency helicopter landing facility would only be used under emergency life safety events. As such, its use would be infrequent and periodic and, thus, would not result in a significant impact. Overall, operational noise would slightly increase relative to the proposed project (due to the increased trip generation), but impacts are expected to remain less than significant with mitigation incorporated.

Alternative 3 would not represent a change in construction or operational vibration levels that are produced relative to the proposed project. Impacts would thus remain less than significant for the same reasons described in Section 3.9.

Population and Housing

Under Alternative 3, office uses would be developed instead of hotel uses. The number of residential units and the amount of restaurant and nightclub space would be the same. When compared to hotel uses, office uses have a greater employment generation capacity (LAUSD 2020). Hotel uses are associated with 1.13 employees per 1,000 square feet, while standard commercial office uses are associated with 4.79 employees per 1,000 square feet (LAUSD 2020). Alternative 3's employment generation is shown in Table 5-4. Alternative 3 would result in approximately 467 more employees relative to the proposed project, as shown in Table 5-4.

Table 5-4. Employment Generation for Alternative 3

Use	Total Square Footage	Employees per 1,000 square feet	Total Employees
<i>Proposed for Demolition (same as proposed project)</i>			
Commercial (Community Shopping Center)	21,000	1.53	32
Total Jobs Removed			32
<i>Proposed for Construction (Alternative 3)</i>			
Office	166,496 sf	4.79	798
Nightclub and restaurants	35,399	1.53	54
Subterranean Parking	145,309	0.0833	12
Total Jobs Added			864
Net Increase			832
Proposed Project Net Increase (for comparison)			187

Source: LAUSD 2020.

The population and housing analysis associated with the proposed project's residential component, as described in Section 3.10 of this EIR, would be the same for Alternative 3, since the same number of housing units would be developed. However, Alternative 3 would represent an increase in employment at the project site above the

proposed project's employment generation. As described in Section 3.10, Southern California Association of Governments (SCAG) projections indicate that 15,520 jobs would be added to the City between 2017 and 2045. Alternative 3's net increase of 832 employees would represent approximately 5.4% of this projected increase in jobs. In contrast, the proposed project is anticipated to result in a net increase of 187 employees, representing approximately 1.2% of this projected increase in jobs. As such, while Alternative 3 would result in greater employment growth relative to the proposed project, this growth still falls well within the projected employment growth for the City.

As with the proposed project, the employment growth associated with Alternative 3 would not be expected to result in population growth. While Alternative 3 would result in greater employment growth when compared to the proposed project, it would still be situated in the densely populated Los Angeles metropolitan area. As with the proposed project, it is therefore anticipated that the additional jobs would be filled by existing City residents or by residents of neighboring cities. In the unlikely event that some of the new employees were to relocate to the City upon obtaining a job at the project site, this would result in minor to negligible population growth relative to the City's population.

As determined in Section 3.10, the proposed project would contribute to maintaining a jobs-rich ratio in the City, while also building the housing stock. Alternative 3 would also contribute to maintaining a jobs-rich ratio in the City (although to a greater degree than the proposed project) while still contributing to the housing stock.

While Alternative 3 would increase the number of jobs available at the project site to a greater degree than the proposed project, the increase would still fall within growth projections for the City. When compared to the proposed project, impacts could be considered to increase, since more employment growth would be created, which places additional demands on infrastructure. Conversely, this additional growth would support the City in becoming a more "jobs rich" area, which can reduce the need for residents to commute outside of the City. In balance, impacts would be considered similar to those of the proposed project. As such, impacts would remain less than significant, for the reasons explained above and in Section 3.10.

Public Services

Police and Fire Protection

Impacts to public services are largely influenced by increases in land use intensity, particularly residential population growth. As explained above, the number of housing units and resulting residential population growth is expected to be the same between the proposed project and Alternative 3. However, the project site would support more employees under Alternative 3 than the proposed project. As such, the number of people at the site on a daily basis could be greater under Alternative 3. This could result in slight increases in the project's demand for fire services and police protection services, since more calls for service could come from the project site. Conversely, the project site would likely have fewer nighttime occupants without the hotel component, which could decrease calls for service during nighttime hours. In balance, impacts would be similar. Even under the circumstances of increased calls for service, it is not anticipated that new fire or police facilities would be required. As with the proposed project, Alternative 3 would be subject to safety codes and would include security features that would decrease the potential for fire hazards and crime at the project site. Alternative 3 would also involve development fees that could offset the costs of increased personnel or equipment and would also be subject to plan checks to ensure compliance with applicable fire and safety codes. (These factors and processes are described in greater detail in Section 3.11.) For these reasons, and as further explained in Section 3.11, impacts would be similar to those of the proposed project and would be less than significant.

Schools

As stated in Section 3.11, the need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. Alternative 3 would be associated with the same number of residences as the proposed project; as such, the estimated student generation from households would be the same (approximately 18 students, as demonstrated in Section 3.11). However, there is also a correlation between the growth of commercial uses within a community and the generation of students. LAUSD has determined that the ratio of students per employee in the district is 0.2354 (LAUSD 2020). The proposed project's commercial uses would be associated with approximately 44 students. Under Alternative 3, the commercial uses would generate more employees and would be associated with approximately 196 students. While this number is greater than the proposed project's student generation, the schools serving the project site are projected to have a future surplus capacity of approximately 579 seats in the future (256 seats at the elementary school, 70 seats at the middle school, and 253 seats at the high school). An increase in 196 students, when spread across elementary, middle, and high school, would likely be accommodated within the schools' existing capacity. (Note that middle schools typically generate the fewest students, since they are associated with only two grade levels.) Furthermore, as described in Section 3.11, fees would be paid to LAUSD that would address any effects to schools. Impacts would therefore be increased relative to the proposed project but would remain less than significant.

Other Public Facilities

Other public facilities and services provided within the City include library services and City administrative services. As stated in Section 3.11, individuals typically use library facilities close to their place of residence. Because Alternative 3 would have the same number of residences as the proposed project, it would be expected to have the same effects relative to library services. While the number of employees on site would increase, the employees would be expected to use library facilities closer to their homes, and any increase from their use of the West Hollywood Public Library services would not be significant relative to citywide demand. Similarly, the demand for City administrative services would not be expected to increase with increased employment on the project site. As such, impacts would be the same as those of the proposed project and would be less than significant.

Transportation

Under Alternative 3, construction at the project site would be more extensive, due to the increased depth of excavation, the increase size of the parking garage, and the increased building square footage. This would result in additional truck trips and additional worker trips during some construction phases. However, daily construction intensity and associated daily trips is expected to remain the same. As such, impacts would be similar to those of the proposed project and would remain less than significant for the same reasons presented for the proposed project in Section 3.12.

The land use mix and intensity for Alternative 3 differs from the proposed project, since the proposed hotel uses would be replaced with office uses. This would lead to an increase in trip generation and peak hour traffic trips when compared to the proposed project. However, as explained in Section 3.12, trip generation is not used for the purpose of determining transportation impacts. Rather, vehicle miles traveled (VMT) is the metric for measuring transportation impacts under CEQA. As explained in Section 3.12, development projects within the City are considered to have less than significant impacts to VMT, since the City is entirely located within a high-quality transit area. There are several project types that require a detailed VMT analysis (low-density projects, projects that exceed parking requirements, projects that are inconsistent with the applicable Sustainable Communities Strategy, projects that replace affordable housing, and projects with significant regional draw). Alternative 3 would not meet any of these

criteria. As with the proposed project, Alternative 3 would continue to be screened out from VMT analysis, and VMT impacts would therefore be considered less than significant. Transit ridership may increase under Alternative 3, due to the increase in anticipated employment generation. However, as identified in Section 3.12, the Metro buses that serve the project site have ample residual capacity. Even in the unlikely event that a majority of the net new employees of Alternative 3 were to ride the Metro buses, the buses could support the increase in ridership. Alternative 3 would include the same pedestrian and bicycle improvements as the proposed project. As such, Alternative 3 would not create significant impacts in the categories of alternative modes of transportation. The ingress/egress for Alternative 3 would also be the same as that of the proposed project. Therefore, impacts associated with emergency access and roadway design features would be the same as those identified for the proposed project and would thus remain less than significant. For these reasons, transportation impacts for Alternative 3 would be similar to those of the proposed project and would be less than significant.

Utilities and Service Systems

As described in Section 3.14, the proposed project is expected to be adequately served by existing utilities infrastructure in the project area and would not require any off-site expansions or improvements. Construction associated with utilities would be limited to installation of infrastructure on the project site and along its immediate street frontages. Alternative 3 is anticipated to involve slight reductions in water demand and wastewater generation; as such, Alternative 3 would also be accommodated by existing water and wastewater infrastructure in the area. Stormwater generation would likely be the same as the proposed project, since the overall landscaping and hardscaping at the site would not change. Additionally, Alternative 3 would be subject to the same regulations for operational stormwater management and reduction. Electricity demand would increase, while natural gas demand is anticipated to decrease. However, electricity demand would remain negligible relative to use within the service area, and the project would still comply with and implement a variety of energy-efficiency measures. Demand for telecommunications services may increase with the office uses. However, the proposed project would also involve telecommunications upgrades, due to the increase in land use intensity and increase in technology. As described in Section 3.14, telecommunications improvements would be limited to the project site and the immediately adjacent street frontages. Under Alternative 3, improvements are expected to be similar in nature. For these reasons, Alternative 3 is not expected to increase demands for utilities such that new or expanded infrastructure would be required off site. As described in Section 3.14, the project site is located in an urbanized area that is currently served by utilities (water lines, sewer lines, stormwater drainage facilities, electricity, natural gas lines, and telecommunications services). As also described in Section 3.14, the proposed project would involve construction of on-site utilities infrastructure. Construction activities would be limited to the project site boundaries and its immediate street frontages and would occur during the project's construction phase. Alternative 3 would involve similar activities associated with installation of on-site utilities infrastructure. Impacts would be similar to those of the proposed project and would thus remain less than significant.

Regarding solid waste, Alternative 3 is anticipated to generate more solid waste during operation when compared to the proposed project. As shown in Section 3.14, the proposed hotel is anticipated to generate 31.48 tons of solid waste per day. A typical office building is expected to generate 0.93 tons of solid waste per 1,000 square feet of office use per year (CAPCOA 2017), indicating that the proposed office uses under Alternative 3 would generate 77 tons of solid waste per year (assuming a 50% waste diversion per Assembly Bill 939, consistent with the analysis for the proposed project). As such, Alternative 3 would have increased solid waste generation when compared to the proposed project. The proposed project's solid waste is expected to be accommodated by local infrastructure, and the net solid waste that is anticipated to be produced by the proposed project would equate to approximately 0.001% of the available daily capacity of the landfill that is expected to serve the project. As such, while Alternative 3 would result in increased solid waste production, it is also expected to be accommodated within local infrastructure. For these reasons, Alternative 3's impacts in the

category of utilities and service systems may be reduced relative to the proposed project for some utilities and increased for others but would remain less than significant.

Aesthetics

As described the Section 3.15 of this EIR, the proposed project is a mixed-use residential project located on an infill site within a transit priority area. As such, the proposed project's aesthetics impacts cannot be considered significant impacts on the environment, pursuant to Public Resources Code (PRC) 21099(d)(1). While the land use mix would change under Alternative 3, it would still be considered a mixed-use residential project, as it would still include residential and commercial uses. The project site would remain the same; as such, Alternative 3 would still be located on an infill site and within a transit priority area. As such, the aesthetic impacts of Alternative 3 cannot be considered significant impacts on the environment. Nevertheless, Section 3.15 of this EIR contains an informational discussion of the proposed project's aesthetics. Because the design and appearance of the project would remain similar under Alternative 3, the discussion provided in Section 3.15 also applies to Alternative 3.

5.3 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

A summary of the environmental impacts associated with each alternative is provided in Table 5-3. As shown, Alternative 1 (the No Project alternative) would be the environmentally superior alternative, as it would result in no new environmental impacts, would eliminate the potentially significant impacts related to cultural resources, geology and soils, and hazards and hazardous materials, and would avoid the project's significant and unavoidable construction noise impact.

The environmental effects of Alternative 2 would be generally the same or similar as those of the proposed project. During construction, the same area would be graded and excavated, and the building constructed on the project site would have the same square footage. As such, construction intensity and associated effects would be generally the same as those identified for the proposed project, although slight reductions may be achieved through the reduced building height. Similarly, because the square footages of each land use within the building would be the same, many of the project's operational effects would be the same. For example, air emissions, energy use, GHG emissions, utilities demand, and traffic generation would be the same. The differences between the proposed project and Alternative 2 pertain to consistency with land use plans and policies related to the change in design and height reduction under Alternative 2. While Alternative 2 would still require an SSP amendment, its height would be reduced relative to that of the proposed project and would be closer to what is envisioned for the project site in the SSP. The reduction in height may also reveal some partial views that would otherwise be blocked by the proposed project. Conversely, Alternative 2 would embody the City's overall vision for the Sunset Strip to a lesser extent when compared to the proposed project. Alternative 2 would also achieve the overarching vision and goals for scenic quality on the Sunset Strip to a lesser degree than the proposed project, due to the reduction in design nuance. When Alternative 2's reduced height is balanced with its reduced capacity to achieve the City's overall vision for the Sunset Strip, it is similar to the proposed project in terms of land use consistency and aesthetics. Regarding noise, Alternative 2 would still result in a significant and unavoidable noise impact. Rooftop noise sources (terraces, mechanical equipment, and the emergency helicopter landing facility) would be positioned closer to the

London Hotel, which could slightly increase the noise experienced at the London Hotel. However, the mid-level terrace would be eliminated. In balance, noise impacts would be similar overall. For these reasons, the impacts of Alternative 2 would be similar to those of the proposed project.

Alternative 3 would have similar land use impacts and aesthetic effects as the proposed project. Alternative 3 would require more parking spaces, which would involve construction of a larger (and deeper) subterranean parking garage. Additionally, the building square footage would be expanded under Alternative 3. This would slightly increase the construction effects of Alternative 3. Construction noise impacts would remain significant and unavoidable, consistent with the proposed project. During operations, the conversion of hotel to office uses would result in minor changes in operational effects. The office uses would have reduced water demand and reduced wastewater generation when compared with the hotel uses. Conversely, the office uses would require more electricity and would generate more solid waste, daily vehicle trips, and employment at the project site, leading to a daytime increase in persons on the project site (but likely a nighttime decrease in persons on the project site). As shown in the proposed project's air quality and GHG emissions analysis, mobile emissions (i.e., emissions from vehicle trips) make up a large portion of the total emissions. As such, increasing the number of vehicle trips would likely increase impacts in these categories. While some operational impacts would be similar or less than those of the proposed project, overall operational impacts are expected to increase under Alternative 3. In summary, the impacts of Alternative 3 would generally be greater than those of the proposed project in most categories.

For these reasons, aside from the No Project Alternative, Alternative 2 would be considered an environmentally superior alternative. Alternative 2 is considered superior due to reductions in construction activities that could be associated with the reduced height.

Table 5-3. Comparison of Impacts

Impact Area	Proposed Project	Alternative 1: No Project / No Build Alternative	Alternative 2: Reduced Height Alternative	Alternative 3: No Hotel Alternative
Air Quality	LTS	NI	LTS	LTS
Cultural Resources	LTSM	NI	LTSM	LTSM
Energy	LTS	NI	LTS	LTS
Geology and Soils	LTSM	NI	LTSM	LTSM
Greenhouse Gas Emissions	LTS	NI	LTS	LTS
Hazards and Hazardous Materials	LTSM	NI	LTSM	LTSM
Hydrology and Water Quality	LTS	NI	LTS	LTS
Land Use and Planning	LTS	NI	LTS	LTS
Noise	SU	NI	SU	SU
Population and Housing	LTS	NI	LTS	LTS
Public Services	LTS	NI	LTS	LTS
Transportation	LTS	NI	LTS	LTS
Tribal Cultural Resources	LTS	NI	LTS	LTS
Utilities and Service Systems	LTS	NI	LTS	LTS

Notes: Aesthetics has been omitted from this table, since the proposed project and all of the alternatives (with the exception of the "No Project Alternative") are mixed-use residential projects located on an infill site within a transit priority area. As such, the aesthetics impacts of the proposed project and its alternatives cannot be considered significant impacts on the environment, pursuant to Public Resources Code (PRC) 21099(d)(1).

NI = no impact; LTS = less than significant impact; LTSM = less than significant impact with mitigation; SU = significant and unavoidable impact.

5.4 References

- CAPCOA (California Air Pollution Control Officers Association). 2017. *California Emissions Estimator Model (CalEEMod) User's Guide for Version 2016.3.2*. Appendix D – Default Data Tables. Prepared by BREEZE Software, the South Coast Air Quality Management District, and the California Air Districts. October 2017. Accessed August 13, 2020. <http://www.aqmd.gov/caleemod/user's-guide>.
- LAUSD (Los Angeles Unified School District). 2020. *2020 Developer Fee Justification Study – Los Angeles Unified School District*. Prepared by Schoolworks, Inc. March 2020. Accessed July 29, 2020. <https://achieve.lausd.net/domain/921>.

6 Other CEQA Requirements

6.1 Effects Not Found to Be Significant

Section 15128 of the CEQA guidelines requires that an EIR contain a statement briefly describing the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. As stated in the CEQA Guidelines, such a statement may be contained in an attached copy of an Initial Study. The Initial Study for the proposed project is included in this EIR as Appendix A. As described and substantiated in Appendix A, the proposed project would have no impact or less than significant impacts for the following environmental issue areas. For these issue areas, the analysis in the Initial Study concluded that no further detailed analysis is required in the EIR.

- Aesthetics¹
- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Recreation
- Wildfire

6.2 Significant Unavoidable Adverse Impacts

This section is prepared in accordance with Section 15126.2(c) of the CEQA Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated, but cannot be reduced to a less than significant level. An analysis of environmental impacts caused by the proposed project has been conducted and is contained in this EIR. Fourteen issue areas were analyzed in detail in Chapter 3.0. According to the environmental impact analysis presented in Chapter 3.0, the proposed project would result in a significant and unavoidable impact in the category of construction noise.

6.3 Significant Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires evaluation of irretrievable commitments of resources to ensure that such resource consumption is justified. This evaluation is required for certain types of discretionary approvals. The proposed project requires this evaluation because it involves a plan amendment; see Section 15127(a) of the CEQA Guidelines, which lists the types of projects subject to an evaluation of significant irreversible environmental changes.

Examples of irretrievable commitments provided in the CEQA Guidelines include the use of nonrenewable resources during initial and continued phases of a project, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Secondary impacts of development projects (e.g., a highway improvement that provides access to a previously inaccessible area) can also commit future generations to similar uses. Another example of

¹ Because the proposed project is considered a mixed-use residential project on an infill site within a transit priority area, aesthetic impacts of the project cannot be considered significant, pursuant to PRC Section 21099(d). However, the EIR contains an informational-only aesthetics discussion to respond to community concerns regarding aesthetics issues (see Section 3.15 of this EIR).

an irretrievable commitment would be an environmental accident associated with a project that leads to irreversible environmental damage.

The proposed project involves construction of a commercial and residential building on an infill site in a highly urbanized area. The project would not involve development of previously undeveloped lands or extension of roads or infrastructure to previously undeveloped areas. Additionally, the proposed project would not involve development of a hazardous land use that may be subject to environmentally damaging spills or accidents. Rather, the proposed land uses (residential and commercial) are consistent with the surrounding development patterns. The irretrievable commitment of resources associated with the proposed project would therefore be limited to the consumption of nonrenewable resources during construction and operation.

Nonrenewable resources required for construction would consist primarily of gasoline and diesel fuel, concrete, steel, lumber, and water. The consumption of fuel during construction is discussed in detail in Section 3.3 of this EIR. As concluded in that section, fuel consumption during construction would be temporary and would not be wasteful or inefficient. Water use during project construction would be limited to minor amounts of water required for various uses, such as concrete mixing and dust suppression. Water use would be minor to negligible when compared to the operational demands of the project and the surrounding land uses. With regard to building materials, the project would be constructed with durable, locally sourced materials, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement in the future. Additionally, use of locally sourced materials would reduce the amount of resources required to transport the materials to the site. The project would also incorporate recycled content mulch in its landscaping, recycled-content insulation, exposed concrete as finished floor (which reduces the amount of materials required for flooring), and resource-efficient flooring. In combination, these design practices would reduce the amount of nonrenewable resources required for building construction. Furthermore, the City requires 80% of all demolition and construction materials to be recycled. This regulation would ensure that portions of the existing materials on site are reused after demolition. Additionally, in the event that the proposed building were to be demolished at a future time, this regulation would ensure that a majority of the materials are recycled.

Nonrenewable resources would also be consumed during project operation. Resources used during operation would consist primarily of water, natural gas, and other fossil fuels required for off-site electrical generation and fuel for vehicles traveling to and from the project. While some building materials may be consumed for building maintenance purposes, such use would be limited and would be reduced by the project's use of durable materials, as described above. While the existing site uses generate some demand for water, electricity, gasoline, diesel fuel, and natural gas, the proposed project would increase this demand due to intensification of the land uses on the site. The project's use of fossil fuels during operation is discussed in detail in Section 3.3 of this EIR. As concluded in that section, fossil fuel use associated with project operation would not be inefficient or wasteful. The project's water use is discussed in detail in Section 3.7 and Section 3.14. As concluded in those sections, the project's anticipated water demand falls within future supply projections.

In addition to the above considerations, there are also numerous regulatory mechanisms in place at the local and state level that would likely reduce the project's use of nonrenewable resources over time. Over time, electricity consumed at the project site would be increasingly sourced from renewable energy. Senate Bill 100, passed in 2018, states that 44% of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024. This percentage will increase to 52% by December 31, 2027, and 60% by December 31, 2030. SB 100 also sets forth a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. The bill also requires that

achieving 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid and that this requirement is not fulfilled through resource shuffling. As such, the project's anticipated consumption of nonrenewable energy would decrease over time, as Senate Bill 100 is implemented statewide and overall nonrenewable energy consumption decreases. At the local level, the City subscribes to the Clean Power Alliance, a service that allows electricity customers to purchase renewable power. This would allow the project operator to purchase electricity specifically from renewable sources, which would decrease the project's consumption of nonrenewable energy. Similarly, the vehicles that would travel to and from the project would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle. Furthermore, the City and state have policies in place to support decreased use of personal vehicles, to be replaced with alternative modes such as transit, walking, and biking. As such policies are carried out, the number of vehicles traveling to and from the site may decrease over time. In the category of water use, overall water use per capita in the project area is projected to decrease over time (see Section 3.7 and Section 3.14 for details). Additionally, the project would be subject to compliance with the California Building Energy Efficiency Standards, the California Green Building Standards Code, and the City's Green Building Program, which require water-efficient plumbing fixtures. Regarding the use of natural gas, the proposed project would have an energy star or cool roof. Additionally, Smart building systems would be utilized to monitor building performance to ensure sustainability systems are functioning and to optimize user comfort. These features of the project would reduce the amount of energy required to regulate interior temperatures in the building. In conclusion, while the proposed project would result in the use of nonrenewable resources, such use would be limited primarily to building materials, fossil fuels, and water. During operation, use of such resources is expected to decrease, as increasingly stringent efficiency requirements are implemented at the local and state level.

While the project would result in increased resource consumption during construction and operation, the project would also result in some benefits related to long-term resource consumption in the region. As demonstrated in Section 3.10 of this EIR, growth in population, housing, and employment is expected to occur in the City, in the County, and throughout the southern California region into the foreseeable future. The proposed project falls well within these growth projections and would provide 41 housing units and new employment opportunities on an underdeveloped infill site, within a transit priority area, and within walking distance of a wide range of services, employment opportunities, entertainment venues, and existing residential neighborhoods. The proposed project would help accommodate growth within existing developed areas, as opposed to accommodating growth through development in previously undeveloped areas. While the project would result in some irretrievable commitment of nonrenewable resources, it would also help accommodate growth in a manner that would reduce irreversible environmental changes in the region consistent with applicable state, regional and City policies. Furthermore, the irretrievable commitment of resources attributable to the project would not be considered unusual for urban development and infill growth. For these reasons, the irretrievable commitment of resources attributable to the project would not be considered significant.

6.4 Growth-Inducing Impacts

As stated in Section 15126.2(e) of the CEQA Guidelines, an EIR is required to include a discussion of a project's growth-inducing effects. The CEQA Guidelines generally describes such effects as follows: (1) economic growth, population growth, or additional housing in the surrounding environment; (2) removal of obstacles to population growth (e.g., a major expansion of a wastewater treatment facility that allows for more construction in the service area); (3) increases in population that tax existing services requiring construction of new facilities that could cause significant environmental effects; and (4) characteristics of a project that would encourage and facilitate other

activities that could significantly affect the environment, either individually or cumulatively. These four factors are discussed below as they pertain to the project.

- (1) As explained throughout this EIR, the proposed project would increase land use intensity on the project site and would result in additional residents, housing units, and employment opportunities in the City. As such, the proposed project would directly cause population growth, housing growth, and economic growth on the project site. As explained in Section 3.10 (Population and Housing) of this EIR, the growth in population, housing, and employment from the project would fall well within growth projections for the City, the County, and the region. Because the project is located within a highly urbanized, metropolitan area, it is anticipated that the additional jobs created by the project would be filled by existing City residents or by residents of neighboring cities. As such, while the proposed project would result in some growth, this growth would be minor and is not expected to foster the construction of additional housing or other types of growth in the surrounding environment.
- (2) The proposed project would not remove obstacles to population growth. The project involves infill development on a previously developed site that is served by existing utilities and roads. The proposed project would not involve the extension of infrastructure into areas that are not currently served and would not, therefore, remove obstacles to growth.
- (3) The residents and employees at the project site would place increased demands on existing community services, such as fire protection, police protection, schools, libraries, and utilities. However, the project would not increase such demands to the extent that it would require new or expanded facilities or infrastructure. Substantiation for this conclusion is provided in Section 3.11 (Public Services) and Section 3.14 (Utilities and Service Systems) of this EIR. The growth associated with the proposed project falls within the population, housing, and employment growth identified for the City in the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Growth projections in the RTP/SCS are used in part for infrastructure planning and development, to ensure that regional infrastructure is properly sized and planned for expected development. As such, because the growth associated with the project falls within growth projections, it is expected that existing and planned infrastructure would accommodate the proposed project. As such, while the proposed project would cause some population growth, it is not expected to result in the construction of new facilities or infrastructure that would cause environmental effects.
- (4) Approval of the proposed project is not expected to encourage or facilitate other activities that could significantly affect the environment. The project site is surrounded on all sides by existing development, and the project area is governed by a specific plan (the Sunset Specific Plan). The proposed project would require approval of an amendment to the Sunset Specific Plan (SSP), primarily to allow for increased height and density at the project site. This amendment would be limited to the project site only and would not allow for increased development potential on any other properties within the SSP area. Since its inception, the SSP has allowed for projects that diverge from the design and development requirements of the plan, subject to the City's discretionary approval. Applicants for such projects are required to demonstrate that their project furthers the SSP goals and is consistent with the purpose and intent of the design and development requirements, guidelines, and standards that would otherwise apply to the project. As such, the SSP explicitly allows for projects that diverge from its design and development requirements, subject to City review and discretionary approval by decision makers. Therefore, the proposed project's divergences from SSP requirements would not create or encourage new opportunities for development that did not already exist in the area, as the SSP specifically allows for and discusses alternate proposals. Additionally, the project is located on a designated target site within the SSP, which means that the site has been identified for increased height and density. Furthermore, as with the proposed project, any other new development projects on the Sunset Strip would be subject to environmental

review under CEQA. For any significant environmental effects that are identified, mitigation measures, project alternatives, or the identification of overriding considerations would be required pursuant to CEQA. Additionally, projects that diverge from SSP requirements would be subject to discretionary review and approval by City decision makers.

Large development projects, particularly in undeveloped or sparsely developed areas, have the potential to induce or accelerate development in surrounding areas, as new businesses and/or residential developers seek to situate development in a new opportunity area where there is a dearth of services and/or housing. However, the proposed project is located within a highly urbanized metropolitan area that supports a wide variety of existing services, businesses, and housing options. While the proposed project would introduce new dwelling units and new commercial space to the City, the number of dwelling units and the amount of commercial space would be minor relative to the existing housing stock and the existing commercial space in the City. The proposed project would contribute to employment opportunities in the City and would also help the City meet its Regional Housing Needs Assessment requirements. As such, the proposed project would help meet existing housing requirements and would create local employment opportunities, as opposed to situating jobs and housing in an area with little existing need. Furthermore, the growth attributable to the project falls well within the growth projections for the area, as substantiated in Section 3.10 (Population and Housing). The project is located within a highly developed area that is projected to continue growing and developing into the future, with or without the project. For these reasons, the new businesses and housing units associated with the project are not expected to induce or accelerate growth in the surrounding areas.

In conclusion, the proposed project would cause economic growth, population growth, and housing growth. However, the growth would be limited to the project site itself and falls well within local and regional growth projections. The project would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required. Lastly, the proposed project is not expected to encourage or facilitate other activities that could significantly affect the environment, as explained above. For these reasons, the proposed project is not considered to be growth inducing.

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