



9034 Sunset Boulevard Project

Initial Study

prepared by

City of West Hollywood
Office of the City Clerk
8300 Santa Monica Boulevard
West Hollywood, California 90069
Contact: Jennifer Alkire, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

November 2018

9034 Sunset Boulevard Project

Initial Study

prepared by

City of West Hollywood
Office of the City Clerk
8300 Santa Monica Boulevard
West Hollywood, California 90069
Contact: Jennifer Alkire, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

November 2018

This report prepared on 50% recycled paper with 50% post-consumer content.

Table of Contents

Initial Study.....	1
1. Project Title.....	1
2. Lead Agency Name and Address.....	1
3. Contact Person and Phone Number.....	1
4. Project Location.....	1
5. Project Sponsor’s Name and Address.....	1
6. Existing Setting.....	1
7. General Plan Designation.....	4
8. Zoning.....	4
9. Description of Project.....	4
10. Required Approvals.....	14
11. Surrounding Land Uses and Setting.....	15
12. Other Public Agencies Whose Approval is Required.....	15
Environmental Factors Potentially Affected.....	17
Determination.....	17
Environmental Checklist.....	19
1 Aesthetics.....	19
2 Agriculture and Forestry Resources.....	23
3 Air Quality.....	25
4 Biological Resources.....	29
5 Cultural Resources.....	33
6 Geology and Soils.....	37
7 Greenhouse Gas Emissions.....	41
8 Hazards and Hazardous Materials.....	43
9 Hydrology and Water Quality.....	47
10 Land Use and Planning.....	51
11 Mineral Resources.....	53
12 Noise.....	55
13 Population and Housing.....	59
14 Public Services.....	61
15 Recreation.....	65
16 Transportation/Traffic.....	67
17 Tribal Cultural Resources.....	69
18 Utilities and Service Systems.....	71
19 Mandatory Findings of Significance.....	75
References.....	77
Bibliography.....	77
List of Preparers.....	79

Tables

Table 1 Project Summary.....7

Figures

Figure 1 Regional Location.....2
Figure 2 Project Location3
Figure 3a South Side of Project Site looking East5
Figure 3b Center of Project Site looking North.....5
Figure 3c Front of On-Site Commercial Buildings along Sunset Boulevard.....6
Figure 3d View of On-Site Parking Area looking East.....6
Figure 4 Site Plan.....9
Figure 5 Simulation of Proposed Hotel Looking Southeast (Aerial View).....10
Figure 6 Simulation of Proposed Hotel Looking Southeast (Ground View).....11
Figure 7 Simulation of Proposed Hotel Upper Floors12

Initial Study

1. Project Title

9034 Sunset Boulevard Project

2. Lead Agency Name and Address

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

3. Contact Person and Phone Number

Jennifer Alkire, Senior Planner
(323) 848-6487

4. Project Location

The project site is located at 9016, 9018, 9022, 9030, and 9034 Sunset Boulevard and 9021 and 9027 Harratt Street in the City of West Hollywood, Los Angeles County. The project site encompasses approximately 1.29 acres (56,101 square feet) and includes APNs 4340-026-009, 4340-026-010, 4340-026-022, 4340-026-023, and 4340-026-024. Figure 1 shows the location of the site in the region and Figure 2 shows the project site in its neighborhood context.

5. Project Sponsor's Name and Address

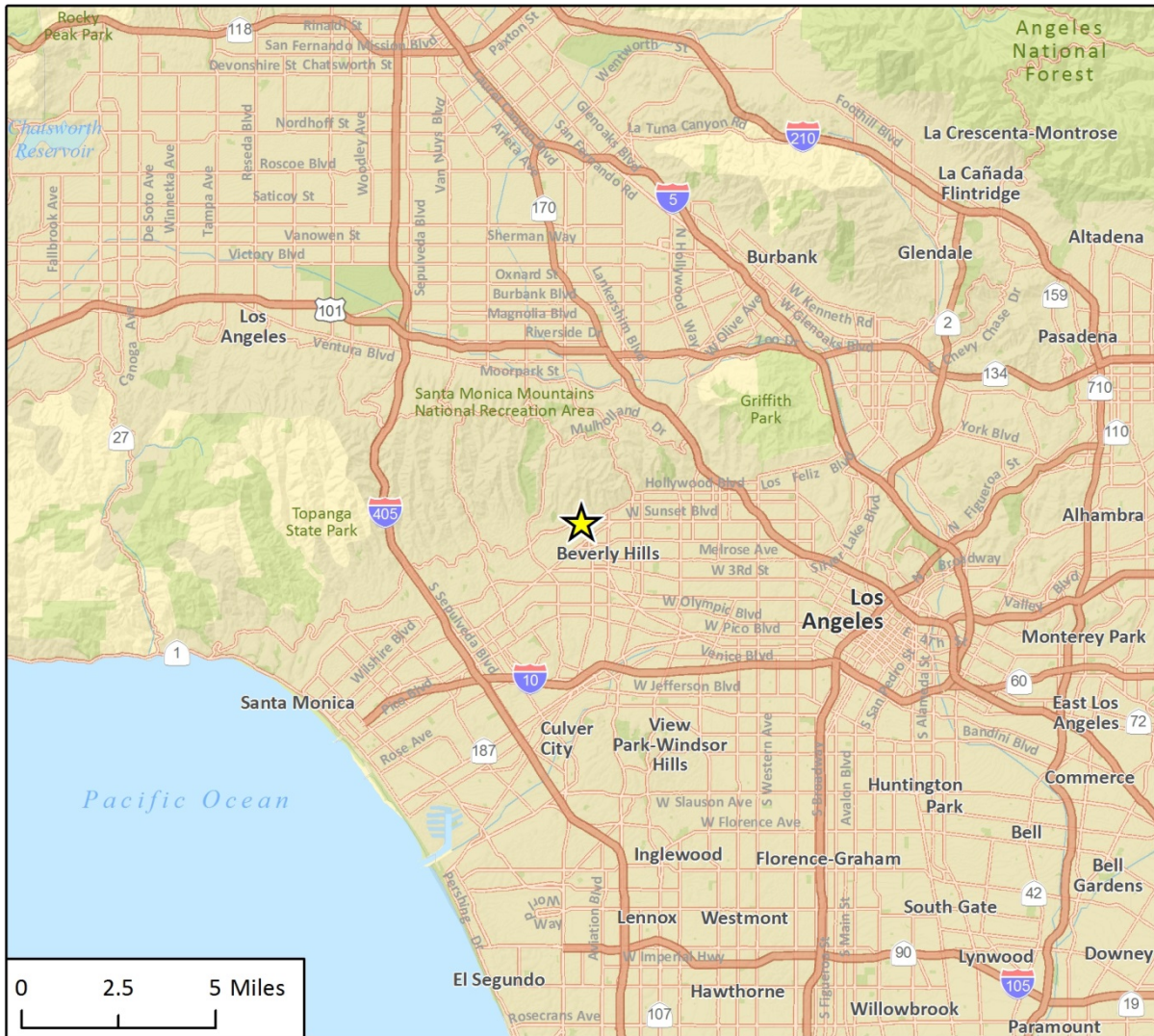
Owner/Applicant

Charles Company
9034 Sunset Boulevard
West Hollywood, California 90069

6. Existing Setting

The project site includes the following lots: 9016, 9018, 9022, 9030, and 9034 Sunset Boulevard (Sunset parcels) and 9021 and 9027 Harratt Street (Harratt parcels). On-site existing development includes retail and office space on Sunset Boulevard and residential structures on Harratt Street. The retail and office space uses include a Japanese restaurant and a tattoo parlor and an office building, and residential uses include one-story single family and two-story multi-family residences. Between the retail and office uses along Sunset Boulevard and the residential uses along Harratt Street is an approximately 30,360 square foot parking lot. The project site contains minimal landscaping except for street trees and parking lot shade trees, as well as several trees within the

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.

★ Project Location

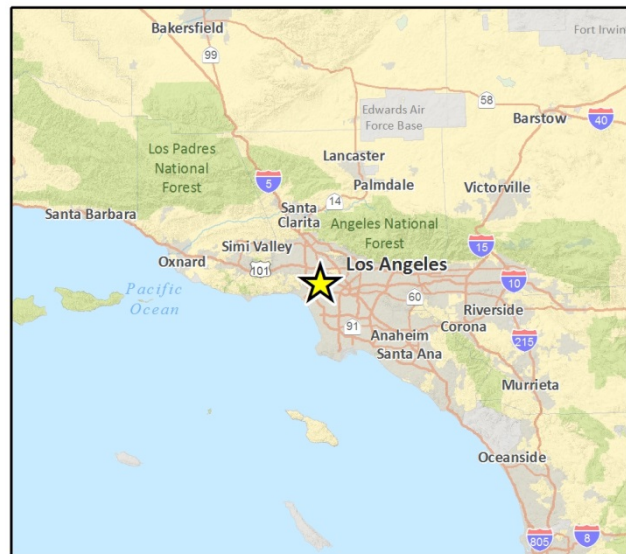


Fig 1 Regional Location

Figure 2 Project Location



Imagery provided by Google and its licensors © 2018.

Fig. 2 Project Location

residential properties along Harratt Street. Figure 3a through Figure 3d provide photos of the existing uses on the project site.

7. General Plan Designation

Sunset Specific Plan (SSP), Residential Low Density (R2)

8. Zoning

Sunset Specific Plan (SSP), Residential Low Density (R2)

9. Description of Project

The proposed project would involve demolition of the existing retail, office space, and residential uses on the project site and construction of a 496,139 square foot mixed-use hotel complex with 237 hotel rooms, restaurants and lounges, retail space, banquet and meeting rooms, a gym, outdoor dining, and hotel back of house spaces. The project would also include development of 10 residential affordable housing units in the southern portion of the site.

Within the Sunset parcels, the building containing the restaurant at 9016 W. Sunset Boulevard and the office building at 9034 W. Sunset Boulevard are proposed to be demolished. Also within the Sunset parcels, the existing three-story building at 9028 W. Sunset Boulevard (the "Crosby Building") is proposed to be partially retained, rehabilitated and relocated on the project site. The Crosby Building was identified in the City's Commercial Historic Resources Survey with California Historical Resource Status Codes of "3S/3CS/5S3," which observes the building appears eligible for the National Register, California Register, and local cultural resource designation as an individual property through survey evaluation. The three residential buildings located within the Harratt parcels are proposed to be demolished. The residential building at 9027 Harratt was identified as a contributor to the Old Sherman Thematic Grouping in the City's 2008 Historic Context for Multi-Family Housing; however, the City's 1987 Historic Resources Survey did not identify the building as a potential contributor. Therefore, the 9027 Harratt building will be analyzed for potential historic resource eligibility.

The proposed 22-story project would be 245 feet 4 inches to the roof and another 3 feet to the top of the emergency helipad. A total of 537 parking spaces would be provided for the hotel and residential uses in five levels of subterranean parking below the Sunset parcels and three levels of subterranean parking below the Harratt Parcels. Vehicular access to the parking garage would be provided from Sunset Boulevard. The subterranean levels beneath the Sunset parcels would also contain the ballroom, pre-function area, back-of-house spaces, and valet area on the first subterranean level. Parking, back-of-house spaces, and mechanical rooms would be located on the subterranean levels beneath the Harratt parcels. Table 1 provides a summary of the project components. Figure 4 shows the proposed site plan.

In September, 2013, Governor Brown of California signed Senate Bill 743 (SB 743) into law. This bill streamlines CEQA review for projects located within Transit Priority Areas (TPA). Under SB 743, residential, mixed use, and Employment Center Projects on an Infill Site within a TPA shall not be considered significant impacts on the environment, and are therefore exempt from aesthetic impacts analysis normally required under CEQA. Pursuant to Section 21099 of the Public Resources Code (PRC), the proposed project would be a mixed-use residential development and Employment

Figure 3a South Side of Project Site looking East



Figure 3b Center of Project Site looking North



Figure 3c Front of On-Site Commercial Buildings along Sunset Boulevard



Figure 3d View of On-Site Parking Area looking East



Center since the Sunset parcels are commercially zoned site with a floor area ratio (FAR) greater than 0.75 and the Harratt parcels are zoned residential. The project site qualifies as a Transit Priority Area because it is located within a half-mile of a major transit stop, which is defined by Section 21064.3 of the Public Resources Code as "...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 commute periods." A review of Metro bus schedules provides that there are five bus routes (Routes 2, 30, 105, 302, and 330) traveling in north/south and east/west directions, as well as the City of West Hollywood's Cityline east/west local routes. Because the project meets the criteria set forth in Section 21099 (d) (1), aesthetic impacts shall not be considered a significant impact on the environment. Nevertheless, aesthetic are discussed in this document for informational purposes.

Table 1 Project Summary

Site Area	1.29 acres/56,101 square feet (sf)
Floor-to-Area Ratio (FAR)	3.93
FAR Floor Area	220,564 sf
Gross Floor Area (FAR and Non-FAR)	496,139 sf (493,933 sf without outdoor dining)
Hotel	
Hotel Guestrooms	237 rooms (107,433 sf)
Hotel Banquet and Meeting Space	15,409 sf
Restaurant/Outdoors Dining (excludes Pool Café)	11,435 sf
Retail	1,116 sf
Residential	
1-bedroom Units	10 units (6,845 sf)
Subterranean Levels	
Sunset Parcels	5 levels
Harratt Parcels	3 levels
Height	
Sunset Parcels	3 stories 245'-4" roof 248'-4" helipad
Harratt Parcels	4 to 6 stories 68'-3"
Parking	
Hotel	527 spaces
Residential	10 spaces
Bicycle	47 stalls

Hotel Uses

The proposed hotel would include a total of 237 hotel rooms, restaurants and lounges, retail space, banquet and meeting rooms, and a gym in a 22-story building that would be 245 feet 4 inches to the roof and 248 feet 4 inches to the top of the emergency helipad above Sunset Boulevard. The majority of the hotel rooms would be located in the main tower, while 35 hotel rooms would be located in the portion of the building on the Harratt Parcels.

Residential Uses

The residential uses would be located at the southern end of the project site along Harratt Street consisting of 10 total units. The project site plans show that there are units on the second basement level, as well as on the first two levels. The project site slopes gently to the south, so these units would be at street-level on the Harratt side of the site. All ten of the proposed residential units would be reserved for households with low and moderate income levels.

Architectural Design Features

The proposed 22-story hotel structure would be designed to preserve view corridors by incorporating a round massing with cantilevered balconies in a “round tower” layout, characteristic of several other architecturally prominent hotel buildings along the I-405 freeway. The hotel floors would be staggered vertically with alternative rooms pushing outward from the circular tower to increase floor area and create a variety of room sizes. This pattern would create a series of continuous balconies that would provide access to the outdoors while simultaneously shading the building façade and passively cooling the interior.

The retained and restored portion of the Crosby Building would be incorporated into the northeastern portion of the project site adjacent to the entry driveway and ramp. The ground floor (Sunset level) of the Crosby Building would be a restaurant while the upper levels would be meeting rooms. The proposed building on Harratt Street would step up and back from four stories to six stories and would include three subterranean levels for parking, back-of-house spaces, and mechanical rooms. Figure 4 shows the proposed site plan and Figure 5 through Figure 7 provide simulations of the proposed structure.

Access and Parking

The proposed project would include five levels of subterranean parking under the Sunset parcels and three subterranean levels beneath the Harratt parcels, with a total of 537 parking spaces for the hotel and affiliated uses and 10 spaces for the residential uses, resulting in a total of 547¹ spaces. Vehicles would access the subterranean parking areas from a driveway located along Sunset Boulevard at the northeast side of the project site. This would be the access point for hotel employees and guests and the residents. There would be no vehicular access from Harratt Street. Vehicles would exit the parking area from a driveway located at the northwest side of the site onto Sunset Boulevard. The valet parking areas would be located on the first subterranean level beneath the Sunset parcels.

¹These are approximate numbers since the parking requirements for the proposed project will be recalculated based the recently updated Commercial Parking Ordinance. The revised number of spaces will be provided in the EIR.

Figure 4 Site Plan



Figure 5 Simulation of Proposed Hotel Looking Southeast (Aerial View)



Figure 6 Simulation of Proposed Hotel Looking Southeast (Ground View)



Figure 7 Simulation of Proposed Hotel Upper Floors



The ground level at the northern boundary of the project site would extend the sidewalk into the site leading to an enlarged stair and seating element, which would allow the ground level to connect to the ballroom level in the center of the site and up to the pool on the building's fourth floor.

Landscaping

The project site currently contains five street trees on Sunset Boulevard, approximately 8-10 trees within the parking lot area in the center of the project site, and several trees near the existing residences on the southern portion of the project site. The proposed project would involve removal of all trees on-site for construction of the proposed structures. However, all street trees would be replaced after construction is complete, consistent with the Sunset Boulevard streetscape policies. Further, the proposed project would involve planting additional trees within the project site. The hotel ground level landscaping concept includes a combination of palms, raised planters and seating elements at the streetscape along the northern side of the project site, as well as a garden of yucca and cycad trees in the entry plaza. Level four would include a small grove of olive trees and several planter beds near the poolside guest rooms. Lastly, the roof deck would have raised planters with succulents and native grasses near the outdoor bar and seating area with smaller palms located at various viewpoints. Roofscapes located on multiple levels would include a combination of native grasses and succulents. The walls and terraces that revolve around the building would combine raised planters and seating elements.

Sustainable Design Elements

The proposed project would incorporate several sustainability elements into building design and may include, but would not be limited to, the following:

- Energy efficient lighting and mechanical systems
- High efficiency plumbing fixtures
- Drought-tolerant plant materials
- Renewable and recycled steel framing
- Solar shading in the building envelope for passive cooling of interior spaces
- Water harvesting technology for irrigation and non-potable water requirements
- 2kW of photovoltaic panels
- Recycled content and rapidly renewable materials would be
- Demolition and construction waste would be diverted to recycling centers whenever possible

Construction

Construction of the proposed project is would require approximately 24 months. Demolition and construction is anticipated as follows:

- Bracing and protection of historical three-story commercial building at 9028 Sunset Boulevard (the Crosby Building)
- Demolition of other existing buildings on-site
- Excavation and construction of below-grade levels
- Construction of above-grade levels including relocation and rehabilitation of the Crosby Building

Project Design Feature

The following project design feature would be implemented prior to project construction to avoid potential impacts to nesting birds during construction activities.

BIO-1 Nesting Birds

To avoid disturbance of nesting and special-status birds, project activities, including but not limited to vegetation removal, ground disturbance, and construction and demolition, shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, a pre-construction nesting bird survey shall be conducted by a qualified City-approved biologist no more than 7 days prior to initiation of all ground disturbance and vegetation removal activities within all suitable nesting habitat located within the project site. If no nesting birds are found, construction may be initiated without impacts to nesting birds. If active nests are found, the biologist shall determine a suitable buffer where no construction activities would occur. The distance will be determined by the biologist based on the species of bird to ensure that no direct or indirect impacts would occur. An avoidance buffer shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during all project construction activities. The biologist shall monitor the nesting activity during construction to verify that the buffer was adequately placed and that breeding is not compromised by construction. The buffer shall remain in place while the nest is active. No ground-disturbing activities shall occur inside this buffer until the biologist has determined activities can be resumed.

10. Required Approvals

The following entitlements are required for development of the proposed project:

- General Plan Amendment, pursuant to Chapter 19.78, to change the land use designation of the Harratt parcels from Residential, Low Density to Sunset Specific Plan
- Zoning Map Amendment, pursuant to Chapter 19.78, to incorporate the R2 zoned parcels into the Sunset Specific Plan.
- Sunset Specific Plan Amendment, pursuant to Chapter 19.68, to create Site 7-D West encompassing the entire project site and permit the height, density, and development parameters as proposed.
- Development Permit, pursuant to Chapter 19.48, to permit the development and operation of the project as proposed
- Demolition Permit, pursuant to Chapter 19.50.
- Conditional Use Permit, pursuant to Chapter 19.52. to permit a hotel with ancillary uses including sales and service of alcohol for on-site consumption throughout the hotel including restaurant, café, lounges, and pool deck.
- Minor Conditional Use Permit, pursuant to Chapter 19.53, to permit the sales and service of alcohol for on-site consumption in a ground floor restaurant.
- Administrative Permit, pursuant to Chapter 19.44, to permit outdoor dining.
- Development Agreement, pursuant to Chapter 19.78.

- Certification of Appropriateness, pursuant to Chapter 19.58.
- Vesting Tentative Tract Map, pursuant to Chapter 20.04.

11. Surrounding Land Uses and Setting

The project site is located in a commercial corridor along Sunset Boulevard and is characterized by a mix of commercial and residential uses. The project site is located on Sunset Boulevard between Hammond Street to the east, North Doheny Drive to the west, and is bordered by Harratt Street to the south, a 14-story mixed-use hotel building currently under construction to the west (9040 Sunset Boulevard), a 14-story commercial structure with an associated parking structure to the east (9000 Sunset Boulevard), and Sunset Boulevard to the north. Across Sunset Boulevard to the north are a theater and other commercial developments, multi-family residences lie to the west across Doheny Drive and to the east across Hammond Street, and a mix of multi-family and single-family residential uses are located south across Harratt Street.

12. Other Public Agencies Whose Approval is Required

The City of West Hollywood is the lead agency with responsibility for approving the proposed project. Approval from other public agencies is not anticipated.

This page intentionally left blank.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input checked="" type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

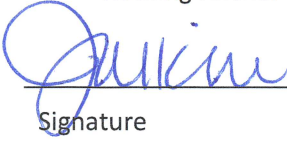
Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

City of West Hollywood
9034 Sunset Boulevard Project

- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

11/28/18

Date

Jennifer Alkire, AICP

Printed Name

Senior Planner

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As previously discussed in Section 9 of the Initial Study, *Description of Project*, the project meets the applicability criteria in PRC Section 21099 (d)(1). Therefore, aesthetic impacts would not be considered a significant impact on the environment and do not warrant further analysis in an EIR. Nonetheless, the following analyses will be provided in an EIR for informational purposes.

a. Would the project have a substantial adverse effect on a scenic vista?

The West Hollywood 2035 General Plan does not identify any designated scenic vistas. However, the Hollywood Hills lie just to the north of the City and are visible throughout the City. Views of the Los Angeles Basin and buildings in downtown Los Angeles are generally not visible at the street level, but are visible from higher vantage points throughout the City.

The proposed project involves construction of a 22-story hotel in the northern portion of the project site and a four-story building that would include hotel rooms and 10 affordable housing units in the southern portion. Public views include the Hollywood Hills and the Los Angeles Basin, which are visible around the project site depending on the topography of the area, existing trees and multi-story development. No views of these vistas are provided from the streets or sidewalks around the project site due to existing development. Nonetheless, given the height of the proposed hotel, the potential impact on surrounding views from public streets will be analyzed in an EIR for informational purposes.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The project site is currently developed and contains four commercial buildings, one single-family residence and one multi-family residence, a parking area, non-native vegetation, several on-site mature trees and five street trees. However, these trees are non-native ornamental trees and do not contain substantial scenic value. Although development of the proposed project would involve removal of on-site trees during construction, all trees would be replaced in compliance with the provisions of the West Hollywood Municipal Code (WHMC) Section 11.36.040. In addition, the three-story commercial building at 9028 Sunset Boulevard (the Crosby Building) is considered a historical resource and would be preserved and/or relocated on the same property under the proposed project.

There are no state scenic highways in the vicinity of the project site. The closest Eligible State Scenic Highway is State Route 1 (Pacific Coast Highway) approximately 7.5 miles southwest of the project site (DOT 2011). Further, the City of West Hollywood General Plan does not identify any scenic routes or corridors within the city. The project site does not contain any scenic trees and the project would replace any trees removed during construction. There are two potentially historical buildings on the project site, one would be demolished and the other would be relocated on-site; however, the project site is not visible from a state scenic highway. Therefore, potential impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The project site is located on Sunset Boulevard, one of West Hollywood's iconic commercial corridors that runs along the entire northern border of the city. The areas to the north and south of Sunset Boulevard are occupied by commercial, office, multi-family residential, and single-family residential uses. The project site has a land use designation of SSP in the northern portion and a designation of R2 in the southern portion. The SSP designation allows for commercial uses and mixed-use development that adheres to the floor area ratio (FAR) and building heights allowed by the Sunset Specific Plan. The R2 designation allows for residential developments with densities greater than 1 unit per lot with adherence to the FAR, height, and setback requirements required in by the designation. The visual character of the area is diverse as the surrounding buildings have varying architectural styles, massing, and heights. The project site is currently developed and contains one-, two-, and three-story commercial buildings, a restaurant and surface parking areas in the area with SSP designation, and a single-family residence and a multi-family residence in the area with R2 designation. The surface parking area has minimal landscaping but does include some shade trees, and the residential properties contain several on-site mature trees. The site is surrounded by a 14-story mixed-use hotel development currently under construction to the west, two- to three-story commercial development to the north, a 14-story commercial office to the east, and one- to two-story residential uses to the south.

The proposed project is a high-density, infill development project involving the construction of a 22-story hotel complex and 10 residential units, which would substantially increase the massing and intensity of development on the project site. Further, the building structure would be a round tower and the envelope would be vertically stacked with alternating protruding balconies. Although the residential development that would be constructed in the southern portion of the project site would be visually consistent with other residential structures along Harratt Street, the proposed hotel and

affiliated uses, along with demolition and relocation of the onsite historic structures, would represent a change in the visual character of the project site. Further, the increased height of the hotel would generate new levels of shade and shadow in the project vicinity, which could affect shading experienced by surrounding development. Therefore, impacts to existing visual character and quality of the site would be potentially significant and will be further addressed in an EIR for informational purposes.

POTENTIALLY SIGNIFICANT IMPACT

- d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The project site is in an urbanized area with high levels of existing lighting. Primary sources of light on the project site include lighting associated with the existing commercial buildings including building mounted lighting and headlights from vehicles in the parking lot. The primary source of glare on the project site is the sun's reflection from metallic and glass surfaces on vehicles parked in the parking lot. The adjacent commercial, residential, and roadway uses generate light and glare along all sides of the project site.

The windows and building materials proposed on the exterior elevations of the proposed new hotel and affiliated structures could increase the reflected sunlight during certain times of the day. Further, the proposed project would incorporate exterior lighting in the form of pedestrian walkway lighting, building mounted lighting, interior lighting, and other safety related lighting. Because of the size of the hotel and the affiliated structures, these would add considerable new levels of lighting within the project site compared to existing development, such as new lighting from the retail and restaurant structures and lighting for the pool area on the fourth floor. In addition, glass windows on the exterior facades of these structures could reflect light and add new sources of glare. Therefore, impacts related to project lighting and glare would be potentially significant and will be further addressed in an EIR for informational purposes.

POTENTIALLY SIGNIFICANT IMPACT

This page intentionally left blank.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

-
- a. *Would the project convert Prime Farmland, Unique Farmland, 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?*
 - b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
 - c. *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))?*
 - d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

- e. *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?*

According to the Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) and Williamson Act Maps, the project site is located on land designated as “other land” and “non-enrolled land.” These designations refer to land not mapped as farmland and/or not in proximity to any regional farmland, and land not currently enrolled in the Williamson Act because it is not mapped under the FMMP (DOC 2016a, DOC 2016b). The project site has been developed and is not in use for agricultural purposes. The site is not adjacent to agricultural land or forest land and the proposed project would not involve development that could result in the conversion of farmland to nonagricultural uses. For these reasons, the project would have no impact with respect to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, no conflicts with agricultural zoning or Williamson Act contracts would occur, the project would not convert forest land to non-forest use, and would not convert farmland to a non-agricultural use. No impact would occur and further analysis of this issue in an EIR is not warranted.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. *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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

The project site is located in the South Coast Air Basin (the Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met, and, if they are not met, to develop strategies to meet the standards. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The project site is currently developed with one-, two-, and three-story commercial buildings, a restaurant, and surface parking areas in the northern portion, and a single-family residence and a multi-family residence in the southern portion. All existing uses generate vehicle trips that contribute to mobile air pollutant emissions. Construction of the proposed project would increase

the total commercial square footage within the project site, which would increase employee numbers and associated vehicle trips. Furthermore, excavation would be required to increase the vertical capacity of the existing foundations and construct the five subterranean levels. The vehicle trips associated with construction of the proposed project would generate short-term air pollutant emissions.

Overall, the proposed project and the associated vehicle trips would generate both short-term construction emissions and long-term operational emissions, which could result in significant impacts. Emissions have the potential to contribute to an existing air quality violation or cumulatively considerable net increases of criteria pollutants for which that region is in non-attainment. Impacts would be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors include land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas.

The proposed project would have a significant impact if it would expose sensitive receptors to substantial levels of toxic air contaminants (TAC). TAC emissions are mostly associated with industrial sources as well as with diesel exhaust. The proposed project involves commercial and residential development that would not emit substantial levels of TACs. The proposed project may involve heavy truck usage associated with deliveries and trash hauling, however heavy truck usage would be similar to existing and surrounding commercial uses and would not generate substantial TAC emissions. As discussed under subparts a, b, and c of this section, the proposed project would generate short-term air pollutant emissions associated with construction, as well as long-term operational emissions, which could result in significant impacts that would include exposing sensitive receptors to substantial pollutant concentrations. Therefore, impacts to surrounding sensitive receptors would be potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Construction activities associated with the proposed project could generate odorous emissions from diesel exhaust generated by construction equipment. However, due to the temporary nature of such emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be substantially affected by diesel exhaust odors associated with project construction. Therefore, objectionable odors associated with construction of the proposed project would result in less than significant impacts.

Restaurant uses have the potential to generate odors associated with cooking and food preparation. However, restaurant activities of the proposed project would be generally similar to those of existing restaurant uses on the project site and in the vicinity. Restaurant odors are not typically offensive and solid waste generated from the restaurant would be stored in designated areas and containers. In addition, restaurants are typically required to have ventilation systems that avoid substantial odor impacts. Furthermore, hotel, retail, restaurant, and residential uses are not listed or identified as land uses associated with odor complaints within the 1993 SCAQMD CEQA Air Quality Handbook that require analysis of odor impacts (SCAQMD 1999). Substantial objectionable

odors are normally associated with uses such as agriculture, wastewater treatment, industrial facilities, or landfills. Therefore, potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Special-status species are those plants and animals 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESAC); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system per the following definitions (CDFW 2018):

- **List 1A** = Plants presumed extinct in California
- **List 1B.1** = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- **List 1B.2** = Rare or endangered in California and elsewhere; fairly endangered in California (20-80% occurrences threatened)
- **List 1B.3** = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)
- **List 2** = Rare, threatened or endangered in California, but more common elsewhere

In addition, special-status species are ranked globally (G) and subnationally (S) 1 through 5:

- **G1 or S1** - Critically Imperiled Globally or Subnationally (state)
- **G2 or S2** - Imperiled Globally or Subnationally (state)
- **G3 or S3** - Vulnerable to extirpation or extinction Globally or Subnationally (state)
- **G4 or S4** - Apparently secure Globally or Subnationally (state)
- **G5 or S5** - Secure Globally or Subnationally (state)
- **?** - Inexact Numeric Rank
- **T** - Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
- **Q** – Questionable taxonomy that may reduce conservation priority

The project site is located in an urbanized area and is currently developed with a majority of the area covered with pavement. The site does not contain native biological habitat and vegetation and special status species are not likely to be found on or around the project site.

The project site currently contains five street trees on Sunset Boulevard, approximately 8-10 trees within the parking lot area in the center of the project site, and several mature trees near the existing residences on the southern portion of the project site. Although all of these trees would be removed during construction of the proposed project, all would be replaced at a 1:1 ratio after project completion in accordance with WHMC Section 11.36.040. In addition, the project would involve planting additional street trees along Sunset Boulevard, as well as incorporating boxed trees and raised planters in the balconies, pool areas, terraces, and roof of the hotel and residential apartment building. It is not anticipated that special status species or other protected species, such as migratory birds, dwell in the existing trees, however, there is always the potential that local nesting birds could use the existing trees to nest especially if construction occurs during nesting season. Bird species are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16

United State Code Section 703-711). Therefore, the proposed project has the potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 1 through August 31. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Given this potential, impacts would be considered significant without mitigation. As a result, the project plans include Project Design Feature BIO-1 to reduce potential impacts to on-site nesting birds to a less than significant level by requiring the provision of buffers from any identified active bird nests during construction.

With adherence to the provisions of the WHMC and implementation of Project Design Feature BIO-1, impacts would be reduced to be less than significant and no further analysis is warranted.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

As described above, the project site is in an urbanized area and is currently fully developed with buildings. Vegetation on the project site includes five street trees on Sunset Boulevard, approximately 8-10 trees within the parking lot area in the center of the project site, and several mature trees near the existing residences on the southern portion of the project site. These trees would be removed during project construction but would be replaced at a 1:1 ratio after construction is completed in accordance with WHMC Section 11.36.040. Although these trees are not anticipated to serve as biological habitat, it is possible that local birds may use these trees to nest and would be disturbed during project construction. However, implementation of Project Design Feature BIO-1 would ensure that impacts to potentially nesting birds would be less than significant.

In addition, the project site is not near any identified critical habitat areas for endangered or threatened species per the U.S. Fish and Wildlife Service (USFWS) critical habitat mapper (USFWS 2018a) or any habitat area identified in the City of West Hollywood General Plan Final EIR (City of West Hollywood 2010a). Therefore, the proposed project would not result in removal of any riparian habitat, and potential impacts to nesting birds would be reduced to be less than significant with implementation of Project Design Feature BIO-1. Overall impacts would be less than significant and no further analysis is warranted.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located in an urban area, which is not located on or in the vicinity of a federally protected wetland (USFWS 2018b). No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

- d. *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?*

As described above, there is no identified native biological habitat on or around the project site. The City of West Hollywood is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife populations, as designated by the County of Los Angeles (City of West Hollywood 2010a). No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, apply to the project site. Although construction of the proposed project would require removal and/or relocation of mature trees located in the southern portion of the site, the project applicant would be required to comply with Section 11.36.040 of the WHMC, which requires replacement of any trees removed at a 1:1 ratio. In addition, the proposed project would include installation of additional trees and landscaping. Impacts related to local biological resource policies would be less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

- f. *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?*

The project site is not located in an area that is subject to an adopted conservation plan (City of West Hollywood 2010a). No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The City’s Cultural Heritage Preservation Ordinance (Municipal Code Title 19 Chapter 19.58 Article 19-4) authorizes the Historic Preservation Commission to approve a nomination application for and recommend the designation of a cultural resource to the City Council. The Council may designate a cultural resource, or any portion thereof (both interior and exterior), or a historic district by the procedures outlined in the ordinance. An eligible property may be nominated and designated as a cultural resource if it 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 integrity of design, location, materials, setting, workmanship feeling, and association in any of the following ways:
 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.
 2. It contributes to the significance of a historic area by being:
 - a. A geographically definable area possessing a concentration of historic or scenic properties
 - b. A thematically related grouping of properties which contribute to each other and are unified aesthetically by plan or physical development

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.
 4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation.
 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.
- 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.
- C. **Identified with Persons or Events.** It is identified with persons or events significant in local, state, or national history.
- D. **Notable Work.** It is representative of the work of a notable architect, builder, or designer.

The project site is currently developed and includes one-, two-, and three-story commercial buildings, a restaurant, and surface parking areas, a single-family residence, and a multi-family residence. The existing three-story building at 9028 Sunset Boulevard (the Crosby Building) was identified in the City's Commercial Historic Resources Survey with California Historical Resource Status Codes of "3S/3CS/5S3," which observes the building appears eligible for the National Register, California Register, and local cultural resource designation as an individual property through survey evaluation. The proposed project would retain the three-story building and incorporate the architectural features into the proposed project. However, further investigation regarding changes to the building is required to determine the potential significance of this impact. In addition, the three residential buildings located within the Harratt parcels are proposed to be demolished. The residential building at 9027 Harratt was identified as a contributor to the Old Sherman Thematic Grouping in the City's 2008 Historic Context for Multi-Family Housing; however, the City's 1987 Historic Resources Survey did not identify the building as a potential contributor. Therefore, the potential impacts to the onsite historic resources will be assessed in a cultural resources study in accordance with the provisions of CEQA and will be further addressed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*
- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*
- d. *Disturb any human remains, including those interred outside of formal cemeteries?*

The project site is located in a high-density urban area along Sunset Boulevard that is developed and a majority of the site is paved. There is no evidence that archaeological or paleontological resources or human remains are present onsite. In the unlikely event that such resources are unearthed during excavation and grading, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If archaeological or paleontological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires

that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Nevertheless, further investigation as to whether the project site or adjacent properties contain any archaeological or paleontological resources, human remains, or tribal cultural resources (further discussed in Section 17 of this Initial Study) is required in order to determine the potential significance of this impact, and these issues will be further addressed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

This page intentionally left blank.

6 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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 or based on other substantial evidence of a known fault?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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 or based on other substantial evidence of a known fault?*
- a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The law 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, known as Alquist-Priolo (AP) maps (California Department of Conservation 2017). According to the Beverly Hills Quadrangle AP map that covers the project site, the site is located within an identified fault zone (DOC 2018). Therefore, the issue of potential seismic surface rupture will be further analyzed in an EIR.

As with any site in the southern California region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Hollywood Fault, the Santa Monica Fault, the Newport-Inglewood Fault Zone, the Raymond Fault, the Verdugo Fault, and the San Fernando Fault. These faults are capable of producing strong seismic ground shaking at the project site.

On-site structures would be required to be constructed to comply with the California Building Code (CBC). With adherence to the CBC, design and construction of the proposed project would be engineered to withstand the expected ground acceleration that may occur at the project site. In addition, project construction would be subject to review and approval by City building and safety officials. However, as the project site is within an identified earthquake fault zone, for the design and construction of the project to accurately account for site-specific geologic conditions, these conditions must be known. Therefore, analysis of the results of site-specific geologic reports in an EIR is required. The EIR will identify site-specific geologic conditions, and site-specific hazards related to seismic activity.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. According to the Beverly Hills Quadrangle AP map, the project site is not located in a liquefaction hazard zone, although it is directly adjacent to properties to the south that are within a liquefaction zone. The proximity of a liquefaction zone to the project site could generate potential hazards, which will therefore be further analyzed in an EIR.

Because the proposed project may expose people or structures to considerable impacts related to the geologic hazards discussed above, with the exception of landslides, these issues will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. Unstable slopes will fail if they are disturbed, and common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes. The project site gently slopes to the south. However, the site is located in a high-density urban area with adjacent development to the east and west that have been developed on the same slope without experiencing adverse risk from landslides. Additionally, the Beverly Hills Quadrangle AP map does not show the project site within an earthquake-induced landslide zone. This impact is therefore less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Temporary erosion could occur during project construction. However, erosion impacts can be prevented or mitigated and construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. This section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. However, in order for the design and construction of the project to accurately account for site-specific erosion potential, analysis of the results of site-specific geologic reports in an EIR is required.

POTENTIALLY SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The proposed project would be required to comply with California Building Code requirements related to these hazards. However, further analysis of possible impacts associated with these soil-related hazards in an EIR, based on site-specific geologic reports, is required in order to determine their potential significance.

POTENTIALLY SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project site is fully served by municipal utilities, including sewer, and would not use septic tanks or alternative wastewater disposal systems. No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

- | | | | | |
|---|---|---|---|---|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ■ | □ | □ | □ |
| b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases? | ■ | □ | □ | □ |

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The proposed project’s construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Operational emissions include area sources (consumer products, landscape maintenance equipment, and painting), energy use (electricity and natural gas), solid waste, electricity to deliver water, and transportation emissions.

In order to fully and accurately account for the proposed project’s emissions in all these categories, the project’s emissions will be modeled based on details related to construction schedule, construction equipment, and building materials; energy use during operation; and transportation emissions based on the results of a traffic study (see Section 16, *Transportation/Traffic*). Emissions related to construction and operation of the proposed project will therefore be modeled and evaluated in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The City of West Hollywood adopted a Climate Action Plan (CAP) in September 2011 (City of West Hollywood 2011a). The CAP outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. It includes seven emission reductions strategies: 1) community leadership and engagement, 2) land use and community design, 3) transportation and mobility, 4) energy use and efficiency, 5) water use and efficiency, 6) waste reduction and recycling, and 7) green space. The proposed project would be consistent with the City’s CAP if it includes provisions to implement the applicable CAP GHG reduction measures. Consistency with the applicable measures will be evaluated in an EIR. The GHG analysis included in the EIR will consider court direction provided in the Newhall decisions, the 2030 statewide 40 percent GHG emissions

reductions targets in Senate Bill 32, which took effect January 1 2017, and the ARB's Scoping Plan, which was adopted in December 2017 (ARB 2017), and other applicable regulatory developments in the assessment of potential climate change impacts.

POTENTIALLY SIGNIFICANT IMPACT

8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 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?*

The proposed project would involve the demolition of all existing buildings on the project site, with the exception of partial retention of the Crosby Building, and construction of a 22-story hotel complex that would include commercial space and 10 residential units with five subterranean levels. Construction activities and the proposed uses during operation of the project may involve the routine transport, use, or disposal of small amounts of hazardous substances such as fuels, lubricants, and solvents would be used during construction of the project. Operation of the project would not involve the routine transport, use or disposal of hazardous substances, other than possibly minor amounts used for maintenance activities, cleaning supplies, and chlorine or bromine for the on-site pool. However, the transport, use, and storage of hazardous materials during construction and operation would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

In addition, existing on-site uses and the soils beneath the project site may contain hazardous materials such as asbestos or lead. Any identified lead or asbestos-containing materials would require abatement and special handling. During demolition, current federal and state regulations require that all workers be properly trained when handling or working with materials containing lead or asbestos. All abatement activities require compliance with California and Federal Occupational Safety and Health Administration (OSHA) requirements, as well as any requirements set forth by the SCAQMD. Adherence to these requirements would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The public school closest to the project site is West Hollywood Elementary School located approximately 200 feet southeast of the project site. The closest private school is Pacific Hills Middle School, located approximately half a mile east of the project site. As mentioned under Impact a and b of Section 8, *Hazards and Hazardous Materials*, operation of the proposed project would not involve the use or transport of hazardous materials other than possibly minor amounts used for maintenance activities, cleaning supplies, and chlorine or bromine for the on-site pool. However, the transport, use, and storage of hazardous materials during construction and operation would be conducted in accordance with all applicable state and federal law. Therefore, potential impacts would be less than significant further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site included on a list of hazardous material 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?*

The following databases and listings compiled pursuant to Government Code Section 65962.5 were checked (November 8, 2018) for known hazardous materials contamination at the project site:

- United States Environmental Protection Agency (U.S. EPA)
 - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) / Superfund Enterprise Management System (SEMS)/Envirofacts database search
- State Water Resources Control Board (SWRCB)
 - GeoTracker search for leaking underground storage tanks (LUST) and other cleanup sites
- Department of Toxic Substances Control (DTSC)
 - EnviroStor database for hazardous waste facilities or known contamination sites
 - Cortese List of Hazardous Waste and Substances Sites

The project site is not located on any known hazardous or contaminated sites. A search of the U.S. EPA SEMS database did not produce any results associated with the project site, indicating the site is free of known hazards and contaminants (U.S. EPA 2018). Furthermore, a search of the EnviroStor database did not identify any facilities or other cleanup sites within 1,000 feet of the project parcels (DTSC 2018).

According to the GeoTracker database, there are no listings for leaking underground storage tank (LUST) cleanup cases located on the project site. There are four LUST sites within a 1,000-foot radius of the project site located at 8906 Sunset Boulevard, 9056 Sunset Boulevard West, 8873 Sunset Boulevard, and 670 North Hammond Street. However, the three nearest sites to the project site have been designated as “case closed.” The listing located approximately 800 feet east of the site at 8873 Sunset Boulevard involves an existing Shell Gasoline Station for potential contamination of gasoline. However, cleanup and remediation of this site has been ongoing since May 17, 2018. Due to the distance and current cleanup status of the gasoline station, potential contamination at this site would not impact the proposed project. Therefore, potential impacts relating to hazardous material sites would be less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

- 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 for people residing or working in the project area?*
- f. *For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?*

The project site is not located within an airport land use plan, or within two miles of a public or private airstrip. The closest airport is the Santa Monica Airport located approximately six miles southwest of the project site. Therefore, no impact would occur and further analysis of these issues is not warranted.

NO IMPACT

- g. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project involves development in an urban area of West Hollywood. While the project site generally has good vehicular access, the proposed project may result in an intensification of development on the project site, and increased traffic in an area that already experiences traffic congestion. Nevertheless, the Los Angeles County Fire Department (LACFD) would review the proposed plans to ensure compliance with state and local codes, as they pertain to fire and life safety, and the project would be required to comply with applicable California Fire Code requirements. Therefore, implementation of the proposed project would not interfere with existing emergency evacuation plans or emergency response plans in the area.

LESS THAN SIGNIFICANT IMPACT

- h. *Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The project site is in an urbanized area and not adjacent to wildlands. The project site is not located in the wildland hazard area defined by the City of West Hollywood 2035 General Plan Safety and Noise Elements (City of West Hollywood 2011b). Therefore, no impact would occur.

NO IMPACT

9 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project violate any water quality standards or waste discharge requirements?*

e. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

f. *Would the project otherwise substantially degrade water quality?*

The proposed project would involve the demolition activities and the construction of a 22-story hotel building with associated commercial space in three- and four-story buildings fronting Sunset Boulevard, a four- to six-story building containing both hotel uses and 10 units of affordable housing fronting Harratt Street, and up to five subterranean levels of parking. The proposed project would not involve alteration of a stream or river and would not substantially alter drainage patterns in the area. During construction, local drainage patterns could be temporarily altered and erosion could occur that could produce polluted runoff or negatively affect stormwater drainage systems. However, construction activities would be required to comply with West Hollywood Municipal Code (WHMC) Section 15.56.090, which requires stormwater runoff containing sediment, construction materials, or other pollutants from a project site to be reduced to the maximum extent practicable. The proposed project would also be required to comply with Chapter 15.56.096 of the WHMC which requires a Low Impact Development (LID) plan for the proposed project. A LID Plan is a document developed to control pollutants, pollutant loads, and runoff volume being released from the project site by minimizing the impervious surface area and controlling runoff from impervious surfaces (West Hollywood, 2016). Compliance with these requirements would reduce temporary erosion-related effects to water quality and stormwater drainage systems.

Because the project site is already fully developed, the proposed project would replace existing impermeable surfaces with new impermeable surfaces. Furthermore, the proposed project would

be required to comply with the NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles Regional Water Quality Control Board, which would require implementation of Best Management Practices (BMPs). BMPs would be required to reduce polluted runoff from the project site by retaining, treating, or infiltrating polluted runoff onsite.

Although compliance with the standards and regulations discussed above would be expected to reduce potential impacts to water quality and stormwater drainage systems, additional analysis of the proposed project's potential to produce changes in absorption rates, drainage patterns, storm drain improvements, runoff, and downstream effects is required to fully determine compliance with these standards and the extent of potential impacts. Therefore, these impacts would be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

The proposed project involves the construction of a 22-story hotel, 10 residential apartments, commercial space, and subterranean parking levels including ancillary hotel uses and parking. Water would be provided by the City of Beverly Hills. Based on Beverly Hills' 2015 Draft Urban Water Management Plan, it is estimated that by 2020 approximately 18% of the City's water supply will come from groundwater sources (Beverly Hills 2015). As discussed in Section 18, *Utilities and Service Systems*, the water demand associated with the proposed project will be analyzed further in an EIR. In addition, a geotechnical report will be prepared that will provide the depth of groundwater at the project site and determine whether impacts to the groundwater table would occur during excavation for the subterranean levels. Therefore, the potential impacts on groundwater supplies could be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- 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, in a manner that would result in substantial erosion or siltation on- or off-site??*
- d. *Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

The project site is fully developed and within a high-density urban area. The proposed project would not result in the alteration of the course of a river or stream. As discussed above, the proposed project would be required to comply with West Hollywood Municipal Code (WHMC) Sections 15.56.090 and 15.56-096, and would require a NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles Regional Water Quality Control Board that would require implementation of Best Management Practices (BMPs). Through compliance with the stormwater management requirements listed above, the proposed project would not result in substantial erosion, siltation or flooding. Impacts would be less than significant and further discussion of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?*
- h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?*

According to the FEMA flood map for this area in West Hollywood, the project site is not located within a 100-year flood hazard area (FEMA 2008). As shown on the flood map, the project site is located in Zone X, which is determined to be outside of the 0.2 percent chance annual floodplain. Therefore, there would be no impacts from flood-related hazards and further analysis of these issues is not warranted.

NO IMPACT

- i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?*
- j. Would the project result in inundation by seiche, tsunami, or mudflow?*

As shown in Figure 3.7-1 of the Final EIR for the City's General Plan (City of West Hollywood 2010b), the project site is not within an inundation area of the Greystone Reservoir, Franklin Dam, or Mullholland Dam. Therefore, there would be no risk of inundation impacts and further analysis of this issue is not warranted.

Seiches are large waves generated within enclosed bodies of water. Tsunamis are tidal waves generated by fault displacement or major ground movement. Because the project site is approximately eight miles east of the Pacific Ocean and 180 feet above sea level, it is unlikely that the site would have any risk related to inundation by tsunami. Further, as discussed above, the project site is not located within an identified dam inundation area, therefore risk of seiches is highly unlikely. In addition, the project site is approximately 0.5-mile from any exposed hillside areas that could produce mudflows, and not within any drainage areas that could convey mudflows from such areas and result in inundation by mudflow at the project site.

Because the project site is not within identified dam inundation area and is sufficiently far from the coastline and hillside areas, risks associated with dam failure and inundation by seiche, tsunami, or mudflow would be less than significant and further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

10 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

The proposed project involves demolition of existing on-site commercial and residential structures for development of a hotel and affiliated commercial uses along with a 10 affordable housing units. No new through streets are proposed and all project development would be located within the project site. Therefore, the project would not divide an established community and there would be no impact. Further analysis of this issue is not warranted.

NO IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The northern portion of the project site is designated as Sunset Specific Plan (SSP) by the City’s General Plan and is also zoned as SSP in the West Hollywood Municipal Code (WHMC) (City of West Hollywood 2011c, West Hollywood 2017). Within the SSP designation, the project site is located on Target Site 7-D, which specifies a base FAR of 2.75 with a possible 0.1 FAR bonus for building renovation for a total possible FAR of 2.85, and a maximum building height of 55 feet. The proposed hotel would be 22-stories, approximately 245 feet 4 inches to the roof and 248 feet 4 inches to the top of the emergency helipad above Sunset Boulevard, with a FAR of 3.96:1. Hotels are permissible under the existing SSP zoning, but the project would exceed the FAR and building height thresholds. Further, the proposed project would intend to make the zoning and land use designation consistent across the entire site, which would require rezoning the portion of the site currently zoned Low

Density Residential (R2) to SSP. . Therefore, the proposed project would require the following discretionary approvals:

- General Plan Amendment, pursuant to Chapter 19.78, to change the land use designation of the Harratt parcels from Residential, Low Density to Sunset Specific Plan
- Zoning Map Amendment, pursuant to Chapter 19.78, to incorporate the R2 zoned parcels into the Sunset Specific Plan
- Sunset Specific Plan Amendment, pursuant to Chapter 19.68, to create Site 7-D West encompassing the entire project site and permit the height, density, and development parameters as proposed
- Development Permit, pursuant to Chapter 19.48, to permit the development and operation of the project as proposed
- Demolition Permit, pursuant to Chapter 19.50
- Conditional Use Permit, pursuant to Chapter 19.52. to permit a hotel with ancillary uses including sales and service of alcohol for on-site consumption throughout the hotel including lounges and pool deck
- Minor Conditional Use Permit, pursuant to Chapter 19.53, to permit the sales and service of alcohol for on-site consumption in all proposed restaurants
- Administrative Permit, pursuant to Chapter 19.44, to permit outdoor dining
- Development Agreement, pursuant to Chapter 19.78
- Certificate of Appropriateness, pursuant to Chapter 19.58
- Vesting Tentative Tract Map, pursuant to Chapter 20.04

An analysis of consistency analysis that considers the proposed project’s compliance with the applicable City land use regulations, General Plan Land Use Element policies, and the WHMC will be included in an EIR. The compatibility analysis will consider the combined effects of the potential environmental issues in relation to the land uses adjacent to the project site.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The project site is located in an entirely urbanized area of West Hollywood. There are no natural communities or habitats located on the project site, and no habitat/natural community conservation plans apply to the site. Therefore, the project would not conflict with any approved local, regional, or state habitat/natural community conservation plan. No impact would occur and further analysis of this issue is not warranted.

NO IMPACT

11 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *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?*
- b. *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?*

The project site is an urbanized area that is not suitable or used for mineral resource extraction. According to the Mineral Lands Classification Map for the Beverly Hills Quadrangle, the project site is located in MRZ-3, and area possibly containing mineral deposits whose significance cannot be determined from available data (DOC 1979). However, according to the West Hollywood General Plan Final Environmental Impact Report (FEIR), there are no mineral resource zones present in the City of West Hollywood (West Hollywood 2010). Therefore, the proposed project would have no impact to mineral resources and further analysis of this issue in an EIR is not warranted.

NO IMPACT

This page intentionally left blank.

12 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range.

Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The construction style for dwelling units in California generally provides a reduction of exterior-to-interior noise levels of about 30 dBA with closed windows (Federal Highway Administration [FHWA], 2006).

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses. The closest sensitive receptors are the residences along Harratt Street that surround the southern boundary of the project site.

The City of West Hollywood adopted the 2035 General Plan Safety and Noise Element in September 2011, which includes the following:

- A description of existing noise levels and sources and incorporates comprehensive goals, policies, and implementing actions;
- Several policies on noise and acceptable noise levels, which address unnecessary, excessive, and annoying noise levels and sources such as vehicles, construction, special sources (e.g., radios, musical instrument, animals), and stationary sources (e.g., heating and cooling systems, mechanical rooms); and
- Establishes land use compatibility categories for community noise exposure, the maximum “normally acceptable” noise level for the exterior of residential areas is 60 dBA CNEL or Ldn and is 65 dBA CNEL or Ldn for commercial and professional uses.

To implement the City’s noise policies, the City adopted a Noise Ordinance. The Noise Ordinance is part of the WHMC. The City’s Noise Ordinance has no numerical standards, but restricts unnecessary or excessive noise within the City limits. The operation of any motor may not be audible at more than 50 feet from the source (Section 9.08.050[c]); loading and unloading activities are generally prohibited from 10:00 PM to 8:00 AM (Section 9.08.050[e]); and commercial activities may not be plainly audible at any residence between 10:00 PM and 8:00 AM (Section 9.08.050[k]).

The City has not adopted any thresholds or regulations addressing vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the Federal Transit Administration (FTA) outlined human response to different levels of groundborne vibration, and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day. Construction-related vibration impacts would be less than significant for residential receptors if they occur during the City's normally permitted hours of construction below the threshold of physical damage to buildings and any vibration over 85 VdB would be infrequent with respect to the number of events per day.

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- c. *Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*
- d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Currently, the main source on the project site is traffic noise from adjacent roadways, including traffic on Sunset Boulevard along the northern boundary of the project site. Nearby residents may be exposed to unacceptable ambient noise levels from increased traffic. In addition, the proposed project could generate temporary noise increases during construction and long-term increases associated with project operation. Nearby noise sensitive receptors include single- and multi-family residences along Shoreham Drive approximately 300 feet north of the project site, along Hammond Street approximately 200 feet east of the project site, along Harratt Street immediately south of the project site, along Doheny Drive approximately 280 feet west of the project site. West Hollywood Avenue Elementary School is also located approximately 200 feet southeast of the Harratt parcels on Hammond Street. Potential noise sources associated with construction of the proposed project include traffic noise from construction vehicles and operation of construction machinery. Noise associated with operation of the proposed project may be periodically audible at adjacent uses. Noise sources that are typical of hotel, restaurant, and retail developments include rooftop ventilation, heating systems, trash hauling, vehicles entering/exiting the site including loading/delivery trucks, and outside conversation from guests and visitors. Increased vehicle trips on

the roadway system would also increase local traffic noise levels. In addition, the proposed project would have usable outdoor area in the form of outdoor dining areas, private open space and an outdoor pool which would increase noise from outdoor conversations.

The project would be required to comply with applicable regulations of the WHMC including Section 9.08.050 which states that commercial deliveries that would cause unreasonable noise disturbance are not permitted between the hours of 10:00 PM and 8:00 AM, except for normal handling of solid waste and recycling containers by a franchised collector. Nevertheless, as the proposed project would generate an increase of development on the project site, on-site operational noise sources would increase, as well as noise from vehicle trips to and from the project site. Impacts would be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Commercial and residential uses are not typically associated with the generation of vibration. However, construction activities associated with the proposed project could potentially increase groundborne vibration at and in the vicinity of the project site, especially if construction activities involve techniques that create high levels of vibration. Vibration effects on nearby uses, specifically sensitive receptors, would be potentially significant and will be studied further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- e. For a project located in 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?*
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

The project site is not in an area covered by an airport land use plan, or within two miles of any public or private airport. The closest airport is the Santa Monica Airport located approximately six miles southwest of the project site. There would be no impact related to airports or private airstrips and further analysis of these issues is not warranted.

NO IMPACT

13 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project induce substantial 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)?*

The proposed project would involve replacement of existing commercial buildings, the restaurant, the surface parking area at the northern end of the site, and five residential units at the southern end of the project site, with construction of a 22-story hotel building with ancillary uses in three- and four-story buildings fronting Sunset Boulevard, and a four- to six-story building containing both hotel uses and 10 affordable housing units fronting Harratt Street. The project site is located in a high-density urban area, which would utilize existing infrastructure and the project is urban infill, so it would not indirectly induce substantial population growth.

Using the California State Department of Finance (DOF) average household size for West Hollywood of 1.55 persons, the 10 proposed dwelling units would generate a resident population of 16 persons (10 units x 1.55 persons/unit) (DOF 2018). Based on the average household size, there are five existing unoccupied residential units that would be demolished under the project, which could accommodate approximately eight on-site residents. Therefore, the project would result in a net increase of eight permanent on-site residents. This is a nominal increase that would result in less than significant impacts associated with permanent population growth.

The proposed project would also involve construction of a 22-story hotel complex containing 237 guest rooms along with retail and restaurant uses that would generate employees on the project site. However, the project site is located in the Los Angeles metropolitan area, so the jobs created would likely be filled by existing residents in the region and would not directly generate population growth or result in the need for new housing units. The net increase of eight permanent residents would increase the City's estimated existing population of 36,723 to 36,731, a less than one percent increase in the City's population (DOF 2018). This increase would be within SCAG's 2040 population

forecast of 41,800 from the 2016 RTP/SCS (SCAG 2016). Therefore, because no exceedance of the population forecast would occur, development of the proposed project would not directly or indirectly induce substantial population growth and impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The proposed project would involve demolition of two residential structures that consist of five units. Based on the average household size of 1.55, the existing unoccupied residential units could accommodate approximately eight residents (DOF 2018). The proposed project includes 10, one-bedroom residential units, which would result in approximately 16 permanent on-site residents. Therefore, existing housing would be demolished and residents would be displaced; however, the project includes double the amount of housing units, and therefore, would not necessitate housing elsewhere. In addition, approximately eight residents would be displaced, which is not a substantial number of people that would necessitate replacement housing. Potential impacts associated with the displacement of housing and people would be less than significant and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

14 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
1 Fire protection?	■	□	□	□
2 Police protection?	■	□	□	□
3 Schools?	□	■	□	□
4 Parks?	□	■	□	□
5 Other public facilities?	□	■	□	□

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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?

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of West Hollywood, which is within LACFD’s Battalion 1 service area. The LACFD operates six fire stations within the Battalion 1 area, with 2 fires stations, #7 and #8 located within West Hollywood. Station #7 is approximately 0.3 mile southeast of the project site and Station #8 is approximately 1.85 miles east of the project site.

As identified in Section 14.04.010 of the Municipal Code, the City of West Hollywood has adopted the Los Angeles County Title 32 (Fire Code), an amended California Fire Code (2010 edition), and an amended International Fire Code (2009 edition). The City’s Fire Code is based on the Los Angeles County Fire Code supplemented by the other fire codes identified. The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The proposed project would be required to comply with applicable Fire Codes. Nonetheless, due to the size and complexity of the proposed project, operation of the project could potentially create the need for new or expanded fire protection facilities, the construction of which could cause

environmental impacts. Therefore, impacts related to fire protection services and facilities would be potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Law enforcement services in West Hollywood are provided by contract with the Los Angeles County Sheriff's Department (LACSD). Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The LACSD has established the West Hollywood Sheriff's Department and operates two stations: the Sheriff's Station for West Hollywood, located at 780 N. San Vicente Boulevard, and a sub-station at Universal City Walk. The West Hollywood Sheriff's Station has approximately 136 sworn personnel and 35 civilian personnel. LACSD has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments. According to the City's 2035 General Plan Final EIR (City of West Hollywood 2010a), the City has a ratio of 3.6 sworn officers per 1,000 residents, which exceeds the average for cities in the Western United States of 1.7 officers per 1,000 residents.

The proposed project includes the construction of commercial retail, restaurant, and residential uses which could generate population growth. Therefore, the proposed project would increase demand for police protection and may generate the need for new or expanded police protection facilities. Impacts would be potentially significant and this issue will be further addressed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The public school closest to the project site is West Hollywood Avenue Elementary School located approximately 200 feet southeast of the Harratt parcels on Hammond Street. As discussed in Section 13, *Population and Housing*, the proposed project involves demolition of five residential units and construction of 10 residential units. Based on approximately 1.55 people per household in the City of West Hollywood, the project would result in the net increase of eight residents on the project site, which may include school-aged children (DOF 2018). This is not a substantial increase in the permanent population, and the proposed project would not result in the need for new or physically altered schools. In addition, pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the project's impacts under CEQA and no additional mitigation is required. Potential impacts to schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

As discussed in Section 13, *Population and Housing*, the proposed project would involve a net increase of approximately eight residents on the project site, which would result in a nominal increase in demand for parks. In addition, the proposed hotel would be used by visitors and tourists and would not generate a permanent increase in population that would result in an increased demand for parks or other recreational facilities. The hotel would include gym facilities, courtyards, a spa/pool area, and a mezzanine lounge that would serve as on-site recreational facilities for hotel guests. Further, popular tourist activities in the City are commonly entertainment-oriented and tourists would likely remain in the vicinity of the hotel for recreational uses. It is not anticipated that they would travel to public parks outside of the project vicinity.

Based on the above, the proposed project would not increase the demand for usage of existing parks in the City (see Section 15, *Recreation*). Nonetheless, the City assesses Quimby Act and public open space development fees for new residential and non-residential development (West Hollywood Municipal Code Chapter 19.64). These fees are intended to be used for the acquisition, improvement, and expansion of public parks and/or recreational facilities. With payment of park fees, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

LESS THAN SIGNIFICANT IMPACT

a.5. *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 other public facilities?*

The proposed project would incrementally increase the use of the City's public services and facilities. Impacts to the storm drain system (discussed in Section 8, *Hydrology and Water Quality*), solid waste disposal, water usage and wastewater disposal (discussed in more detail in Section 18, *Utilities and Service Systems*) will be addressed in an EIR.

A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered facilities, the construction of which would have significant physical impacts on the environment. However, as discussed in Section 13, *Population and Housing*, implementation of the proposed project would result in a net increase of eight residents on the project site. Therefore, the increased demand would be nominal and would be within SCAGs estimates; the City would continue to accommodate the needs of the residents. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

15 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *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?*

The proposed project involves development of a 22-story hotel with affiliated buildings and 10 multi-family residential units in a high-density urban area in West Hollywood. The nearest public park is West Hollywood Park located approximately half a mile southeast of the project site.

The proposed hotel would be used by visitors and tourists and would not generate a permanent increase in population that would result in an increased demand for parks or other recreational facilities. The hotel would include gym facilities, courtyards, a spa/pool area, and a mezzanine lounge that would serve as on-site recreational facilities for hotel guests. Further, popular tourist activities in the City are commonly entertainment-oriented and tourists would likely remain in the vicinity of the hotel for recreational uses. It is not anticipated that they would travel to public parks outside of the project vicinity.

The proposed project would also involve construction of 10 multi-family residential units. Based on an estimated household size of 1.55 individuals, this would generate approximately 16 residents (DOF 2018). There are five existing residential units that would be demolished under the project, which consist of approximately eight on-site residents. Therefore, the project would result in a net increase of eight permanent on-site residents. The City of West Hollywood currently has approximately 15.31 total acres of parks (City of West Hollywood 2010c). Based on a current population of 36,723, the City's parkland ratio is 0.42 (i.e., 0.42 acres of parkland per 1,000 residents). This is considerably below the ratio of 3.0 (three acres of parkland per 1,000 residents) required by the Quimby Act. However, the net increase of approximately eight new residents would not alter the City's existing parkland ratio. Therefore, development of the proposed project would not result in substantial deterioration of existing parks or recreational facilities and impacts would be less than significant. Further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

- b. *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?*

As discussed under Section 13, *Population and Housing*, the proposed hotel would not generate a direct increase in population growth within the project site. In addition, the hotel would not directly affect any existing parks and would include on-site recreational amenities for tourists such as gym facilities, courtyards, a spa/pool area, and a mezzanine lounge area for hotel guests and visitor recreational use. Guest recreational activities would be satisfied by the amenities provided in the proposed hotel.

In addition, the proposed residential units would generate a permanent increase in population by approximately 16 residents. Taking into account the existing residential units that would be demolished (five units at an average of 1.55 people per household, or eight residents) would result in a net increase of approximately eight permanent on-site residents. This would be a nominal increase that would not substantially affect the City's existing parkland ratio. Therefore, existing City recreational facilities would be able to satisfy the recreational demand of the new residents and impacts would be less than significant. Further analysis of this issue is not warranted.

LESS THAN SIGNIFICANT IMPACT

16 Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*
- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*
- d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- e. *Would the project result in inadequate emergency access?*
- f. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The proposed project involves the demolition of existing on-site commercial and residential structures and construction of a multi-use hotel complex with affiliated commercial uses and five levels of subterranean parking along with a 10-units of affordable housing. The proposed hotel would be up to 22-stories in height and would be supported by commercial uses including retail and restaurants. Project-generated traffic during construction would include worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and wastes. Project-generated traffic during operation would include employee-related vehicle trips, vehicle trips from restaurant and retail patrons, vehicle trips associated with loading/delivery trucks, and vehicle trips from residents of the proposed 10 units of affordable housing. The trips generated as a result of the proposed project have the potential to impact area intersections and roadway segments and contribute to cumulative traffic increases. As such, a traffic analysis will be prepared to analyze the project's impacts based on the City's impact criteria. The proposed project may also result in hazards, inadequate emergency access, or conflict with applicable plans and policies. Traffic impacts are potentially significant and will be analyzed further in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The closest airport to the project site is the Santa Monica Airport located approximately six miles southwest. The proposed project would involve demolition of existing on-site commercial and residential structures and construction of a 22-story hotel that would be approximately 248 feet in height. This height would be similar to that of other commercial structures in the vicinity of the project site. Furthermore, because the closest airport is approximately six miles away, the proposed project is outside of the airport influence area for this airport (ALUC 2018) would not affect air operations, alter air traffic patterns or in any way conflict with established flight protection zones. There would be no impacts and further analysis of this issue is not warranted.

NO IMPACT

17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a 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:</p>				
<p>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), or</p>	■	□	□	□
<p>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 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	■	□	□	□

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

- 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), or
- 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency. The City will send a notice to the tribes and the outcome of AB 52 consultations will be provided in EIR.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 2024.1?*

The project site has been previously graded and disturbed during construction of the existing on-site structures, and no tribal cultural resources are anticipated to be discovered during project construction. However, new ground disturbance associated with the subterranean parking garage would be below the level of prior disturbance. As a result, there is the possibility of encountering unanticipated undisturbed tribal cultural resources. Impacts would be potentially significant and will be further studied in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	□	□	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	□	□	□
e. 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?	■	□	□	□
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	□	□	□
g. Comply with federal, state, and local statutes and regulations related to solid waste?	■	□	□	□

-
- a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

- e. *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?*

The sewer collection system in the City of West Hollywood is comprised of City-owned local sewers and County-owned trunk sewer lines. Wastewater from the City is delivered to the Hyperion Treatment Plant (HTP) in Playa Del Ray, operated by the City of Los Angeles Sanitation Department. This wastewater treatment plant provides full secondary treatment (City of West Hollywood 2010a).

Because the proposed project would represent an intensification of use on the project site compared to existing conditions, project operation would increase on-site wastewater generation. This increase could exceed the capacity of existing wastewater treatment infrastructure. Impacts would be potentially significant and will be further analyzed in an EIR, which will calculate current wastewater generation at the project site and compare the available capacity of the wastewater system to accommodate the additional wastewater generated by the proposed project.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects??*

Storm drain infrastructure in the City is owned and operated by the City of West Hollywood or the County of Los Angeles. The proposed project would be required to comply with Chapter 15.56 and Chapter 19.20.190 of the West Hollywood Municipal Code. These sections require stormwater runoff to be minimized and require Standard Urban Storm Water Mitigation Plans (SUSMP) for new development. The proposed project would also be required to implement Best Management Practices (BMPs) to reduce runoff. However, as discussed in Section 9, *Hydrology and Water Quality*, the proposed project could alter existing surface conditions on the project site that could affect off-site runoff, including stormwater runoff. Therefore, impacts to the local stormwater drainage system would be potentially significant and this issue will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Water service to the project site would be provided by the City of Beverly Hills (West Hollywood n.d.). The proposed project would represent an intensification of uses on the project site compared to existing conditions, which would generate an increase in on-site water use. This increase could potentially exceed local supplies. Impacts to City water supplies would be potentially significant impact and will be analyzed in an EIR. The EIR will include analysis of water demand associated with the project compared to available water supply in the City.

POTENTIALLY SIGNIFICANT IMPACT

- f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The City of West Hollywood contracts with Athens Services to collect, transport, and dispose of solid waste for all residential and commercial uses (City of West Hollywood 2010a). Solid waste from West Hollywood is collected by Athens Services and taken to their recycling and sorting facility, the City of Industry Materials Recovery Facility (MRF). Food waste is processed and delivered to their compost facility, American Organics, in Victorville (Athens Services 2017). Waste that cannot be recycled is disposed of at a landfill.

The proposed project would intensify development on the project site compared to existing conditions which would increase waste generation compared to existing conditions. This increase could exceed the capacity of solid waste disposal facilities. Impacts would be potentially significant and will be further analyzed in an EIR, which will compare the project's solid waste generation to available landfill capacities and waste reduction mandates.

POTENTIALLY SIGNIFICANT IMPACT

This page intentionally left blank.

19 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

a. *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Section 4, *Biological Resources*, because construction of the proposed project would require removal and/or relocation of existing mature trees on the project site, there would be potentially significant impacts to nesting birds that may use the existing trees as habitat. However, implementation of Project Design Feature BIO-1 would reduce potential impacts to nesting birds to a less than significant level. However, as discussed in Section 5, *Cultural Resources*, the proposed project would involve potentially significant impacts to historical resources. Therefore, potential impacts to cultural resources would be potentially significant and will be further studied in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As described in the discussion of environmental checklist Sections 1 through 18, the proposed project has potentially significant impacts requiring further analysis in an EIR for all environmental issues except for agriculture and forest resources, biological resources, hazards and hazardous materials, mineral resources, population and housing, public services, and recreation. Therefore, the potential cumulative impacts of these environmental issues are also potentially significant and will be further analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality and noise impacts. As detailed throughout this Initial Study, the proposed project has potentially significant impacts related to each of these issues. These impacts will therefore be studied further in an EIR in order to determine whether or not the project would result, either directly or indirectly, in adverse hazards related to human beings.

POTENTIALLY SIGNIFICANT IMPACT

References

Bibliography

- Airport Land Use Commission (ALUC). 2018. Los Angeles County Airports. Accessed March 2018.
<http://planning.lacounty.gov/assets/obj/anet/Main.html>
- Athens Services. 2017. Welcome to City of West Hollywood. Accessed March 2018.
<http://athensservices.com/commercialservices/city-of-west-hollywood/>
- California Air Resources Board (ARB). 2017 Climate Change Scoping Plan Update, Resolution 17-46. December 14, 2017. Accessed March 2018. <https://www.arb.ca.gov/board/res/2017/res17-46.pdf>.
- California Department of Conservation (DOC). 1979. Mineral Land Classification Map, Beverly Hills Quadrangle. Accessed March 2018.
ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartII/Plate_2-5.pdf.
- _____.2016a. Los Angeles County Important Farmland 2016. Accessed March 2018.
<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>
- _____.2016b. Los Angeles County Williamson Act FY 15/16. Accessed March 2018.
ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf
- _____.2017. California Geological Survey - Alquist-Priolo Earthquake Fault Zoning Act. Accessed March 2018. <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.
- _____.2018. Beverly Hills Quadrangle. Accessed March 2018.
http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/BEVERLY_HILLS_EZRIM.pdf
- California Department of Finance (DOF). 2017. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017 with 2010 Census Benchmark. Department of Finance (DOF). 2017. Accessed March 2018.
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>
- California Department of Resources Recycling and Recovery (CalRecycle). Jurisdiction Diversion/Disposal Rate Summary (2007-Current). 1995, 2018. Accessed March 2018.
<http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>. Accessed February 2018.
- California Department of Transportation (DOT). 2011. Officially Designated Scenic Highways. Accessed March 2018. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/
- California Energy Commission. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. March 2009.
- City of Beverly Hills (Beverly Hills). 2015 Draft Urban Water Management Plan. Accessed November 2018. <http://www.beverlyhills.org/cbhfiles/storage/files/111351990244297813/5-31-16CityofBeverlyHills2015FinalDraftUWMPReport.pdf>.
- City of West Hollywood (West Hollywood). 2010a. General Plan Final EIR. Accessed March 2018.
<http://www.weho.org/Home/ShowDocument?id=9823>.

- _____. 2010b. General Plan Final Environmental Impact Report, Figure 3.7-1. Accessed March 2018.
<http://www.weho.org/Home/ShowDocument?id=9823>
- _____. 2010c. General Plan Parks and Recreation Element. Accessed March 2018.
<http://www.weho.org/Home/ShowDocument?id=7930>
- _____. 2011a. Climate Action Plan. 2011. Accessed March 2018.
<http://www.weho.org/home/showdocument?id=7949>.
- _____. 2011b. West Hollywood General Plan Safety and Noise Element. Accessed March 2018.
<http://www.weho.org/Home/ShowDocument?id=7939>. City of West Hollywood.
- _____. 2011c. General Plan Land Use Element. Accessed March 2018. <http://www.weho.org/city-hall/download-documents/-folder-155>
- _____. 2017. City of West Hollywood Zoning Districts. Accessed March 2018.
<http://www.weho.org/home/showdocument?id=35605>
- _____. N.d. Water Boundary Map. Accessed November 2018.
<http://www.weho.org/home/showdocument?id=5349>
- DTSC. 2018. EnviroStor database. Accessed November 2018:
<https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=9022+Sunset+Boulevard%2C+West+Hollywood%2C+CA%2C+USA>.
- FEMA. 2008. Map No. 06037C1585F. Accessed March 2018.
<https://msc.fema.gov/portal/search?AddressQuery=9034%20sunset%20boulevard%2C%20West%20Hollywood#searchresultsanchor>
- Federal Highway Administration. 2006. Highway Statistics. Accessed September 2018 at:
<https://www.fhwa.dot.gov/policy/ohim/hs06/>
- State Water Resources Control Board (SWRCB). 2018. GeoTracker Database. Accessed November 2018:
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=9022+sunset+boulevard+>.
- United States EPA. 2018. SEMS database. Accessed November 2018:
https://iaspub.epa.gov/enviro/efsystemquery.sems?fac_search=primary_name&fac_value=&fac_search_type=Beginning&postal_code=90069&location_address=9022+Sunset+Boulevard&add_search_type=Beginning2&city_name=West+Hollywood&county_name=Los+Angeles&state_code=CA&program_search=multi&report=basic&page_no=1&output_sql_switch=TRUE&database_type=SEMS.
- United States Fish and Wildlife Service (USFWS). 2018a. ECOS Critical Habitat Mapper. Accessed March 2018:
<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>
- _____. 2018b. National Wetland Inventory, Wetland Mapper. Accessed February 2018:
<https://www.fws.gov/wetlands/data/mapper.html>.

List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of West Hollywood. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Joe Power, Principal-In-Charge

Susanne Huerta, Project Manager

Vanessa Villanueva, Associate Environmental Planner

This page intentionally left blank.