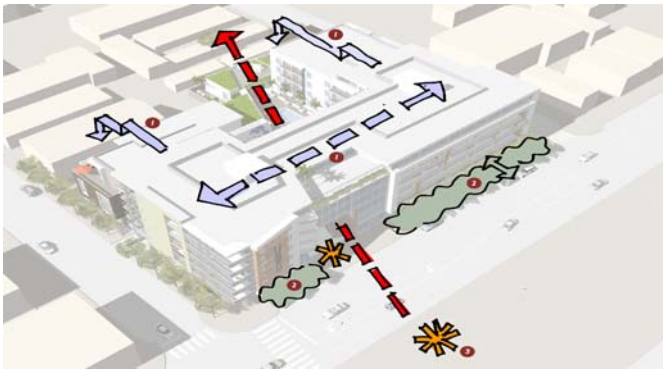
RECIRCULATED D R A F T

STATE CLEARINGHOUSE NO. 2007081053

DOMAIN PROJECT

ENVIRONMENTAL IMPACT REPORT

FORMERLY FORMOSA SPECIFIC PLAN PROJECT



Project Location:
7141-7155 Santa Monica Boulevard
& 1107-1117 Detroit Street

City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, CA 90069

JANUARY 2013

Domain Project

7141-7155 Santa Monica Boulevard
and 1107-1117 Detroit Street

Recirculated Draft Environmental Impact Report

State Clearinghouse No. 2007081053

Prepared for:
City of West Hollywood
Community Development Department
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West Hollywood, CA 90069

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION AND BACKGROUND

A Draft Environmental Impact Report (EIR) for the Formosa Specific Plan Project was circulated for public review and comment by the City of West Hollywood (City) on August 15, 2008, initiating a 45-day public review period pursuant to the California Environmental Quality Act (CEQA) and its implementing guidelines until September 29, 2008. The project site is located on the north side of Santa Monica Boulevard between Detroit Street and Formosa Avenue. The 1.3-acre project site consists of three parcels: 7155 Santa Monica Boulevard, 7141 Santa Monica Boulevard, and 1107 and 1117 Detroit Street. It is developed with a sound editing studio and a metal plating facility. The project evaluated in the Draft EIR was a Specific Plan proposing to demolish the existing site structures and construct up to 130 residential units and approximately 9,000 square feet of commercial uses (i.e., retail/restaurant/banking). To implement the development, the project would have required a specific plan to permit greater height, greater floor area, greater density, reduced parking requirements, and reduced open space requirements than permitted by the City regulations at that time. Copies of the Draft EIR are available for review at the City Hall Planning Division counter and West Hollywood Library (715 North San Vicente Boulevard, West Hollywood, CA 90069 [310] 652-5340). The document is also available on the City of West Hollywood website, www.weho.org.

A Final EIR was prepared including responses to comments received on the Draft EIR. However, the Final EIR was not circulated for public review and was not brought before the Planning Commission and City Council for approval hearings. The project plans and project site have since been purchased from Formosa Partners, LP, by Domain WH, LLC. The new project applicant intends to move forward with the proposed mixed-use project with some minor modifications to the site plan and complete the environmental review process pursuant to CEQA.

Pursuant to CEQA Guidelines Section 15088.5, the City of West Hollywood (lead agency) prepared this Recirculated Draft EIR to provide an explanation of the changes to the proposed project and an evaluation of those environmental issue areas where modifications to the environmental setting have occurred and revisions to the previous Draft EIR analysis are warranted. Additionally, since the Draft EIR was made available for public review, the City adopted the West Hollywood General Plan 2035 and made modifications to the West Hollywood Zoning Ordinance. These changes to the City's land use policies and regulations and new General Plan and Zoning designations for the project site have eliminated the need for a Specific Plan. Therefore, the proposed project has been re-named the Domain Project.

Following public review of the Recirculated Draft EIR, a Final EIR will be prepared. It will include responses to comments received on the Recirculated Draft EIR and the Draft EIR. The Final EIR will be made available for public review prior to submission to the Planning Commission for approval hearings.

ES.2 PROJECT OBJECTIVES

The overall goal of the Domain Project, formerly the Formosa Specific Plan Project, is to create a mixed-use development that builds upon, complements, and is a catalyst to additional growth within an existing built environment. The primary objectives of the project include the following:

- Provide the financial resources to clean-up existing environmental contamination, to permit the redevelopment of the site with market rate and affordable housing, thereby converting an incompatible industrial use, which generates air and ground pollutants, into an attractive addition to the adjacent residential and retail uses.

- Establish a principal activity center and entry into the City of West Hollywood by the intensification of commercial uses and urban design improvements.

- Provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses that serve adjacent residents and employees and continue the character of specialty uses.

- Enhance pedestrian activity along Santa Monica Boulevard, and provide much needed neighborhood serving retail/restaurant uses along Santa Monica Boulevard that responds to neighborhood needs and market demands.

- Develop a village-like environment by siting and massing buildings around common pedestrian areas and open spaces that are linked to Santa Monica Boulevard.

- Increase housing in West Hollywood and provide affordable housing.

ES.3 PROPOSED PROJECT CHARACTERISTICS

The proposed project includes a mix of retail/restaurant and residential uses. Retail and restaurant uses would be restricted to the ground floor level fronting Santa Monica Boulevard and wrapping around to Detroit Street and Formosa Avenue. Residential uses would generally be located on the upper floors. A total of approximately 9,300 square feet of retail and restaurant space would be provided. At this time, no tenants are proposed; thus, the makeup of the commercial uses is not being specified. However, it is anticipated that approximately 2,500 square feet of the commercial space would be occupied by a restaurant and approximately 6,800 square feet would be occupied by retail uses.

Up to 166 apartment units would be developed. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Ten units would be located on the ground floor fronting the northern property line. No residential units would front Santa Monica Boulevard on the ground floor level. These ground floor units would each have a small patio along the street. The lobby entrance to the residential complex would be located on the ground floor and would be accessible from Santa Monica Boulevard, an elevator from the subterranean parking level, and from the retail parking located on the ground floor. The second floor would consist of residential units, a pool, a lounge, a

theater/projection room, a fitness room, and a courtyard. These amenities would be accessible to residents only. A public balcony would be located on the second floor. The third, fourth, fifth, and sixth floors would consist of residential units only. All residential units would be accessed from interior hallways, with the exception of the residential units located on the ground floor. The proposed project would provide approximately 35,000 square feet of open space in the form of private balconies, fitness room, pool, roof deck, lounge, and theater. These features would only be available for use by site residents and their guests.

The proposed project would include a maximum of six stories above grade (a maximum of 72 feet in height plus architectural features) along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories (approximately 36 feet) at the northern boundary adjacent to the neighboring apartment buildings. In addition, the proposed project would provide a view portal from Santa Monica Boulevard of the Hollywood Hills to the north of the project site. This view is currently obstructed by onsite buildings. As shown on Figure 2-2, part of the street frontage on Santa Monica Boulevard would be open where the stairs lead from the street level to the public plaza on the second floor and the entrance to the residential units. The interior of the site would remain open around the residential courtyard and amenities in the central part of the site. This would allow a direct view from the Santa Monica Boulevard entrance and vantage points on the south side of Santa Monica Boulevard through the site building to the Hollywood Hills and Hollywood sign. The public would be permitted to use the plaza on the second floor of the proposed project to view the Hollywood sign.

The proposed project would include a mix of market rate and affordable apartment units: 133 would be market rate, 17 would be moderate income, and 16 would be low income. The number of studio, one-bedroom, one-bedroom with den, and two-bedroom units would be approved by the City of West Hollywood Rent Stabilization and Housing Department prior to occupancy. Additionally, the City establishes maximum rents for affordable units on an annual basis.

The proposed project would be designed, constructed, and operated in accordance with the City's Green Building Ordinance, which specifies energy and water efficiency measures, trip reduction strategies, and other sustainable measures.

The proposed project includes a total of 260 parking spaces (including 15 spaces for guests), of which 46 spaces would be reserved for the retail and restaurant uses and located on the ground floor level. It is anticipated that a fee would be charged for use of the retail and restaurant parking spaces. Employees and patrons would be expected to park in the ground floor parking area. Parking for the retail and restaurant uses would be available for use by guests of the site tenants after normal operating hours of the commercial uses. The remaining 199 parking spaces would be located in one and a half levels of subterranean parking. The primary entry to and exit from the residential garage would be located on Detroit Street at the northern boundary of the project site; residents would also be able to access the subterranean parking garage from the ground-floor level parking garage located off of Formosa Avenue. Access to the residential parking area would be controlled by a gate. The subterranean parking garage would be comprised of single and tandem parking stalls. All residents would be expected to park on site.

The proposed project would also provide a total of 45 bicycle parking spaces, with 42 located in the residential garage and 3 located within the ground floor parking area. It is anticipated that all the street parking along Santa Monica Boulevard, Formosa Avenue, and Detroit Street would be retained.

Site landscaping would consist of a single row of street trees along Detroit Street and Formosa Avenue and a double row of street trees along the majority of Santa Monica Boulevard. Street trees would not be planted in front of the view portal so as to maintain a clear line of site to the Hollywood Hills. A maximum 15-foot landscaped buffer would be located along the northern boundary of the project site between the site and the adjacent apartment buildings.

CONSTRUCTION

Environmental cleanup is anticipated to start in the second quarter of 2013 and completed construction is expected to take 26 months, ending in the third quarter of 2015. It is estimated that the project site would be fully occupied and in operation in 2016.

The Faith Plating portion of the project site is listed as a hazardous waste site. The Faith Plating Company conducted onsite chrome, copper, and nickel plating activities at 7141 Santa Monica Boulevard, and 1107 and1117 Detroit Street since 1937. The Phase I Environmental Assessment of the project site concluded that the inherent nature of the onsite chrome, copper, and nickel plating activities coupled with observed housekeeping practices, the age of the operations, and the violations filed against the site, the presence of the plating facility represents an environmental risk. In addition, due to the age of onsite structures, there is the potential for asbestos-containing material (ACM) and lead-based paint (LBP) in the existing buildings.

Therefore, the applicant entered into a voluntary cleanup agreement (VCA) with California Department of Toxic Substances Control (DTSC). Under the VCA, the applicant would engage in investigation and environmental remediation of the proposed project site under the supervision of DTSC. The environmental remediation would include the implementation of a Remedial Action Work Plan (RAW) to remove contaminants to the satisfaction of DTSC. Prior to the start of construction, the project site would be clearly defined with fencing and staking. Then the project site would be abated for ACM and LBP prior to demolition of existing buildings and site clearing. The next step would be excavation and site cleanup in accordance with the VCA. Under the VCA, the applicant would engage in investigation and environmental remediation of the project site under the supervision of DTSC. The environmental remediation would include the implementation of the RAW to remove contaminants to the satisfaction of DTSC. After excavation activities have been completed, closure and post-closure activity would document that the remaining soil would have concentrations of heavy metals less than 10 times their respective Soluble Threshold Limit Concentration (STLC). A letter would be issued from DTSC within 30 days of the completion of excavation activity indicating that the extent of soil contamination has been removed from the subject property. Upon receipt of the letter, building construction would begin.

ES.4 SUMMARY OF ENVIRONMENTAL IMPACTS

An analysis of environmental impacts caused by the proposed project has been conducted and is contained in this EIR. Table ES-1 provides a summary of the potential significant environmental impacts that would result during construction and operation of the proposed project, mitigation measures that would lessen potential environmental impacts, and the level of significance of the environmental impacts that would remain after implementation of the proposed mitigation.

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
AESTHETICS			
VIS-1: The proposed project would not have a substantial adverse effect on a scenic vista.	Less than significant	No mitigation measures are required.	Less than significant
VIS-2: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	Less than significant	No mitigation measures are required.	Less than significant
VIS-3: The proposed project would create a new source of substantial light and glare that would adversely affect day or nighttime views in the area.	Significant	**VIS-A** All outdoor lighting, other than identification signage, shall be directed from the perimeter of the property toward building entrances and parking areas utilizing cut-off fixtures to prevent nighttime illumination to spill onto adjacent properties, particularly the residential properties located immediately north of the project site. **VIS-B** The exterior finish of the south-facing walls shall be fabricated with non-reflective glass, non-high gloss paint, and other light-absorbing materials to minimize the glare from the new structure.	Less than significant
VIS-4: The proposed project would not create a new source of substantial shade and shadow that would adversely affect daytime views in the area.	Less than significant	No mitigation measures are required.	Less than significant
AIR QUALITY			
AIR-1: Construction of the proposed project would violate the SCAQMD regional significance thresholds for VOC and NO_X emissions. During the operational phase, regional pollutant emissions would not violate the SCAQMD significance thresholds.	Significant	**AIR-A** The construction contractor shall use electricity from power poles rather than temporary diesel or gasoline generators. **AIR-B** The construction contractor shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. **AIR-C** The construction contractor shall use alternative-fueled off-road equipment. **AIR-D** The construction contractor shall configure construction parking to eliminate interference with traffic operations on Santa Monica Boulevard.	Significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		AIR-E The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows. **AIR-F** The construction contractor shall schedule construction activities that effect traffic flow on the arterial system for off-peak hours. **AIR-G** All construction equipment and delivery vehicles shall be turned off when not in use or prohibit idling in excess of five minutes. **AIR-H** The construction contractor shall utilize super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than 10 grams per liter). **AIR-I** The construction contractors shall utilize materials that do not require painting. **AIR-J** The construction contractor shall use pre-painted construction materials.	
AIR-2: Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations of particulate matter emissions. Operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.	Significant	See mitigation measures AIR-A through AIR-J above.	Significant
AIR-3: Construction of the proposed project would contribute substantially to an existing or projected air quality violation, resulting in a cumulatively considerable impact NO_X emissions.	Significant	See mitigation measures AIR-A through AIR-G above.	Significant
CULTURAL RESOURCES			
CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource.	Less than significant	No mitigation measures are required.	Less than significant
CR-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource.	Less than significant	No mitigation measures are required.	Less than significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
CR-3: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less than significant	No mitigation measures are required.	Less than significant
GEOLOGY AND SOILS			
GEO-1: The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking, ground failure, and landslides.	Less than significant	No mitigation measures are required.	Less than significant
GEO-2: The proposed project would not expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including landslides, lateral spreading, subsidence, liquefaction, and collapse.	Less than significant	No mitigation measures are required.	Less than significant
GREENHOUSE GAS EMISSIONS			
GHG-1: The proposed project would be consistent with the City of West Hollywood CAP and other applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions. In addition, the proposed project would not generate a significant amount of GHG emissions.	Less than significant	No mitigation measures are required.	Less than significant
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65965.5. However, it would not create a significant hazard to the public or the environment.	Less than significant	No mitigation measures are required.	Less than significant
HYDROLOGY AND WATER QUALITY			
HWQ-1: The proposed project would not violate any water quality standards or waste discharge requirements.	Less than significant	No mitigation measures are required.	Less than significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
HWQ-2: The proposed project would not create or contribute runoff that would exceed the capacity of the existing or planned storm water systems or provide substantial additional sources of polluted runoff.	Less than significant	No mitigation measures are required.	Less than significant
LAND USE AND PLANNING			
LU-1: The proposed project would not conflict with an adopted general plan, specific plan, zoning ordinance, or other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation measures are required.	Less than significant
NOISE			
NOISE-1: Construction activity would not create noise levels in excess of the West Hollywood Municipal Code. However, it would cause a substantial temporary project-related increase in ambient noise levels by more than 10 dBA at adjacent residential land uses. The proposed project would result in a significant impact related to construction noise.	Significant	**NOISE-A** The construction contractor shall ensure that equipment is properly maintained per the manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc). **NOISE-B** The construction contractor shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment. **NOISE-C** The construction contractor shall ensure that construction equipment does not idle for extended periods of time. **NOISE-D** The construction contractor shall locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). **NOISE-E** If feasible, the construction contractor shall install a 12-foot high temporary barrier along the northern property line. The acoustical barrier shall be constructed of material having a minimum surface weight of two pounds per square foot or greater, and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method	Significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		E90. The barrier shall be required during the excavation and site preparation phases of construction. **NOISE-F** The construction contractor shall ensure that music is not audible at offsite locations.	
NOISE-2: The proposed project would expose onsite residents to noise levels in excess of the West Hollywood Municipal Code during project operations. The proposed project would result in a significant impact related to noise and land use compatibility.	Significant	**NOISE-G** Prior to issuance of a building permit, the applicant shall submit an acoustical study showing that the interior noise level in residential units does not exceed 45 dBA CNEL or L_{dn}. Prior to occupancy, this noise level shall be verified at a representative sample of residences by a qualified acoustical specialist.	Less than significant
NOISE-3: Operation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project area.	Less than significant	No mitigation measures are required.	Less than significant
NOISE-4: Construction activity would expose nearby sensitive receptors and the nearest filming studio to excessive ground-borne vibration levels. The proposed project would result in a less than significant impact related to operational vibration.	Significant	**NOISE-H** Prior to commencement of construction activity, a qualified structural engineer shall survey the existing foundation and other structural aspects of residential land uses adjacent and to the north of the project site. The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California and have a minimum of 10 years specific experience rehabilitating historic buildings and applying the Secretary of Interior's Standards to such projects. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit for the proposed project. At the conclusion of vibration-causing activities, the qualified structural engineer shall issue a	Significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		follow-up letter describing damage, if any, to adjacent buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken by the applicant prior to issuance of any temporary or permanent certificate of occupancy for the proposed project.	
PUBLIC SERVICES, UTILITES, AND RECREATION			
PS-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.	Less than significant	No mitigation measures are required.	Less than significant
PS-2: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.	Less than significant	No mitigation measures are required.	Less than significant
PS-3: The proposed project may require or result in the construction of new wastewater conveyance. The proposed project would not result in a determination by the wastewater treatment provider that 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.	Significant	**PS-A** Prior to the issuance of a Certificate of Occupancy by the City of West Hollywood, the applicant shall obtain a Sewer Capacity Availability Request from the City of Los Angeles Bureau of Engineering in order to prove to the satisfaction of the City of West Hollywood Department of Public Works that there is adequate wastewater capacity to serve the proposed project. If the City of Los Angeles Bureau of Engineering determines by a subsequent Sewer Capacity Availability Request that the wastewater system no longer has capacity to serve the proposed project, the applicant shall be required to design and construct an alternate sewer connection with adequate downstream capacity.	Less than significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
PS-4: The proposed project would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Significant	**PS-B** Prior to the issuance of a Demolition Permit, the applicant shall submit a building plan to the Environmental Services Coordinator for review and approval. The building plan shall show the location and dimensions of the trash and recyclables storage area. The trash and recyclables storage area shall be designed with adequate space to accommodate the trash and recycling bins and dumpsters. **PS-C** Prior to the issuance of the Certificate of Occupancy, trash and recycling operations shall be established at the project site as follows: • Restaurants shall have a designated dumpster bin to dispose of food waste and other compostables. • Restaurants, residential, and commercial uses shall have a designated dumpster bin to dispose of regular trash. • Restaurants, residential, and commercial uses shall have a designated dumpster bin to dispose of recyclables.	Less than significant
PS-5: The proposed project would not 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, or require the construction or expansion.	Less than significant	No mitigation measures are required.	Less than significant
TRANSPORTATION/TRAFFIC			
TRANS-1: The proposed project would conflict with an applicable plan, ordinance, or policy for establishing measures of effectiveness for the performance of the circulation system established by West Hollywood and Los Angeles.	Significant	**TRANS-A** South Poinsettia Place at Santa Monica Boulevard: As also identified in the Movietown Specific Plan Final EIR (SCH No. 2008071950) and approved by City Council, prior to issuance of a certificate of occupancy by the City, the applicant shall be responsible for restriping Poinsettia Place to provide two northbound turn lanes (an exclusive left-turn lane and an exclusive right-turn lane) with	Significant

TABLE ES-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		a length of 260 feet, including storage and taper, by removing on-street parking on both sides of Poinsettia Place. In the event that the Movietown project applicant restripes Poinsettia to provide the two-northbound lanes with a length of 260 feet required for both projects before Domain completes this mitigation measure, the Public Works Director may deem this mitigation measure satisfied for this project as well.	
TRANS-2: The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards established by the county congestion management agency for designated roads or highways.	Less than Significant	No mitigation measures are required.	Less than significant
TRANS-3: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less than Significant	No mitigation measures are required.	Less than significant

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1.0 INTRODUCTION

1.1 BACKGROUND AND PROJECT HISTORY

A Draft Environmental Impact Report (EIR) for the Formosa Specific Plan Project was circulated for public review and comment by the City of West Hollywood (City) on August 15, 2008, initiating a 45-day public review period pursuant to the California Environmental Quality Act (CEQA) and its implementing guidelines until September 29, 2008. The project site is located on the north side of Santa Monica Boulevard between Detroit Street and Formosa Avenue. The 1.3-acre project site consists of three parcels: 7155 Santa Monica Boulevard, 7141 Santa Monica Boulevard, and 1107 and 1117 Detroit Street. It is developed with a sound editing studio and a metal plating facility.

The project evaluated in the Draft EIR was a Specific Plan proposing to demolish the existing site structures and construct up to 130 residential units and approximately 9,000 square feet of commercial uses (i.e., retail/restaurant/banking). The residential units would have consisted of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. No residential units would have fronted Santa Monica Boulevard on the ground floor level. The project would have included a mix of market rate and affordable units: 113 market rate, 8 moderate income, and 9 low income. The project would have provided approximately 27,000 square feet of open space in the form of private balconies, fitness room, pool, roof deck, lounge, and theater, which would only be available for use by site residents and their guests. A public balcony would have been located on the second floor to provide a public view through the project site to the Hollywood Hills north of the project site. The commercial uses would have been restricted to the ground floor level and would have fronted Santa Monica Boulevard. To implement the development, the project would have required a specific plan to permit greater height, greater floor area, greater density, reduced parking requirements, and reduced open space requirements than permitted by the City regulations at that time.

The Draft EIR and Notice of Completion (NOC) were distributed to the California Office of Planning and Research, State Clearinghouse, and relevant agencies. The public was also given the opportunity to provide comments on the Draft EIR at two public meetings: one before the Planning Commission on September 4, 2008, and one before the Historic Preservation Commission Meeting on September 22, 2008.

A Final EIR was prepared including responses to comments received on the Draft EIR. However, the Final EIR was not circulated for public review and was not brought before the Planning Commission and City Council for approval hearings. The project plans and project site have since been purchased from Formosa Partners, LP, by Domain WH, LLC. The new project applicant intends to move forward with the proposed mixed-use project with some minor modifications to the site plan and complete the environmental review process pursuant to CEQA. A summary of the proposed project and the key modifications from the previous proposal is provided in Section 1.2 below.

Pursuant to CEQA Guidelines Section 15088.5, the City of West Hollywood (lead agency) prepared this Recirculated Draft EIR to provide an explanation of the changes to the proposed project and an evaluation

of those environmental issue areas where modifications to the environmental setting have occurred and revisions to the previous Draft EIR analysis are warranted. Additionally, since the Draft EIR was made available for public review, the City adopted the West Hollywood General Plan 2035 and made modifications to the West Hollywood Zoning Ordinance. These changes to the City's land use policies and regulations and new General Plan and Zoning designations for the project site have eliminated the need for a Specific Plan. Therefore, the proposed project has been re-named the Domain Project.

Following public review of the Recirculated Draft EIR, a Final EIR will be prepared. It will include responses to comments received on the Recirculated Draft EIR and the Draft EIR. The Final EIR will be made available for public review prior to submission to the Planning Commission for approval hearings.

1.2 SUMMARY OF THE PROPOSED PROJECT

The 1.3-acre project site is located on the north side of Santa Monica Boulevard between Detroit Street and Formosa Avenue in the City of West Hollywood, western Los Angeles County. The site consists of three parcels currently owned by the applicant, Domain WH, LLC. The first parcel, 7155 Santa Monica Boulevard, is currently occupied by a sound editing studio, which consists of an approximately 3,500 square-foot, two-story brick and stucco building. The second parcel, 7141 Santa Monica Boulevard, and the third parcel, 1107 and 1117 Detroit Street, are currently occupied by a metal plating facility, which includes five contiguous two-story brick and stucco buildings totaling approximately 36,000 square feet.

The Domain Project involves demolition of the existing site structures, and construction and operation of a single-mixed use building consisting of up to 166 apartment units and approximately 9,300 square feet of retail and restaurant uses. The commercial uses would be restricted to the ground floor level, fronting Santa Monica Boulevard and wrapping around to Detroit Street and Formosa Avenue. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Ten apartments would be located on the ground floor fronting the northern property line. No residential units would front Santa Monica Boulevard on the ground floor level. The remainder of the residential units would be located on the upper levels. The proposed project would include a mix of market rate and affordable apartment units: 133 would be market rate, 17 would be moderate income, and 16 would be low income. Parking for the commercial uses would be provided at grade and resident parking would be provided on up to two levels of subterranean parking for a total of 260 vehicle parking spaces (199 parking spaces for the residential units and 15 parking spaces for guests) and 45 bicycle parking spaces.

The proposed project would be a single-structure a maximum of six stories above grade (a maximum of 72 feet in height plus architectural features) along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories (approximately 36 feet) at the northern boundary adjacent to the neighboring apartment buildings. In addition, the proposed project would provide a view portal from Santa Monica Boulevard of the Hollywood Hills to the north of the project site.

Since the Draft EIR was made available for public review, the following key modifications to the project design have been made:

- The project applicant has changed from Formosa Partners, LP to Domain WH, LLC.
- The proposed project would no longer require a specific plan; subsequently, the project name has changed from the Formosa Specific Plan to the Domain Project.
- The total number of apartments proposed to be constructed increased from 130 to 166 units, and the amount of retail and restaurant space increased from approximately 9,000 square feet to approximately 9,300 square feet. The increase in residential units and commercial square footage was accomplished by reconfiguring the interior building space and increasing the floor-to-area (FAR)[1] ratio from 3.0:1 to 3.18:1.
- The number of affordable units increased from 13 percent to 20 percent of the total units to 33, with an increase in moderate income units from 8 to 17 and an increase in low income units from 9 to 16.
- The proposed building height decreased from 75 feet to 72 feet, but would still consist of 6 stories above grade.
- The amount of open space available to site residents and their guests increased from approximately 27,000 square feet to 35,000 square feet.
- The number of total onsite parking spaces increased from 206 to 260. The number of parking spaces dedicated for use by the commercial patrons decreased by 1 from 47 to a new total of 46 commercial parking spaces. However, the number of parking spaces dedicated for use by the onsite residents increased by 40 from 159 to a new total 199 residential spaces and 15 guest parking spaces. The additional resident parking would be accommodated in an extra half level of subterranean parking compared to the previous project site plan.
- The start date for project construction moved from March 2009 to the second quarter of 2013; however, the duration of construction remains 26 months.

1.3 THE CEQA ENVIRONMENTAL PROCESS

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

[1] Floor area ratio is the ratio of square feet of floor area to site area.

project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to be significant after mitigation.

Notice of Preparation and Initial Study

In accordance with the CEQA Guidelines, an Initial Study was prepared and a Notice of Preparation (NOP) distributed on August 9, 2007, to public agencies and organizations, as well as private organizations and individuals with a possible interest in the proposed project. The purpose of the NOP was to provide notification that the City planned to prepare an EIR and to solicit input on the scope and contents of the EIR. Over 16 copies of the NOP were distributed; 8 written comment letters were received from various agencies, organizations, and individuals. These letters and the NOP are included in Appendix A of the Draft EIR.

A public agency scoping meeting was held at Plummer Park Community Center on August 14, 2007. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project. Approximately 20 people attended the scoping meeting.

Draft EIR

The Draft EIR for the Formosa Avenue Specific Plan Project was circulated for public review and comment on August 15, 2008, initiating a 45-day public review period pursuant to CEQA and its implementing guidelines until September 29, 2008. Copies of the Draft EIR are available for review at the City Hall Planning Division counter and West Hollywood Library (715 North San Vicente Boulevard, West Hollywood, CA 90069 [310] 652-5340). The document is also available on the City of West Hollywood website, www.weho.org.

The Draft EIR provided a detailed evaluation of potentially significant impacts for eight environmental issue areas, as follows:

3.1 Aesthetics
3.2 Air Quality
3.3 Cultural Resources
3.4 Hazards and Hazardous Materials
3.5 Land Use and Planning
3.6 Noise
3.7 Public Services, Utilities and Recreation
3.8 Traffic/Circulation

Cumulative environmental impacts, including Global Climate Change, as well as irreversible environmental changes and growth-inducing impacts, were evaluated in Chapter 4.0, Impact Overview. Chapter 5.0, Alternatives, evaluated the comparative merits of the proposed project against a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project and avoid or substantially lessen potentially significant project-related impacts. The

alternatives evaluated in the Draft EIR included the No Project Alternative, Reduced Density Alternative, and Mixed-Use with Retail Only Alternative.

The Draft EIR and NOC were distributed to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to over 18 interested parties and adjacent property owners and residents located within a 300-foot radius of the project site, which informed them of where they could view the document and how to comment. The purpose of the 45-day review period was to provide interested public agencies, groups, and individuals the opportunity to comment on the contents and accuracy of the document. The document was available to the public at the City Hall Planning Division counter and the West Hollywood Library. A copy of the document was also posted online. The public was given the opportunity to provide comments on the Draft EIR at two public meetings. During the 45-day public review period, a total of five comment letters and emails were received, in addition to the oral testimony from the public meetings.

Recirculated Draft EIR

As stated in Section 15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before the Final EIR is certified. In accordance with CEQA Guidelines Section 15088.5, new information includes "changes in the project or environmental setting, as well as additional data or other information." However, new information "is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment." The new project applicant intends to move forward with the proposed mixed-use project with some minor modifications to the site plan, as discussed in Section 1.3 above.

This Recirculated Draft EIR describes the changes to the proposed project and changes to the environmental setting that have occurred since the Draft EIR was made available for public review. It provides new project-specific and cumulative environmental impacts analysis resulting from construction and operation of the new proposed project and updated environmental setting. The following chapters of the Draft EIR are recirculated herein:

3.1 Air Quality
3.2 Geology and Soils
3.3 Greenhouse Gas Emissions
3.4 Hazards and Hazardous Materials
3.5 Hydrology and Water Quality
3.6 Land Use and Planning
3.7 Noise
3.8 Public Services, Utilities and Recreation
3.9 Traffic/Circulation
3.10 Impact Overview
3.11 Alternatives to the Proposed Project

This Recirculated Draft EIR is being circulated for 45 days. Pursuant to CEQA Guidelines Section 15088.5(f)(2), the City requests that commentors limit their comments to only the material contained in this document. The 45-day public comment period for this Recirculated Draft EIR will commence on January 11, 2013, and conclude on February 25, 2013.

Copies of both the Recirculated Draft EIR and the Draft EIR are available for review at the City Hall Planning Division counter and West Hollywood Library (715 North San Vicente Boulevard, West Hollywood, CA 90069 [310] 652-5340). The Recirculated Draft EIR is also available on the City of West Hollywood website, www.weho.org.

Please submit comments responding to the adequacy and appropriateness of this Recirculated Draft EIR in writing to the address provided below. Comment letters must be postmarked by January 7, 2013.

City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, CA 90069
Contact: Emily Stadnicki
Email: estadnicki@weho.org

Final EIR

Upon completion of the comment period on the Recirculated Draft EIR, the City will publish a Final EIR. The Final EIR will include responses to all comments received on the Draft EIR during the original Draft EIR public comment period, as well as responses to new comments received on the Recirculated Draft EIR. The Final EIR will be provided to all commenting agencies at least 10 days prior to City of West Hollywood Planning Commission hearing to consider approval or denial of the proposed project.

1.4 ORGANIZATION OF THE RECIRCULATED DRAFT EIR

This Recirculated Draft EIR is organized as follows:

Chapter 1.0 of this Recirculated Draft EIR provides an explanation of the Recirculated Draft EIR and the CEQA environmental review process, a brief description of the proposed project, and the organization of the Recirculated Draft EIR. This chapter also provides an explanation of those Draft EIR sections that do not warrant recirculation.

Chapter 2.0 of this Recirculated Draft EIR provides a detailed description of the proposed project and includes a list of the new project description information provided in this Recirculated Draft EIR that was not part of the previous Draft EIR.

Chapter 3.0 of this Recirculated Draft EIR provides new analysis and mitigation measures, as applicable, for the following environmental issue areas:

3.1 Air Quality
3.2 Geology and Soils

3.3 Greenhouse Gas Emissions
3.4 Hazards and Hazardous Materials
3.5 Hydrology and Water Quality
3.6 Land Use and Planning
3.7 Noise
3.8 Public Services and Utilities
3.9 Traffic and Transportation
3.10 Impact Overview
3.11 Alternatives to the Proposed Project

Chapter 4.0 of this Recirculated Draft EIR provides all clarifications and modifications that were made to the text or graphics of the Draft EIR for those chapters that are not being recirculated herein. Clarifications and revisions reflect changes made as a result of a comment made by an agency or individual during the Draft EIR public review period.

Chapter 5.0 of this Recirculated Draft EIR provides a list of acronyms and abbreviations used throughout this document.

Chapter 6.0 of this Recirculated Draft EIR provides a bibliography of reference materials used in the preparation of this document.

1.5 ISSUE AREAS NOT REQUIRING RECIRCULATION

CEQA Guideline Section 15088.5(c) allows a lead agency to recirculate only those sections of a Draft EIR to which substantial change has occurred. In order to determine the sections of the previous analysis in the Draft EIR where changes have occurred that would deprive the public of a meaningful opportunity to comment, the CEQA Initial Study checklist form was revisited. As discussed above, the following chapters of the Draft EIR are recirculated herein:

3.1 Air Quality
3.2 Geology and Soils
3.3 Greenhouse Gas Emissions
3.4 Hazards and Hazardous Materials
3.5 Hydrology and Water Quality
3.6 Land Use and Planning
3.7 Noise
3.8 Public Services, Utilities and Recreation
3.9 Traffic/Circulation
3.10 Impact Overview
3.11 Alternatives to the Proposed Project

Some CEQA environmental issue areas were determined not to have changed substantially as a result of revisions to the project description or changes to the environmental setting. Therefore, these sections are

not recirculated herein. Brief explanations for each environmental issue area that is not recirculated are provided below.

Agricultural and Forestry Resources

As discussed in the Draft EIR, the project site is currently developed with a sound editing studio and a metal plating facility. No agricultural activities presently occur onsite and the project site does not contain forestry resources. Implementation of the proposed project would not require conversion of farmland to non-agricultural uses or forestland to non-forestry uses. No impact would occur. No changes to the existing site uses have occurred since the Draft EIR was made available for public review. Therefore, no change in the severity of the environmental impact has occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

Aesthetics

Modifications to the proposed interior building configuration have occurred since the Draft EIR was made available for public review. However, as discussed in more detail in Chapter 2.0, Project Description, the proposed project footprint, height, façade, and view corridor remain relatively unchanged from that described in the Draft EIR. As discussed in Section 3.1 of the Draft EIR, the proposed project would have a beneficial impact on scenic vistas, and would not substantially alter the visual character of the project site and surrounding area or create a substantial source of shade and shadow. As discussed in the Draft EIR, the proposed project has the potential to create a new source of light and glare through the use of reflective building materials. Implementation of mitigation measures VIS-A and VIS-B would still be required to reduce the impact to a less than significant level. Therefore, no change in the severity of the environmental impact has occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

Biological Resources

As discussed in the Draft EIR, the project site is currently developed with a sound editing studio and a metal plating facility. Onsite vegetation does not provide habitat for sensitive species, and is not considered sensitive or otherwise protected by local, state, or federal policies. The project site is located in a fully developed urban area of Los Angeles, and does not provide wildlife migration or act as a migratory corridor. No impact to biological resources would occur. No changes to the project site uses have occurred since the Draft EIR was made available for public review. Therefore, no change in the severity of the environmental impact has occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

Cultural Resources

As discussed in Section 3.2 of the Draft EIR, the project site and the existing structures were evaluated for historic significance and found not to be eligible. Therefore, demolition of the existing site structures would not create a significant impact to historic resources. Additionally, the project site is not likely to contain archaeological or paleontological resources, or human remains. Compliance with CEQA

Guidelines Section 15064.5 would ensure a less than significant impact to cultural resources. As discussed in Chapter 2.0, Project Description, only minor revisions to the proposed interior building configuration and height have occurred since the Draft EIR was made available for public review. Therefore, no changes to the environmental setting or in the severity of the environmental impact have occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

Mineral Resources

No mining operations presently occur onsite, and the project site does not contain known mineral resources. Implementation of the proposed project would not result in the loss of availability of any known mineral resources. No changes to the existing site uses have occurred since the Draft EIR was made available for public review. Therefore, no change in the severity of the environmental impact has occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

Population and Housing

The proposed project would provide 166 net new residential units, 36 more units than proposed in the Draft EIR. However, the proposed new residential units would not induce substantial population growth. The net new residential units and the associated increase in population are within planned growth projections for the City of West Hollywood and the region. The proposed project would redevelop an existing urban site and would not construct new infrastructure in a previously undeveloped area that would divide an established community. It would not remove existing housing, necessitating the construction of new housing elsewhere. No changes to the existing site uses have occurred since the Draft EIR was made available for public review. Therefore, no change in the severity of the environmental impact has occurred, and no new mitigation measures are required. Recirculation of this issue area is not warranted.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

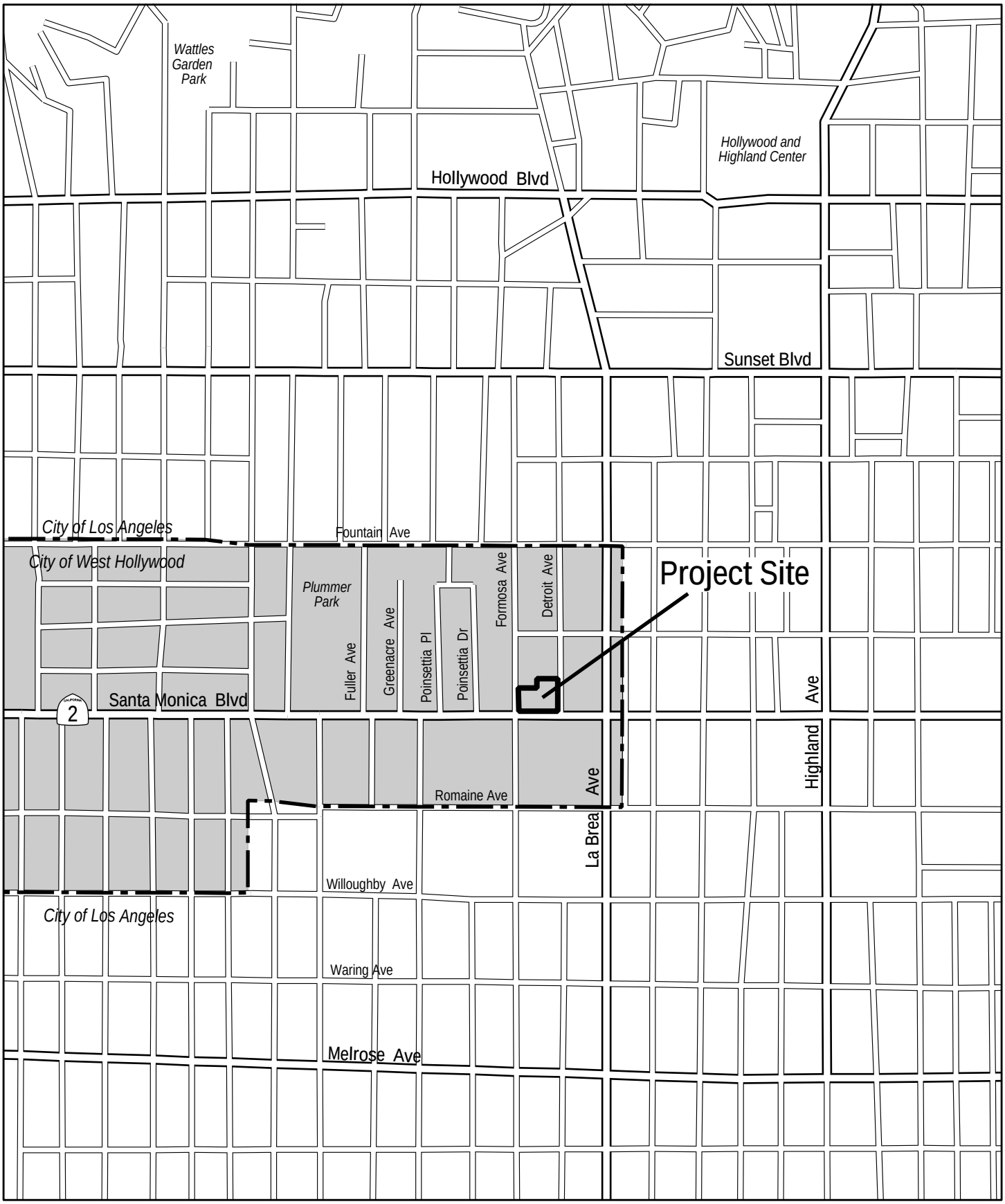
The 1.3-acre project site is bound by Formosa Avenue to the west, Santa Monica Boulevard to the south, Detroit Street to the east, and residential uses to the north. It is located in the City of West Hollywood in western Los Angeles County. The site consists of three parcels. The first parcel is located at 7155 Santa Monica Boulevard. The second parcel is located at 7141 Santa Monica Boulevard. The third parcel is located at 1107 and 1117 Detroit Street. The second and third parcels are developed jointly. Regional access to the site is provided by United States Route 101 (US 101, Hollywood Freeway), which is located approximately 1.4 miles northeast of the project site. The site is located approximately one block west of the City of Los Angeles border. Figure 2-1 shows the project location map.

2.2 PHYSICAL ENVIRONMENTAL SETTING

2.2.1 EXISTING LAND USES

The project site consists of three parcels owned by the applicant, Domain WH, LLC. The first parcel, 7155 Santa Monica Boulevard, is occupied by a sound editing studio and consists of one two-story brick and stucco building totaling approximately 3,500 square feet. This structure was constructed prior to 1928 with renovations occurring in 1980 and 1990. This property includes a surface parking lot with an entrance on Formosa Avenue. The tenants of the sound editing studio vacated the property at the end of September 2012.

The second parcel, 7141 Santa Monica Boulevard, and the third parcel, 1107 and 1117 Detroit Street, are occupied by a metal plating facility and are developed with five contiguous two-story brick and stucco buildings totaling approximately 36,000 square feet. All five structures are wood-framed plaster buildings originally constructed in 1926, 1937, 1951, 1952, and 1958. The office area is located in the western building on the property. The plating operation, polishing, and metal working area are located in the southeastern building. An employee locker room and bumper storage areas are located on the second floor of this building. The first floor of the northeastern building is used for bumper metal work and polishing. A paint spray booth is operated in the northern part of the first floor of this building. The second floor is used for bumper storage. A small paved parking lot is located on the northern portion of this property. This lot is the former location of two underground storage tanks removed in 1988. Currently, the lot is used for automobile maintenance, bumper storage, and is the location of an onsite wastewater treatment plant and clarifier. The entrance to the parking lot is located on Detroit Street. This portion of the project site is listed as a hazardous waste site. The tenants of the metal plating facility vacated the property in December 2012.



Source: ESRI Data & Maps and StreetMap USA, 2012.

Figure 2-1
Project Location Map

0 500 1000 2000 Feet

The project site is fully developed with surface parking spaces and structures. There is no vacant or undeveloped soil on the site. The site slopes in a southwesterly direction with the Detroit Street frontage being approximately two feet higher in elevation than the Formosa Avenue frontage. The site landscaping consists of a few scattered trees located on the western site boundary fronting Formosa Avenue. These include an 8-inch palm, a 28-inch ficus, and three 9-inch palms. There is nighttime building and security lighting located on the existing buildings and parking lots.

2.2.2 SURROUNDING LAND USES

The surrounding area is primarily commercial along Santa Monica Boulevard. Jones Café is located west of the site on the northwest corner of Santa Monica Boulevard and Formosa Avenue. A costume shop is located north of Jones Café on the west side of Formosa Avenue facing the project site. Residential uses are located farther north along the west side of Formosa Avenue. A studio is located on the south side of Santa Monica Boulevard opposite Jones Café. The Formosa Café and the West Hollywood Gateway, a multi-tenant commercial facility, are located directly south of the project site on Santa Monica Boulevard. La Brea Avenue is located one block east of the site. There were vacant commercial buildings located on the northeast corner of Santa Monica Boulevard and Detroit Street. These structures have since been demolished and construction of the Monarch West Hollywood – Santa Monica & La Brea Project is now underway. The project will consist of 184 residential units and 13,350 square feet of ground floor retail when construction is complete in late 2013. A beverage service company and the parking lot and drive-thru for a fast food restaurant are located north of the Monarch on Detroit Street. Residential uses abut the project site to the north. A two-story apartment building is located north of the site fronting Formosa Avenue. An apartment complex consisting of four one-story apartment buildings is located north of the site along Detroit Street. The area north of the project site contains a mix of single- and multi-family residential uses.

Metered parking is located on this block of Santa Monica Boulevard in front of the existing buildings. City preferential permit street parking is located on Formosa Avenue and Detroit Street. The sidewalk along this block of Santa Monica Boulevard features bulb-outs at Formosa Avenue and Detroit Street to facilitate pedestrian crossing and wheelchair access. Street trees and tree wells are located in the sidewalks surrounding the project site.

2.2.3 GENERAL PLAN DESIGNATION AND ZONING

The project site is designated and zoned CA (Commercial, Arterial) in the City of West Hollywood General Plan (City of West Hollywood 2010). The CA zone is for parcels that support regional retail uses due the presence of a high volume of vehicle traffic. This designation allows for mixed-use development with multi-family residential, retail, and commercial uses. The project site is also located within a Mixed-Use Incentive Overlay Zone and the Santa Monica/La Brea Transit District. The Mixed-Use Incentive Overlay Zone identifies certain locations where a mix of residential and commercial uses is encouraged. New development with a mix of residential and commercial uses in this zone may receive an additional

0.5 (FAR) [1] and 10 feet in height. The Transit Overlay Zone is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips (City of West Hollywood 2011).

2.3 PROJECT OBJECTIVES

The overall goal of the Domain Project, formerly the Formosa Specific Plan Project, is to create a mixed-use development that builds upon, complements, and is a catalyst to additional growth within an existing built environment. The primary objectives of the project include the following:

- Provide the financial resources to clean-up existing environmental contamination, to permit the redevelopment of the site with market rate and affordable housing, thereby converting an incompatible industrial use, which generates air and ground pollutants, into an attractive addition to the adjacent residential and retail uses.

- Establish a principal activity center and entry into the City of West Hollywood by the intensification of commercial uses and urban design improvements.

- Provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses that serve adjacent residents and employees and continue the character of specialty uses.

- Enhance pedestrian activity along Santa Monica Boulevard, and provide much needed neighborhood serving retail/restaurant uses along Santa Monica Boulevard that responds to neighborhood needs and market demands.

- Develop a village-like environment by siting and massing buildings around common pedestrian areas and open spaces that are linked to Santa Monica Boulevard.

- Increase housing in West Hollywood and provide affordable housing.

2.4 PROPOSED PROJECT CHARACTERISTICS

The proposed project includes a mix of retail/commercial and residential uses. Figure 2-2 shows the conceptual ground floor site plan. Retail and restaurant uses would be restricted to the ground floor level fronting Santa Monica Boulevard and wrapping around to Detroit Street and Formosa Avenue. Residential uses would generally be located on the upper floors. A total of approximately 9,300 square feet of retail and restaurant space would be provided. At this time, no tenants are proposed; thus, the makeup of the commercial uses is not being specified. However, it is anticipated that approximately 2,500 square feet of the commercial space would be occupied by a restaurant and approximately 6,800 square feet would be occupied by retail uses.

[1] Floor area ratio is the ratio of square feet of floor area to site area.

Source: Studio One Eleven, 2012

Figure 2-2
Conceptual Site Plan

Up to 166 apartment units would be developed. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Ten units would be located on the ground floor fronting the northern property line. No residential units would front Santa Monica Boulevard on the ground floor level. These ground floor units would each have a small patio along the street. The lobby entrance to the residential complex would be located on the ground floor and would be accessible from Santa Monica Boulevard, an elevator from the subterranean parking level, and from the retail parking located on the ground floor. The second floor would consist of residential units, a pool, a lounge, a theater/projection room, a fitness room, and a courtyard. These amenities would be accessible to residents only. A public balcony would be located on the second floor. The third, fourth, fifth, and sixth floors would consist of residential units only. All residential units would be accessed from interior hallways, with the exception of the residential units located on the ground floor. The proposed project would provide approximately 35,000 square feet of open space in the form of private balconies, fitness room, pool, roof deck, lounge, and theater. These features would only be available for use by site residents and their guests.

The proposed project would include a maximum of six stories above grade (a maximum of 72 feet in height plus architectural features) along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories (approximately 36 feet) at the northern boundary adjacent to the neighboring apartment buildings. In addition, the proposed project would provide a view portal from Santa Monica Boulevard of the Hollywood Hills to the north of the project site. This view is currently obstructed by onsite buildings. As shown on Figure 2-2, part of the street frontage on Santa Monica Boulevard would be open where the stairs lead from the street level to the public plaza on the second floor and the entrance to the residential units. The interior of the site would remain open around the residential courtyard and amenities in the central part of the site. This would allow a direct view from the Santa Monica Boulevard entrance and vantage points on the south side of Santa Monica Boulevard through the site building to the Hollywood Hills and Hollywood sign. The public would be permitted to use the plaza on the second floor of the proposed project to view the Hollywood sign.

All developers in the City of West Hollywood are required to make a percentage of newly constructed housing units available to moderate and low income households. The affordable units are expected to be distributed throughout the development (West Hollywood Municipal Code Section 19.10.010). The proposed project would include a mix of market rate and affordable apartment units: 133 would be market rate, 17 would be moderate income, and 16 would be low income. The number of studio, one-bedroom, one-bedroom with den, and two-bedroom units would be approved by the City of West Hollywood Rent Stabilization and Housing Department prior to occupancy. Additionally, the City establishes maximum rents for affordable units on an annual basis.

The proposed project would be designed, constructed, and operated in accordance with the City's Green Building Ordinance (No. 07-762 adopted October 1, 2007), which specifies energy and water efficiency measures, trip reduction strategies, and other sustainable measures.

The proposed project includes a total of 260 parking spaces (with 15 spaces for guests), of which 46 spaces would be reserved for the retail and restaurant uses and located on the ground floor level. It is anticipated that a fee would be charged for use of the retail and restaurant parking spaces. Employees and patrons would be expected to park in the ground floor parking area. Parking for the retail and restaurant uses would be available for use by guests of the site tenants after normal operating hours of the commercial uses. The remaining 199 parking spaces would be located in one and a half levels of subterranean parking. The primary entry to and exit from the residential garage would be located on Detroit Street at the northern boundary of the project site; residents would also be able to access the subterranean parking garage from the ground-floor level parking garage located off of Formosa Avenue. Access to the residential parking area would be controlled by a gate. The subterranean parking garage would be comprised of single and tandem parking stalls. All residents would be expected to park on site. The proposed project would also provide a total of 45 bicycle parking spaces, with 42 located in the residential garage and 3 located within the ground floor parking area. It is anticipated that all the street parking along Santa Monica Boulevard, Formosa Avenue, and Detroit Street would be retained.

Site landscaping would consist of a single row of street trees along Detroit Street and Formosa Avenue and a double row of street trees along the majority of Santa Monica Boulevard. Street trees would not be planted in front of the view portal so as to maintain a clear line of site to the Hollywood Hills. A 15-foot landscaped buffer would be located along the northern boundary of the project site between the site and the adjacent apartment buildings.

2.5 CONSTRUCTION SCENARIO

Environmental cleanup is anticipated to start in the second quarter of 2013 and completed construction s expected to take 26 months, ending in the third quarter of 2015. It is estimated that the project site would be fully occupied and in operation in 2016.

The Faith Plating portion of the project site is listed as a hazardous waste site. The Faith Plating Company conducted onsite chrome, copper, and nickel plating activities at 7141 Santa Monica Boulevard, and 1107 and1117 Detroit Street since 1937. Concentrations of regulated metals (lead, chromium, cadmium, and nickel) and volatile organic compounds (VOCs) in onsite subsurface soils have been measured above both the U.S. Environmental Protection Agency (EPA) IX Preliminary Remediation Goals (PRGs) and the California Human Health Screening Levels (CHHSLs) for residential soils. In addition, due to the age of onsite structures, there is the potential for asbestos-containing material (ACM) and lead-based paint (LBP) in the existing buildings. A preconstruction survey would be required to determine the presence of ACM and LBP.

The applicant entered into a voluntary cleanup agreement (VCA) with DTSC. Under the VCA, the applicant would engage in investigation and environmental remediation of the proposed project site under the supervision of DTSC. The environmental remediation would include the implementation of a Remedial Action Work Plan (RAW) to remove contaminants to the satisfaction of DTSC.

The RAW, which has been approved by DTSC, requires specific removal action objectives (RAO) based on site-specific media of concern chemicals of concern (COCs), exposure routes and receptors, and acceptable contaminant concentrations or range of contaminant concentrations for each exposure route. The media of concern for the project site are soil, subsurface gas, and ground water. The COCs for the site are heavy metals (primarily chromium, nickel, copper, and lead), VOCs (perchloroethylene [PCE], trichloroethylene [TCE], benzene and napthalene), and petroleum hydrocarbons. While these RAOs have not received final approval from DTSC, they do serve as a useful guide for the types of remediation that is contemplated for the project site. The RAOs for the project site are:

- Remove onsite sources to contamination to soil and groundwater;
- Minimize construction worker and adjacent residents' exposure to COCs during the construction program;
- Comply with all required permits including the SCAQMD 1166 Permit which includes daily monitoring for VOCs until the onsite soil excavation has been completed and the excavation area is sealed;
- Compliant demolition, removal and disposal of building materials from the site;
- Remove soils impacted with heavy metals until concentrations are below the California's Total Threshold Limit (CTTL) concentration and 10 times the Soluble Threshold Limit Concentration (STLC) or below hazardous concentrations within the property boundary and to a maximum depth of 20 feet below ground surface (bgs);
- Remove soils impacted with VOCs, or petroleum hydrocarbons to a depth of 15 feet bgs across the entire project boundary. Additional soil removal may occur beneath the plating operation floor to a maximum depth of 20 feet bgs if heavy metal concentrations exceed 10 times the STLC;
- Minimize the volume of soil designated as non-hazardous being transported and disposed of as hazardous through segregation based on existing data and supplemental data obtained during the excavation processes;
- Verify remaining conditions following excavation for documentation through verification sampling and testing;
- Assess post-remedial risks of subsurface vapors to determine if further mitigation is necessary;
- Monitor groundwater for a defined period of decreasing trends in the minor concentration of COCs. No groundwater remediation is anticipated to achieve unrestricted regulatory site closure for this site;
- Obtain unrestricted regulatory site closure for the site; and
- Provide a site ready for the unrestricted construction of a beneficial retail and residential complex that will enhance the community.

All ACM and LBP would be removed prior to the start of demolition in accordance with the California Department of Toxic Substances Control (DTSC) requirements for LBP and the South Coast Air Quality Management District (SCAQMD) requirements for ACM. Per state law, the applicant must obtain proof of satisfaction of state and regional requirements prior to the start of demolition.

Prior to the start of construction, the project site would be clearly defined with fencing and staking. Then the project site would be abated for ACM and LBP prior to demolition of existing buildings and site clearing. The next step would be excavation and site cleanup in accordance with the VCA. Under the VCA, the applicant would engage in investigation and environmental remediation of the project site under the supervision of DTSC. The environmental remediation would include the implementation of the RAW to remove contaminants to the satisfaction of DTSC. After excavation activities have been completed, closure and post-closure activity would document that the remaining soil would have concentrations of heavy metals less than 10 times their respective STLC. A letter would be issued from DTSC within 30 days of the completion of excavation activity indicating that the extent of soil contamination has been removed from the subject property. Upon receipt of the letter, building construction would begin.

Construction staging would take place within the construction boundaries. Construction workers would park at an offsite lot and not use street parking on the nearby residential streets. Approximately 30 construction workers would be working onsite per day. They are expected to travel approximately 20 miles each way to and from the project site. The entire project site would be graded. It is anticipated that approximately 33,200 cubic yards of soil would be removed. Of this amount, approximately 10,200 cubic yards of soil is expected to be contaminated. Soils classified as hazardous waste would be transported off-site to a Class I landfill, such as Kettleman Hills Landfill in Kettleman City, California. Soils containing VOCs would be transported to a landfill such as Antelope Valley Landfill in Palmdale, California. Soils classified as non-hazardous would be transported to Rose Hills Landfill in Los Angeles. Construction would require no more than 60 truck trips per day with an average of 35 haul trucks entering and leaving the site on a typical day during hauling operations. Typical construction equipment would include bobcats, skip loaders, backhoes, hydraulic hammers, roll-off bins, excavators, gradalls, bottom dumps, cranes, pick-up trucks, concrete ready-mix trucks, delivery vehicles, paving machines, and assorted power operated hand tools.

Hours of construction would be limited to between 8:00 a.m. and 7:00 p.m. on weekdays and Saturdays. Construction activities would not be conducted outside the hours allowed by the Noise Ordinance unless an extended hours permit is obtained from the City.

All development projects in West Hollywood are required to prepare a construction mitigation plan that addresses issues such as truck routing, dust control, construction worker parking, hours of operation, and materials storage. Further, the applicant would be required to obtain an encroachment permit for the public right-of-way along the site frontage for the duration of the construction period. The most effective and appropriate combination of resource avoidance and monitoring would be employed during all phases of project construction, including implementation of the following additional Best Management Practices:

- The proposed project would implement Rule 403 dust control measures required by the South Coast Air Quality Management District (SCAQMD), which would include the following:
    1) Water shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes.
    2) The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:
        a. Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
        b. Pave the surface extending at least 100 feet and at least 20 feet wide;
        c. Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
        d. Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
    3) All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
    4) Construction activity on exposed or unpaved dirt surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts).
    5) Ground cover in disturbed areas shall be replaced in a timely fashion when work is completed in the area.
    6) A community liaison shall be identified concerning on-site construction activity including resolution of issues related to PM_{10} generation.
    7) Non-toxic soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
    8) Traffic speeds on all unpaved roads shall be limited to 15 mph or less.
    9) Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, water sweepers with reclaimed water shall be used.

- Project would implement all required measures approved by DTSC as part of the RAW.
- Construction equipment staging areas would be located as far as possible from the adjacent residential uses.
- Project would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan for construction activities. Erosion control and grading plans would include:
    (1) minimizing the extent of the disturbed area and duration of exposure;
    (2) stabilizing and protecting the disturbed area as soon as possible;
    (3) keeping runoff velocities low;
    (4) protecting disturbed areas from contact with runoff;
    (5) retaining sediment within the construction area; and

(6) due to the size of the site (greater than one acre) a Notice of Intent and the Storm Water Pollution Prevention Plan will be submitted to the California Regional Water Quality Control Board.

- Project would comply with the National Pollution Discharge Elimination System Phase II Rule.
- Water pressure for firefighting purposes would be provided in accordance with requirements.
- All mobile construction equipment would be equipped with properly operating mufflers or other noise reduction devices.
- Businesses and residences immediately adjacent to the construction site would be notified prior to the start of construction (e.g., via flyers). The notices would include a telephone number for noise complaints.
- Construction debris would be recycled in accordance with the California waste reduction requirements.

2.6 PROJECT APPROVALS REQUIRED

The City is the lead agency pursuant to CEQA Guidelines Section 15367. This EIR will be used by the City as a decision-making tool for approval of the Domain Project. Various City permits and approvals would be required in order to approve and implement the proposed project. These include, but are not limited to, the following:

- City of West Hollywood Design Review Subcommittee (compliance with design guidelines),
- City of West Hollywood Historic Preservation Commission (review of cultural resources, if any), and
- City of West Hollywood Planning Commission (Vesting Tentative Tract Map, Conditional Use Permit [CUP], Modification Permit, and EIR).

Other regulatory agencies and local jurisdictions that also require permits or approvals in order to construct and operate the proposed project include:

- California Department of Toxic Substances Control (approval of RAW and related documents, permits, and actions)
- Occupational Safety and Health Administration, Department of Industrial Relations (Notification of Excavation Activity)
- Los Angeles Regional Water Quality Control Board, Region 4 (National Pollutant Discharge Elimination System)
- City of Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (sewer capacity availability review)

2.7 SUMMARY OF KEY PROJECT CHANGES

Since the Draft EIR was made available for public review, the following key modifications to the project design have been made:

- The project applicant has changed from Formosa Partners, LP to Domain WH, LLC.
- The proposed project would no longer require a specific plan; subsequently, the project name has changed from the Formosa Specific Plan to the Domain Project.
- The total number of apartments proposed to be constructed increased from 130 to 166 units, and the amount of retail and restaurant space increased from approximately 9,000 square feet to approximately 9,300 square feet. The increase in residential units and commercial square footage was accomplished by reconfiguring the interior building space and increasing the FAR ratio from 3.0:1 to 3:18.
- The number of affordable units increased from 13 percent to 20 percent of the total units from 17 to 33, with an increase in moderate income units from 8 to 17 and an increase in low income units from 9 to 16.
- The proposed building height decreased from 75 feet to 72 feet, but would still consistent of 6 stories above grade.
- The amount of open space available to site residents and their guests increased from approximately 27,000 square feet to 35,000 square feet.
- The total number of onsite parking spaces increased from 206 to 260. The number of parking spaces dedicated for use by the commercial patrons decreased by 1 from 47 to a new total of 46 commercial parking spaces. However, the number of parking spaces dedicated for use by the onsite residents increased by 40 from 159 to a new total of 199 residential parking spaces and 15 guest parking spaces. The additional resident parking would be accommodated in an extra half level of subterranean parking compared to the previous project site plan.
- The start date for project construction moved from March 2009 to the second quarter of 2013; however, the duration of construction remains 26 months.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

The environmental issue areas analyzed in this section are as follows:

- Air Quality (Chapter 3.1)
- Geology and Soils (Chapter 3.2)
- Global Climate Change (Chapter 3.3)
- Hazards and Hazardous Materials (Chapter 3.4)
- Hydrology and Water Quality (Chapter 3.5)
- Land Use and Planning (Chapter 3.6)
- Noise (Chapter 3.7)
- Public Services, Utilities and Recreation (Chapter 3.8)
- Transportation and Traffic (Chapter 3.9)

The following sections include an analysis, by issue area, of the proposed project's potential effects on the environment. Each environmental issue area includes the following subsections:

- Environmental Setting
- Regulatory Setting
- Environmental Impacts
- Mitigation Measures
- Significance after Mitigation

The following are the environmental issue areas discussed in detail in the previous Draft EIR (August 2008) that have not changed substantially and are not included in this Recirculated Draft EIR:

- Aesthetics
- Cultural Resources

Please refer to the previous EIR for additional information, which can be reviewed in hard copy format at the City Hall Planning Division Counter and the West Hollywood Library (715 North San Vicente Boulevard) or online at http://www.weho.org/.

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3.1 AIR QUALITY

This section examines the degree to which the proposed project may significantly impact air quality. Both short-term construction emissions and long-term effects related to the ongoing operations are discussed in this section. Supporting data and calculations are included in Appendix A of this Recirculated Draft EIR. This analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air, measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air, measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$). Air pollutants of concern include ozone (O_3), carbon monoxide (CO), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and the two major contributors to the formation of O_3: reactive organic compounds (ROC), and nitrogen oxides (NO_X).

3.1.1 ENVIRONMENTAL SETTING

A discussion of regional and local air quality conditions, existing monitored data, existing onsite emissions, and nearby land uses that are sensitive to air pollution is provided below.

REGIONAL CLIMATE

The project site is located within the Los Angeles County portion of the South Coast Air Basin. The 6,745-square-mile South Coast Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the South Coast Air Basin.

The South Coast Air Basin is in an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The South Coast Air Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The South Coast Air Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The South Coast Air Basin experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide (NO_2) react under strong sunlight, creating smog.

Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to CO and NO_2 emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO emissions are produced almost entirely from automobiles, the highest CO concentrations in the South Coast Air Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

LOCAL CLIMATE

The mountains and hills within the South Coast Air Basin contribute to the variation of rainfall, temperature, and winds throughout the region. Winds in the project vicinity, as measured at the West Hollywood Wind Monitoring Station, are calm approximately 19 percent of the time and predominately blow from the southwest. The annual average temperature in the vicinity of the project site is 77 degrees Fahrenheit (°F) with an average winter temperature of approximately 68°F and an average summer temperature of approximately 74°F. Total precipitation in the project area averages approximately 17 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer. Precipitation averages approximately 10 inches during the winter, approximately 4 inches during the spring, approximately 2 inches during the fall, and less than 1 inch during the summer.

EXISTING AIR QUALITY

Air pollutants monitored in the South Coast Air Basin include O_3, CO, particulate matter, NO_2, sulfur dioxide (SO_2), and toxic air contaminants (TACs).

O_3 is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG), which includes volatile organic compounds (VOC) and NO_X react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and some immunological changes.

CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, such that ambient CO concentrations generally follow spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature

inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excessive CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Particulate matter consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., motor vehicles, power generation and industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. They can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

NO_2, like O_3, is not directly emitted into the atmosphere, but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm.

SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

TACs are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. TACs are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Other factors, such as the amount of the chemical, its toxicity and how it is released into the air, weather, and terrain, all influence whether the emission could be hazardous to human health. TACs are emitted by a variety of industrial processes, such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust, and may exist as PM_{10} and $PM_{2.5}$, or as vapors (gases). TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources.

The emission of toxic substances into the air can be damaging to human health and to the environment. Human exposure to these pollutants at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. Pollutants deposited onto soil or into lakes and streams affect ecological systems and eventually human health through the consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists currently believe that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.

The public's exposure to TACs is a public health issue in California. The Air Toxics "Hotspots" Information and Assessment Act is a state law requiring facilities to report emissions of TACs to air districts. The program is designated to quantify the amounts of potentially hazardous air pollutants released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks.

To date, the most comprehensive study on air toxics in the South Coast Air Basin is the *Multiple Air Toxics Exposure Study in the South Coast Basin*, conducted by the South Coast Air Quality Management District (SCAQMD) (SCAQMD 2000). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. The *Multiple Air Toxics Exposure Study* found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million.

MONITORED AIR QUALITY

SCAQMD maintains a network of air quality monitoring stations located throughout the South Coast Air Basin and has divided it into air monitoring areas. The SCAQMD monitors air quality conditions at 38 locations throughout the South Coast Air Basin. The project site is located in SCAQMD's Central Los Angeles County Air Monitoring Subregion, which is served by the Los Angeles – North Main Street Monitoring Station, located approximately eight miles southeast of the project site. Historical data from the Los Angeles – North Main Street Monitoring Station was used to characterize existing conditions in the vicinity of the project site. Criteria air pollutants monitored at the Los Angeles – North Main Street Monitoring Station include O_3, CO, NO_2, SO_2, $PM_{2.5}$, and PM_{10}. Lead and sulfate concentrations are also monitored in the South Coast Air Basin, although they are not considered pollutants of concern and are not further assessed in this analysis.

Table 3.1-1 shows pollutant levels, the state and federal standards, and the number of exceedances recorded at the Los Angeles –North Main Street Monitoring Stations for the years 2009 through 2011. Criteria air pollutants CO, NO_2, and SO_2 did not exceed the state and federal standards from 2009 to 2011. However, the one-hour state standard for O_3 was exceeded one to three times during this period. The eight-hour state standard for O_3 was exceeded zero to five times, while the eight-hour federal standard for O_3 was exceeded zero to two times. The 24-hour state standard for PM_{10} was exceeded zero to four times, while the 24-hour federal standard for PM_{10} was not exceeded during this period. The 24-hour federal standard for $PM_{2.5}$ was exceeded five to eight times and the 24-hour state standard for $PM_{2.5}$ was also exceeded each year from 2009 to 2011.

TABLE 3.1-1 AMBIENT AIR QUALITY CONDITIONS

Pollutant	Pollutant Concentration & Standards	2009	2010	2011
Ozone (O_3)	Maximum 1-hr Concentration (ppm) Days > 0.09 ppm (State 1-hr standard) Maximum 8-hr Concentration (ppm) Days > 0.07 ppm (State 8-hr standard) Days > 0.075 ppm (National 8-hr standard)	0.14 3 0.10 5 2	0.10 1 0.08 1 1	0.13 1 0.07 0 0
Carbon Monoxide (CO)	Maximum 1-hr concentration (ppm) Days > 20 ppm (State1-hr standard) Days > 35 ppm (National 1-hr standard) Maximum 8-hr concentration (ppm) Days > 9.0 ppm (State 8-hr standard) Days > 9 ppm (National 8-hr standard)	3 0 0 2.2 0 0	3 0 0 2.3 0 0	n/a n/a n/a 2.4 0 0
Nitrogen Dioxide (NO_2)	Maximum 1-hr Concentration (ppm) Days > 0.18 ppm (State 1-hr standard)	0.12 0	0.09 0	0.11 0
Respirable Particulate Matter (PM_{10})	Maximum 24-hr concentration ($\mu g/m^3$) Days > 50 $\mu g/m^3$ (State 24-hr standard) Days > 150 $\mu g/m^3$ (National 24-hr standard)	70 4 0	41 0 0	53 1 0
Fine Particulate Matter ($PM_{2.5}$)	Maximum 24-hr concentration ($\mu g/m^3$) Exceed State Standard (12 $\mu g/m^3$) Days > 35 $\mu g/m^3$ (National 24-hr standard)	64 Yes 7	39 Yes 5	49 Yes 8
Sulfur Dioxide (SO_2)	Maximum 24-hr Concentration (ppm) Days > 0.04 ppm (State 24-hr standard) Days > 0.14 ppm (National 24-hr standard)	0.002 0 0	0.002 0 0	0.002 0 0

Note:
n/a = not applicable
Source: CARB, *Air Quality Data*, 2008, website http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/start, accessed October 1, 2012; SCAQMD, *Historical Data by Year*, website http://www.aqmd.gov/smog/historicaldata.htm, accessed October 1, 2012.

TOXIC AIR POLLUTANTS GENERATED BY EXISTING SITE OPERATIONS

A portion of the project site includes a metal plating facility. The facility has a number of air permits administered by the SCAQMD and is identified by the SCAQMD as Facility 20162. The facility has active permits for the chrome plating process line, a mist eliminator, abrasive blasting, and a spray booth. The most recent publicly available emissions data is from 2000. Table 3.1-2 shows the existing criteria pollutant emissions and Table 3.1-3 shows the existing TAC emissions for the project site.

TABLE 3.1-2 CRITERIA AIR POLLUTANTS PRODUCED BY FAITH PLATING

Pollutant	Annual Emissions (tons per year)
Carbon Monoxide	0.149
Nitrogen Oxide	0.182
Reactive Organic Gases	0.174
Sulfur Oxide	0.001
Total Suspended Particulates	0.095

Source: SCAQMD, Facility Information Database, Facility ID 20162.

TABLE 3.1-3 TOXIC AIR POLLUTANTS PRODUCED BY FAITH PLATING

Pollutant ID	Annual Emissions (pounds per year)
Acetaldehyde	0.015
Acrolein	0.009
Benzene	0.028
Chromium (VI)	0.006
Ethyl Benzene	0.034
Formaldehyde	0.061
Hexane	0.022
Nickel	1.128
polycyclic aromatic hydrocarbons (PAHs) (total with components not reported)	0.001
Toluene	0.132
Xylenes	0.098

Source: SCAQMD, Facility Information Database, Facility ID 20162.

SENSITIVE AIR QUALITY RECEPTORS

Some population groups are considered more sensitive to air pollution than others due to the types of users or activities involved. The California Air Resourced Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The closest sensitive receptors to the project site include:

- Single- and multi-family residences, located adjacent and to the north
- Single- and multi-family residences, located 145 feet to the northwest
- Single- and multi-family residences, located 220 feet to the northeast
- Samy Hotel, located 285 feet to the north
- Poinsettia Recreation Center, located 1,090 feet to the south

The above sensitive receptors represent the nearest air quality sensitive land uses with the potential to be impacted by the proposed project. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less likely to be impacted by air emissions than the above-listed sensitive receptors.

3.1.2 REGULATORY SETTING

FEDERAL

The federal Clean Air Act governs air quality in the United States. The Clean Air Act (42 U.S.C. §§ 7401-7671q) was first enacted in 1955 and has been amended numerous times, most recently in 1990. The United States Environmental Protection Agency (EPA) is responsible for enforcing the Clean Air Act. The EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The EPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB.

As required by the Clean Air Act, National Ambient Air Quality Standards have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and lead (Pb). The Clean Air Act requires EPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards have been achieved. The federal standards are summarized in Table 3.1-4. The EPA has classified the South Coast Air Basin as attainment for SO_2 and Pb, maintenance for CO, and nonattainment for O_3, $PM_{2.5}$, and PM_{10}. The EPA has not classified NO_2 as attainment, nonattainment, or maintenance. An area is designated as unclassified for a pollutant if available information does not support a designation of attainment or nonattainment.

STATE

In addition to being subject to the requirements of Clean Air Act, air quality in California is also governed by more stringent regulations under the California Clean Air Act. The California Clean Air Act is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB is responsible for meeting the state requirements of the Clean Air Act, administering the California Clean Air Act, and establishing the California Ambient Air Quality Standards. The California Ambient Air Quality Standards are generally more stringent than the corresponding federal National Ambient Air Quality Standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The state standards are also summarized in Table 3.1-4.

TABLE 3.1-4 NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	n/a	0.075 ppm (147 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Nonattainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	15.0 µg/m^3	Nonattainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	n/a
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Unclassified/ Attainment
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	0.14 ppm (365 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

Note:
n/a = not applicable
Source: CARB, *Area Designation Maps/State and National*, February 2011, website http://www.arb.ca.gov/desig/adm/adm.htm, accessed September 11, 2012

The California Clean Air Act requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the California Ambient Air Quality Standards have been achieved. Under the California Clean Air Act, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the California Clean Air Act, the Los Angeles County portion of the South Coast Air Basin is designated as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}.

LOCAL

The 1977 Lewis Air Quality Management Act created the SCAQMD to coordinate air quality planning efforts throughout southern California. This Act merged four county air pollution control agencies into one regional district to better address the issue of improving air quality in southern California. Under the Act, renamed the Lewis-Presley Air Quality Management Act in 1988, the SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, the SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

All areas designated as nonattainment under the California Clean Air Act are required to prepare plans showing how the area would meet the state air quality standards by its attainment dates. The Air Quality Management Plan (AQMP) is the SCAQMD plan for improving regional air quality. It addresses Clean Air Act and California Clean Air Act requirements and demonstrates attainment with state and federal ambient air quality standards. The AQMP is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the South Coast Air Basin must demonstrate that daily construction and operational emissions thresholds, as established by the SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The SCAQMD is currently developing the 2012 AQMP to continue the progression toward clean air and compliance with state and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The Draft 2012 AQMP proposes attainment demonstration of the federal 24-hour $PM_{2.5}$ standard by 2014 in the South Coast Air Basin through adoption of all feasible measures while incorporating current scientific information and meteorological air quality models. It also updates the EPA approved eight-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions. The Draft 2012 AQMP addresses several state and federal planning requirements. The Draft 2012 AQMP builds upon the approach taken in the 2007 AQMP, adopted on June 1, 2007, for the attainment of federal PM and O_3 standards, and highlights substantial reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the timeframes allowed under the Clean Air Act (SCAQMD 2012).

3.1.3 ENVIRONMENTAL IMPACTS

METHODOLOGY

This air quality analysis is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook* (1993 edition), as well as the updates to the *CEQA Air Quality Handbook*, as provided on the SCAQMD website.

Regional and localized construction emissions were analyzed for the proposed project. The majority of construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria air pollutant emissions for a variety of land use projects. The emissions factors and calculation methodologies contained in the CalEEMod program have been approved for use by SCAQMD. The model contains data that are specific for the SCAQMD and Los Angeles County. Inputs include each land use type and size, in terms of building area, number of dwelling units, etc., and the vehicle trip generation for each land use. Appendix A of this Recirculated Draft EIR contains the worksheets documenting the input and output for this analysis.

Construction. Project-specific construction details were incorporated in CalEEMod for the estimate of emissions generated from construction activities. Construction is anticipated to begin in the second quarter of 2013 and finish in the third quarter of 2015 (approximately 26 months). Approximately 30 construction workers would be present at the project site each day. The construction workers are expected to travel approximately 20 miles each way to and from the project site for a total of 40 miles round-trip. Peak daily construction emissions were calculated for the individual construction activities (e.g., demolition, site preparation, grading, and building construction). It is assumed that the first eight months of the construction process would consist of demolition, site preparation, and grading. During the grading stage, the entire 1.3-acre project site would be graded. Typical construction equipment would include bobcats, skip loaders, backhoes, hydraulic hammers, roll-off bins, excavators, gradalls, bottom dumps, cranes, pick-up trucks, concrete ready-mix trucks, delivery vehicles, paving machines, and assorted power operated hand tools.

It is anticipated that approximately 32,000 cubic yards of earth would be transported to three different off-site disposal facilities. Of this amount, approximately 10,200 cubic yards of soil is expected to be contaminated. Soils classified as hazardous waste would be transported offsite to a Class I landfill, such as Kettleman Hills Landfill in Kettleman City, California. Soils containing VOCs would be transported to Antelope Valley Landfill in Palmdale. Soils classified as non-hazardous would be transported to Rose Hills Landfill in Los Angeles. Construction would require no more than 60 truck trips per day with an average of 35 haul trucks entering and leaving the site on a typical day during hauling operations. In order to present maximum daily emissions, it was assumed that 60 truck trips per day would travel 58 miles each way to the northern edge of the SCAQMD's jurisdiction along Interstate 5. Haul truck emissions were estimated using emission rates obtained from EMFAC2011 and the vehicle miles traveled discussed above.

Regional emissions were compared to the SCAQMD regional thresholds to determine project impact significance. Emissions for the localized construction air quality analysis of $PM_{2.5}$, PM_{10}, CO, and NO_2 were compiled using Localized Significance Threshold (LST) methodology promulgated by the SCAQMD

in *Sample Construction Scenarios for Projects Less than Five Acres in Size*. Localized onsite emissions were calculated using similar methodology to the regional emission calculations. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. LSTs for CO and NO_2 were derived by using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. Construction $PM_{2.5}$ and PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ over five hours, which is the SCAQMD Rule 403 control requirement.

Operations. CalEEMod was also used to calculate operational (i.e., mobile and area) emissions. This air quality analysis is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook*, as well as the updates to the *CEQA Air Quality Handbook*, as provided on the SCAQMD website. The majority of operational emissions come from passenger vehicles. Mobile source emissions were based on 1,453 net new daily trips. Existing land uses generate 177 trips per day and the proposed project would generate 1,630 net new trips per day. The proposed project includes sustainability features such as exceeding Title 24 requirements by 20 percent, using interior paints with low VOC content (less than 50 grams per liter), and solar panels to generate electricity. These features were applied to the CalEEMOD analysis.

Localized CO emissions may potentially occur offsite at congested intersections with high traffic volumes. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when volume-to-capacity (V/C) ratios are increased by two percent at intersections with a level of service (LOS) – traffic performance at intersections or along roadway segments – of D or worse. The SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D. Localized CO concentrations were evaluated using a combination of a microscale dispersion model (i.e., CAL3QHC) and EMFAC2011 emission factors. The analysis is based on the background concentration of CO and an estimate of project-related CO as a function of peak hour trip generation.

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan or create objectionable odors. Accordingly, these issues are not further analyzed in the EIR.

The State CEQA Guidelines establish that the proposed project would have a significant impact related to air quality if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation; and/or

- Expose sensitive receptors to substantial pollutant concentrations.

Because of the SCAQMD's regulatory role in the South Coast Air Basin, the significance thresholds and analysis methodologies in the SCAQMD's *Air Quality Guidance Handbook* are used in evaluating project

impacts. Specifically, the proposed project would result in a significant impact if:

- Construction and operational emissions would exceed the regional and localized thresholds set forth in Table 3.1-5;
- Project-related traffic causes CO concentrations at study intersections to violate the California Ambient Air Quality Standards for either the one- or eight-hour period, which are 20 ppm and 9.0 ppm, respectively; and/or
- TAC emissions would exceed a risk of 10 persons in one million.

TABLE 3.1-5 SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds [a]			
Pollutant	Regional Construction	Localized Construction [b]	Operation
NO_X	100 lbs/day	103 lbs/day	55 lbs/day
VOC	75 lbs/day	--	55 lbs/day
PM_{10}	150 lbs/day	4 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	3 lbs/day	55 lbs/day
SO_X	150 lbs/day	--	150 lbs/day
CO	550 lbs/day	562 lbs/day	550 lbs/day
Pb	3 lbs/day	--	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds			
TACs (including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)		
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402		
Ambient Air Quality for Criteria Pollutants [c]			
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.25 ppm (state) 0.053 ppm (federal)		
PM_{10} 24-hour average annual geometric average annual arithmetic mean	10.4 $\mu g/m^3$ (construction)[d] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$ 20 $\mu g/m^3$		
$PM_{2.5}$ 24-hour average	10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation)		
Sulfate 24-hour average	25 $\mu g/m^3$		
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)		

Notes:
[a] Source: SCAQMD, *SCAQMD Air Quality Analysis Guidance Handbook and Air Quality Significance Thresholds*, 2007, website http://www.aqmd.gov/ceqa/hdbk.html.
[b] Based on a 1-acre project site and a 25-meter (82-foot) receptor distance.
[c] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[d] Ambient air quality threshold based on SCAQMD Rule 403.

IMPACT ANALYSIS

AIR-1: *Construction of the proposed project would violate the SCAQMD regional significance thresholds for VOC and NO_X emissions. During the operational phase, regional pollutant emissions would not violate the SCAQMD significance thresholds.*

REGIONAL POLLUTANT EMISSIONS

Construction. Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from demolition and site preparation activities. NO_X emissions would primarily result from the use of construction equipment. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for Fugitive Dust, as listed in Section 2.5 of this Recirculated Draft EIR. Compliance with Rule 403 has been included in the calculation of estimated maximum regional emissions. Per the SCAQMD, it would reduce $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

Table 3.1-6 presents the estimated maximum regional emissions associated with each phase of construction. Construction-related daily maximum regional construction emissions would not exceed the SCAQMD regional thresholds for SO_X, PM_{10}, and $PM_{2.5}$. However, maximum regional emissions would exceed the SCAQMD regional significance thresholds for VOC related to architectural coating activity and NO_X related to offsite haul truck activity. Therefore, the proposed project would result in a significant impact related to regional construction emissions. Implementation of mitigation measures AIR-A through AIR-J would be required to reduce the impact to a less than significant level.

TABLE 3.1-6 ESTIMATED DAILY CONSTRUCTION EMISSIONS – UNMITIGATED

Construction	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$	PM_{10}
DEMOLITION						
Onsite Emissions	5	38	24	<1	2	3
Offsite Emissions	1	3	8	<1	<1	6
Total Emissions	6	41	32	<1	2	9
SITE PREPARATION						
Onsite Emissions	4	32	19	<1	5	7
Offsite Emissions	1	1	7	<1	<1	2
Total Emissions	5	33	26	<1	5	9
GRADING						
Onsite Emissions	3	26	15	<1	4	6
Offsite Emissions [a]	6	177	30	1	4	4
Total Emissions	9	203	45	1	8	10
CONSTRUCTION BUILDING						
Onsite Emissions	5	23	16	<1	2	2
Offsite Emissions	1	7	11	<1	<1	2
Total Emissions	6	30	27	<1	2	4
ARCHITECTURAL COATING						
Onsite Emissions	387	3	2	0	<1	<1
Offsite Emissions	1	1	6	0	<1	2
Total Emissions	388	4	8	0	<1	2
Maximum Regional Total	388	203	45	<1	8	10
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed threshold?	**Yes**	**Yes**	No	No	No	No
Maximum OnSite Total	388	38	24	<1	5	7
Localized Significance Threshold [b]	**—**	**103**	**562**	**—**	**3**	**4**
Exceed threshold?	**—**	No	No	—	**Yes**	**Yes**

[a] Haul truck emissions were estimated using EMFAC2011 and added to CALeeMOD emissions.
[b] Assumed a 1-acre project site and a 25-meter (82-foot) receptor distance.
Source: Terry A. Hayes Associates Inc. 2012.

Operations. Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. Mobile sources include vehicle trips that would be made by residents, visitors and service personnel and by patrons, employees, and vendors associated with the retail and restaurant uses. The proposed project would generate 1,453 net new weekday vehicle trips. Table 3.1-7 compares regional operational emissions under existing conditions to existing with project conditions, and emissions under future without project conditions to future with project conditions. Daily maximum regional operational emissions would not exceed the SCAQMD regional thresholds for all the analyzed criteria pollutants. Therefore, the impact to regional operational emissions would be less than significant.

TABLE 3.1-7 REGIONAL OPERATIONAL EMISSIONS

Operations	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$	PM_{10}
EXISTING CONDITIONS (2013)						
Area Source	1	0	0	0	0	0
Mobile Source	1	3	11	<1	<1	2
Total Emissions	2	3	11	<1	<1	2
EXISTING WITH PROJECT CONDITIONS (2013)						
Area Source	7	<1	14	<1	<1	<1
Mobile Source	10	25	105	<1	2	19
Total Emissions	17	25	119	<1	2	19
Net Emissions	15	22	108	<1	2	17
Regional Significance Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceed Threshold?	No	No	No	No	No	No
FUTURE WITHOUT PROJECT CONDITIONS (2016)						
Area Source	1	0	0	0	0	0
Mobile Source	1	2	9	<1	<1	2
Total Emissions	2	2	9	<1	<1	2
FUTURE WITH PROJECT CONDITIONS (2016)						
Area Source	7	<1	14	0	<1	<1
Mobile Source	8	19	76	<1	1	17
Total Emissions	15	19	90	<1	1	17
Net Emissions	13	17	81	<1	1	15
Regional Significance Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Exceed threshold?	**No**	**No**	No	No	No	No

Source: Terry A. Hayes Associates Inc. 2012.

AIR-2: *Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations of particulate matter emissions. Operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.*

LOCAL EXPOSURE TO CRITERIA POLLUTANTS

Construction. Localized impacts from onsite daily emissions associated with construction activities were evaluated for sensitive receptors located near the project site. Table 3.1-6 shows the calculated onsite construction emissions data and threshold values for each pollutant based on the SCAQMD screening tables. $PM_{2.5}$ and PM_{10} concentrations would exceed the SCAQMD's LST thresholds during the site preparation phase of construction. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards. Where localized construction emissions exceed the screening-level look-up table values, the lead agency may estimate the concentrations at sensitive receptors using the EPA's preferred regulatory air dispersion model (i.e., AERMOD), which is consistent with SCAQMD's *Localized Significance Threshold Methodology for CEQA Evaluation* guidance document (2007). The concentrations obtained from the air dispersion model are then compared to the California Ambient Air Quality Standards to determine the level of significance.

The LST evaluation for construction was conducted using AERMOD. The model indicates that maximum concentrations would occur at the multi-family residences located at the northern boundary of the project

site. Maximum daily $PM_{2.5}$ and PM_{10} concentrations would be approximately 54 µg/m^3 and 79 µg/m^3, respectively. These concentrations would exceed the $PM_{2.5}$ and PM_{10} significance threshold of 10.4 µg/m^3. Therefore, the proposed project would result in a significant impact related to localized construction emissions.

Operations. There would be negligible onsite emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ during the occupancy of the apartment units and the operation of the retail and restaurant uses. Therefore, no impacts related to regional localized operational emissions would occur.

Localized air quality impacts could occur as a result of CO hotspots. The state one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the state CO standards at an intersection is referred to as a CO hotspot. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when V/C ratios would be increased by two percent at intersections with a LOS of D or worse, or when an intersection decreases in LOS to E or F.

Table 3.1-8 shows intersection CO concentrations for Existing With Project and Future With Project conditions. The EPA CAL3QHC micro-scale dispersion model was used to calculate the CO concentrations. CO concentrations would be less than the state one- and eight-hour standards of 20 and 9.0 ppm, respectively. Therefore, the impact to localized CO concentrations would be less than significant.

TABLE 3.1-8 CARBON MONOXIDE CONCENTRATIONS

	One-Hour		Eight-Hour	
Intersection	Existing With Project	Future With Project	Existing With Project	Future With Project
Detroit Street and Fountain Avenue	3	3	2.5	2.5
Formosa Avenue and Santa Monica Boulevard	--	3	--	2.5
La Brea Avenue and Santa Monica Boulevard	3	3	2.7	25
State Standard	**20**		**9.0**	

Note:
-- The study intersection does not have an LOS of D or worse
Source: Terry A. Hayes Associates Inc. 2012.

TOXIC AIR CONTAMINANTS

Construction. The principal TACs of concern are those that may be generated by demolition of the existing buildings and excavation of contaminated soils. These TACs and provisions for avoidance of impacts are discussed in Section 2.5 of this Recirculated Draft EIR. An additional TAC that would be generated during project construction is diesel particulate matter (diesel PM). Diesel PM would be generated in the exhaust of diesel engine construction equipment. During construction, there would be persons at the residential and commercial uses adjacent to the project site. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed

individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, because the use of diesel engine construction equipment onsite would be limited to 26 months, exposure would occur approximately 3 percent of the 70-year exposure period. Therefore, the proposed project would result in a less than significant impact related to construction TAC emissions.

Operations. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel PM (e.g., truck stops and warehouse distribution facilities), and has provided guidance for analyzing mobile source diesel emissions. The proposed mix of retail/restaurant and residential uses is not anticipated to generate a substantial number of daily truck trips. The primary source of potential TACs associated with project operations is diesel PM from delivery trucks (e.g., truck traffic on local streets and onsite truck idling). Less than five heavy-duty trucks (e.g., delivery trucks) would access the project site on a daily basis, and the trucks that would visit the site would not idle onsite for extended periods of time. Based on the limited activity of these TAC sources, the proposed project would not warrant the need for a health risk assessment associated with onsite activities, and potential TAC impacts are expected to be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). It is anticipated that the proposed project would not release substantial amounts of TACs, and no significant impact on human health would occur.

As shown in Table 3.1-3 above, Faith Plating currently emits approximately 0.60 tons per year of criteria air pollutants and 1.5 pounds per year of TACs. Implementation of the proposed project would be beneficial for nearby sensitive receptors since the existing metal plating facility would be removed and a mixed-use development constructed in its place. As such, there would be a substantial reduction in VOCs and TACs. Any additional VOCs or TACs that are generated during operation of the proposed project from area and mobile sources would be substantially outweighed by the reduction in emissions from the closing of Faith Plating and the elimination of metal plating activities at the project site. Therefore, the proposed project would result in a less than significant impact related to operational TAC emissions.

AIR-3 *Construction of the proposed project would contribute substantially to an existing or projected air quality violation, resulting in a cumulatively considerable impact NO_X emissions.*

The South Coast Air Basin is a federal or state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. It is assumed that a project that conforms to the applicable air quality plan(s) and does not exceed the local agency thresholds for a direct significant impact would not result in a cumulatively considerable increase in pollutant concentrations.

The related projects (see Table 3.9-10 on page 3.9-18 of this Recirculated Draft EIR) include the development of hundreds of thousands of square feet of commercial and residential uses, a number that is many times greater than the proposed project. As the proposed project results in a regionally significant impact during construction relative to NO_X, it is anticipated that related project development would also result in significant regional impacts. While mitigation measures would reduce air quality impacts, it is forecasted that the construction of the related projects, in addition to the proposed project, would result in a regionally significant NO_X impact.

The SCAQMD's approach for assessing cumulative operational impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. The SCAQMD has set forth regional significance thresholds designed to assist in the attainment of ambient air quality standards. The proposed project would not result in a significant VOC, $PM_{2.5}$, PM_{10}, NO_X or CO impact during operations. Therefore, the proposed project would result in a less than significant regional cumulative operations impact.

3.1.4 MITIGATION MEASURES

AIR-A The construction contractor shall use electricity from power poles rather than temporary diesel or gasoline generators.

AIR-B The construction contractor shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

AIR-C The construction contractor shall use alternative-fueled off-road equipment.

AIR-D The construction contractor shall configure construction parking to eliminate interference with traffic operations on Santa Monica Boulevard.

AIR-E The construction contractor shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.

AIR-F The construction contractor shall schedule construction activities that effect traffic flow on the arterial system for off-peak hours.

AIR-G All construction equipment and delivery vehicles shall be turned off when not in use or prohibit idling in excess of five minutes.

AIR-H The construction contractor shall utilize super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than 10 grams per liter).

AIR-I The construction contractors shall utilize materials that do not require painting.

AIR-J The construction contractors shall use pre-painted construction materials.

3.1.5 SIGNIFICANCE AFTER MITIGATION

Regional construction impacts were identified for NO_X emissions during the grading phase and VOC emissions were identified during the architectural coating phase. Localized construction impacts related to $PM_{2.5}$ and PM_{10} emissions were identified during the demolition, site preparation, and grading phases of construction.

Mitigation measures AIR-A through AIR-G would reduce regional NO_X emissions by at least five percent. However, the majority of emissions (87 percent) would be generated by haul trucks and there are no feasible measures to reduce on-road haul truck emissions. As shown in Table 3.1-9, implementation of the mitigation measures would not reduce regional NO_X emissions generated during grading activity to below the SCAQMD significance threshold. Therefore, the proposed project would result in a short-term significant and unavoidable impact related to regional NO_X emissions during construction.

Mitigation measures AIR-H through AIR-J would reduce project-related architectural coating emissions by 96 percent. As shown in Table 3.1-9, implementation of the mitigation measures would reduce regional VOC emissions generated during architectural coating to below the SCAQMD significance threshold. Therefore, after mitigation the proposed project would result in a less than significant impact related to regional VOC construction emissions.

TABLE 3.1-9 ESTIMATED DAILY CONSTRUCTION EMISSIONS – MITIGATED

	Pounds Per Day	
Construction Phase	VOC	NO_X
GRADING		
Unmitigated Emissions	9	203
Mitigated Emissions	N/A	193
Regional Significance Threshold	**75**	**100**
Exceed threshold?	No	**Yes**
ARCHITECTURAL COATING		
Unmitigated Emissions	388	4
Mitigated Emissions	19	N/A
Regional Significance Threshold	**75**	**100**
Exceed threshold?	No	No

Source: Terry A. Hayes Associates Inc. 2012.

The majority of localized impacts from $PM_{2.5}$ and PM_{10} emissions during the demolition, site preparation, and grading phases would be related to fugitive dust emissions (up to 86 percent). The proposed project would be required to implement SCAQMD Rule 403 to control fugitive dust emissions. Rule 403 requires intensive dust prevention control measures and represents the greatest degree that fugitive dust can be controlled at a construction site. Implementation of Rule 403 would not reduce $PM_{2.5}$ and PM_{10} emissions to below the SCAQMD significance thresholds. Therefore, the proposed project would result in a short-term significant and unavoidable impact related to localized $PM_{2.5}$ and PM_{10} emissions during construction.

Operational air quality emissions would be less than significant without mitigation.

3.2 GEOLOGY AND SOILS

This section describes the geologic and soils conditions underlying the project site and provides an analysis of potential impacts associated with geological hazards related to seismic impacts and subsurface conditions. The analysis in this section is based on the *Updated Geotechnical Investigation Report* prepared by Geocon West, Inc. (2012), which is included as Appendix B of this Recirculated Draft EIR.

3.2.1 ENVIRONMENTAL SETTING

PHYSICAL SETTING

The project site is located along the northern margin of the Los Angeles Basin. The Los Angeles Basin, also referred to as the Coastal Plain of Los Angeles, is situated between the Santa Monica Mountains on the north, the Puente Hills and Whittier fault to the east, the Palos Verdes Peninsula and Pacific Ocean on the west, and the Santa Ana Mountains and San Joaquin Hills on the south.

Locally, the project site is situated on an alluvial apron at the base of the Hollywood Hills known as the La Brea Plain. Topography in the area slopes to the south. Regionally, the Los Angeles Basin, including the site, is located in the northern portion of the Peninsular Ranges geomorphic province. The boundary between the Peninsular Ranges and Transverse Ranges geomorphic provinces is a system of faults that include the active Malibu Coast, Santa Monica, Hollywood, Raymond, and Sierra Madre fault zones.

The project site slopes gently from the south to southeast. Site elevations range from 289 above mean sea level (MSL) at the northeast corner to 284 MSL at the southwest corner, for a difference of 5 vertical feet across the existing pad. Soils on the project site consist of artificial fill and alluvium. The artificial fill has a depth of up to 3 feet and may be deeper in some areas. It is likely the result of past grading and construction activities on the project site. The artificial fill is underlain by alluvial deposits. Younger alluvial soils are less than 7 feet thick and consist of clayey sand and sand with minor gravel. Older alluvial deposits are composed of fine grained soils consisting of clay, silt, and fine grained clayey sand, silty sand, and sand. Groundwater onsite was encountered at a depth of 21 feet below ground surface (bgs), or at 264.5 feet MSL on the southwest corner and at 268 feet MSL at the northeast corner. Historic high groundwater levels in the project vicinity are 17 feet bgs, which corresponds to an elevation of 267 feet MSL at the southwest corner and 272 feet MSL at the northeast corner of the project site. However, groundwater levels typically vary seasonally and perched groundwater conditions can develop when impermeable fine grained soils are subjected to irrigation or precipitation.

SEISMIC HAZARDS

Faults are fractures or zones of fracture along which displacement of one side occurs relative to another side. This displacement can take a number of forms, including vertical, horizontal, or a combination of displacement directions. Horizontal movement of adjacent land masses, such as occurs along the San Andreas Fault, are known as strike-slip faults. In the case of the San Andreas Fault, the Pacific Plate is moving in a north-westerly direction, relative to the North American plate. Faults may also cause vertical movement, in which a section of land is elevated above another section. This occurs at dip-slip faults,

and may result in a previously buried mass of land being exposed as a fault scarp. There are several types of dip-slip faults, including normal, reverse and thrust faults. Oblique faults, such as the Santa Monica, Hollywood, Raymond and Cucamonga Faults, cause both vertical and horizontal displacement.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate surface faulting hazards associated with structures intended for human occupancy. The Act addresses only surface rupture hazards, rather than other earthquake hazards, the former being the most easily avoided of seismic hazards. The Alquist-Priolo Earthquake Fault Zone Maps delineate active and potentially active faults considered by the state to be "sufficiently active" and "well-defined" to be of concern to new construction. The project site is not located within an Alquist-Priolo Fault Zone or within a Fault Rupture Study area, as mapped by the City of West Hollywood and the California Geological Survey. Further, no active or potentially active faults with the potential for surface rupture are known to occur or pass directly beneath the project site.

The closest surface fault to the project site is the Hollywood Fault, which trends approximately east-west along the base of the Santa Monica Mountains from the West Beverly Hills Lineament in the West Hollywood-Beverly Hills area to the Los Feliz area of Los Angeles. It is located approximately 0.6 miles north of the project site. Other nearby faults include the Santa Monica, Raymond, Newport-Inglewood, Malibu Coast, San Fernando-Sierra Madre, Verdugo, and San Andreas. Therefore, although the potential for surface rupture due to faulting occurring beneath the project site is low, the project site is located within a seismically active region of southern California.

LIQUEFACTION

Liquefaction typically occurs when loose sand and silt that is saturated with water can behave like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Many of these phenomena are accompanied by settlement of the ground surface — usually in uneven patterns that damage buildings, roads and pipelines. The project site is not located within an area identified as having potential for liquefaction. Additionally, the geotechnical investigation determined that the alluvial soils underlying the project site would not be prone to liquefaction during a seismic event.

LANDSLIDES

Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. The project site is not located within an area designated as susceptible to slope instability or landslides, including seismically induced slope instability or landslides. Additionally, no landslides have been identified on the project site or in close proximity. Therefore, the potential for slope stability hazards such as landslides is considered low.

SUBSIDENCE

Land subsidence is the loss of surface elevation due to the removal of subsurface support. Land subsidence is caused by activities that contribute to the loss of support materials within the underlying soils, such as agricultural practices or the overdraft of an aquifer. The existing uses do not include the types of activities that would contribute to the loss of subsurface support. Subsidence is not known to occur onsite or in the immediate project area. However, due to the presence of shallow groundwater underlying the project site, temporary construction dewatering would be required during excavation and foundation preparation. Dewatering can result in subsidence.

EXPANSION

Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. Generally, expansive soils contain a high percentage of clay particles. Expansive soils can occur in any climate; however, arid and semi-arid regions are subject to more extreme cycles of expansion and contraction than more consistently moist areas. The hazard associated with expansive soils lie in the structural damage that may occur when buildings are placed on these soils. The site-specific geotechnical report prepared for the project site determined that the soils underlying the project site are primarily comprised of silty sands, which would not be considered expansive, but layers of silty clay, sandy clay, and clayey sand are also present that have low potential for expansion.

SEISMICALLY-INDUCED FLOODING

Seismically-induced flooding is inundation of flood waters caused by the failure of dams or levees due to earthquakes. The project site is located in an area identified as having a potential for inundation as a result of a failure or breech of Mulholland Dam. However, the Mulholland Dam was constructed and is maintained to withstand a failure during a magnitude 8.3 earthquake on the San Andreas Fault and a magnitude 7.0 earthquake on the Newport-Inglewood Fault. Therefore, the likelihood of inundation due to earthquake-induced dam failure is considered low.

3.2.2 REGULATORY SETTING

FEDERAL AND STATE AGENCIES AND REGULATIONS

Alquist-Priolo Special Study Zones. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 requires that special geologic studies be conducted to locate and assess any active fault traces in and around known active fault areas prior to development of structures for human occupancy (California Geological Survey 1972). This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Alquist-Priolo Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults and 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 (Earthquake Fault Zones) around the surface traces of active faults and to issue

appropriate maps. The Alquist-Priolo Maps are distributed to all affected cities, counties and state agencies for their use in planning and controlling new or renewed construction. Local cities and counties must regulate certain development projects within the zones, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. Projects include all land divisions and most structures for human occupancy.

Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides, and its purpose is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes (California Geological Survey 1990). This law requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects with these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated into the project design. Seismic Hazard maps have been completed for much of the southern California region.

Uniform Building Code. The Uniform Building Code covers the construction, alteration, repair, demolition, equipment, use, and maintenance of all buildings or structures. Published by the International Conference of Building Officials, the Uniform Building Code is a widely adopted model building code in the United States.

California Building Code. The California Building Code is certified in the California Code of Regulations Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

LOCAL AGENCIES AND REGULATIONS

City of West Hollywood General Plan 2035 Safety and Noise Element. City and county governments typically develop as part of their General Plans, safety and seismic elements that identify goals, objectives, and implementing actions to minimize the loss of life, property damage and disruption of goods and services from man-made and natural disasters including floods, fires, non-seismic geologic hazards and earthquakes. Local governments may provide policies and develop ordinances to ensure acceptable protection of people and structures from risks associated with these hazards. Ordinances may include those addressing unreinforced masonry construction, erosion or grading.

The Safety and Noise Element of the City of West Hollywood General Plan 2035 aims at reducing death, injuries, damages to property, and economic and social dislocation resulting from earthquakes and other geologic hazards. This element identifies several policies pertaining to ground motion, fault rupture, liquefaction, and emergency response (City of West Hollywood 2011).

3.2.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would result in a less than significant impact associated with soil erosion or the loss of topsoil, and have no impact related to having 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. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that the proposed project would have a significant impact related to geology and soils if it would:

- 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 (Refer to Division of Mines and Geology Special Publication 42);
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; and
  - Landslides.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

IMPACT ANALYSIS

GEO-1 *The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking, ground failure, liquefaction, and landslides.*

The City of West Hollywood, like most of southern California, is subject to strong seismic ground shaking in the event of a major earthquake. As discussed above, the project site is not located within an Alquist-Priolo Fault Zone or within a Fault Rupture Study area, as mapped by the City of West Hollywood and the California Geological Survey. Further, no active or potentially active faults with the potential for surface rupture are known to occur or pass directly beneath the project site. Seismic activity

at area faults may result in ground shaking at the project site; however, seismic hazards from ground shaking are typical for many areas of Southern California and the potential for seismic activity would not be greater than for much of the Los Angeles area.

Compliance with the California Building Code, Section 1613 earthquake load requirements would ensure that proposed structures can withstand the expected worst-case seismic ground shaking. The City's plan check and building inspection procedures would ensure that the proposed project is constructed according to these standards. Additionally, the proposed project would be designed and constructed in compliance with the design guidelines established for the project site by the geotechnical investigation and set forth in the report (see Appendix B of this Recirculated Draft EIR). Compliance with existing state and local regulations and implementation of the recommended geotechnical design standards would reduce the impact from seismic ground shaking to a less than significant level. No mitigation measures are required.

As discussed in Section 3.2.1 above, the project site is not located within an area mapped as susceptible to landslides or liquefaction. Therefore, the potential for seismic-related ground failure would be low, and the impact would be less than significant. No mitigation measures are required.

GEO-2 *The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including landslides, lateral spreading, subsidence, liquefaction, and collapse.*

Significant areas of West Hollywood have young alluvial deposits and high groundwater conditions that may be susceptible to collapse or subsidence. The project site is underlain by artificial fill and alluvial soils. Geotechnical testing encountered artificial fill in the first 3 feet bgs of soil. However, deeper pockets of artificial fill may be present in other parts of the project site. In the event that artificial fill is encountered at depths greater than 3 feet bgs, the geotechnical investigation (see Appendix B of this Recirculated Draft EIR) recommends deepening building foundations as necessary to penetrate the artificial fill or compacting site soils. Further, layers of silty clay, sandy clay, and clayey sand that are present within the project site have low potential expansion. Therefore, the geotechnical report provides recommendations for exterior slabs founded on such soils. Additionally, due to the depth of excavation for the subterranean parking structure, the geotechnical investigation recommends sloping and shoring to provide stability during excavation. The shoring system should be designed to minimize deflection and prevent damage to existing structures and adjacent improvements. The shoring design would be required to meet the deflection limits as set forth in Section 8.20.15 of the project geotechnical investigation (see Appendix B of this Recirculated Draft EIR).

As discussed above, the project site is not located within an area mapped as susceptible to landslides or liquefaction. The proposed project would not include the types of activities that would contribute to subsidence. However, the project site is located within a portion of the City with historic high groundwater levels (see also Section 3.4 Hydrology and Water Quality). Due to the presence of shallow groundwater underlying the project site, temporary construction dewatering would be required during excavation and foundation preparation. To prevent subsidence during construction activities, the

dewatering system would be implemented and monitored by a qualified dewatering contractor. The dewatering contractor would determine the size, spacing, and depths of the dewatering wells.

The proposed project would be constructed in compliance with the latest version of the West Hollywood Municipal Code, the California Building Code, and all other applicable federal, state, and local codes. Additionally, the proposed project would be designed and constructed in compliance with the design guidelines established for the site by the geotechnical investigation and set forth in the report (see Appendix B of this Recirculated Draft EIR), which include: temporary dewatering during construction; permanent dewatering during project operation; soldier pile system; the use of compacted layers of approved soils for fill; and waterproofing methods applied to below-grade walls. Therefore, the potential for collapse would be less than significant. No mitigation measures are required.

GEO-3 *The proposed project would not be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.*

As discussed above, the majority of the soils underlying the project site are primarily comprised of silty sand, which would not be considered expansive. Additionally, up to 25 feet of artificial fill and alluvium beneath the site would be excavated and removed during construction of the subterranean parking garage. Remaining soils and any engineered fill required for the proposed project would be properly compacted and backfilled under the instruction of a geotechnical engineer. Additionally, compliance with existing state and local regulations and implementation of the recommended geotechnical design standards would reduce the impact of unsuitable soils to a less than significant level. No mitigation measures are required.

3.2.4 MITIGATION MEASURES

No mitigation measures are required beyond implementation of the recommended geotechnical design standards.

3.2.5 SIGNIFICANCE AFTER MITIGATION

Impacts to geology and soils would be less than significant without implementation of mitigation.

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3.3 GREENHOUSE GAS EMISSIONS

This section provides an overview of existing greenhouse gas (GHG) conditions and evaluates the climate change impacts associated with the proposed project. The environmental setting discussion and the impact analysis are based on the City of West Hollywood Climate Action Plan (CAP), which was adopted on September 6, 2011. Supporting data and calculations are included in Appendix A of this Recirculated Draft EIR.

3.3.1 ENVIRONMENTAL SETTING

The greenhouse effect refers to warming that results when the atmosphere traps heat radiating from Earth toward space. Certain gases in the atmosphere act like the glass in a greenhouse – allowing sunlight to pass into the greenhouse, but blocking the heat from escaping into space. The gases that contribute to the greenhouse effect include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrogen dioxide (N_2O), and chlorofluorocarbons. While the greenhouse effect is essential to life on earth, emissions from burning fossil fuels, deforestation, and other causes have increased the concentration of GHGs to dangerous levels.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO_2 comprised 83.3 percent of the total GHG emissions in California in 2002. The other GHGs are less abundant but have higher global warming potential than CO_2. Among the other GHGs and with the exception of water vapor, CH_4 is the most abundant but has the least global warming potential. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. The CO_2e of CH_4 and N_2O represented 6.4 and 6.8 percent, respectively, of the 2002 California GHG emissions. Other high global warming potential gases represented 3.5 percent of these emissions. In addition, there are a number of manmade pollutants, such as CO, NO_x, non-methane VOCs, and SO_2, which have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

Observations from around the world show that global average air and ocean temperatures have steadily increased over the past 100 years. Between 1995 and 2006, all but one of the years ranked as the warmest year on record. In addition to increased temperatures, other evidence indicates that our planet's climate is warming. Rapid levels of glacial melt, decreases in the extent of Northern Hemisphere sea ice, shorter freezing seasons, and decreasing snowpacks are a few of the changes. Increasing temperatures in particular threaten the world's ecological, social, and economic systems. Notable examples of potential effects include:

- More frequent and intense extreme weather events (i.e., hurricanes)
- Increased stress on water resources
- Coastal areas at greater risk from sea-level rise and storm surges
- Reduced food security

- Increased threats to human health (i.e., mosquito-borne diseases)
- Ecosystem loss or degradation
- Economic and geopolitical disruption

GLOBAL GREENHOUSE GAS EMISSIONS

Data describing atmospheric GHG concentrations over the past 800,000 years show that concentrations of CO_2 have increased since pre-industrial times, from approximately 280 ppm to approximately 353 ppm in 1990 and approximately 379 ppm in 2005 (City of West Hollywood 2011). In 2000, the United Nations International Panel on Climate Change described potential global emission scenarios for the coming century. The scenarios vary from a best-case characterized by low population growth, clean technologies, and low GHG emissions, to a worst-case where high population growth and fossil-fuel dependence result in extreme levels of GHG emissions. While some degree of climate change is inevitable, most climate scientists agree that to avoid dangerous climate change, atmospheric GHG concentrations need to be stabilized at 350 to 400 ppm.

CALIFORNIA GREENHOUSE GAS EMISSIONS

Between 1990 and 2004, California's annual GHG emissions increased 11 percent from 427 million metric tons (MMT) to 474 MMT (City of West Hollywood 2011). If emissions continue to increase at business-as-usual rates, statewide emissions are expected to increase to approximately 600 MMT by 2020, a 40 percent increase above 1990 levels. In order for California to participate effectively in global efforts to avoid dangerous climate change, statewide GHG emissions need to be reduced to at least 1990 levels by 2020 and 80 percent below 1990 levels by 2050.

WEST HOLLYWOOD GREENHOUSE GAS EMISSIONS

The City of West Hollywood CAP includes a GHG baseline inventory that identifies sources and levels of GHG emissions produced by residents and businesses within the community and municipal operations. The 2008 inventory addresses the following emission sectors: residential and nonresidential energy use (i.e., commercial and industrial), transportation, solid waste, water use, and wastewater treatment. Government-related GHG emissions, which include energy use in government buildings, vehicle fleets, solid waste, streetlights, and other government-owned/operated facilities, are a subset of the community-wide emissions inventory.

Communitywide GHG emissions were also projected for the years 2020 and 2035 under a business-as-usual scenario. The business-as-usual scenario assumes that historical data and trends are representative of future year consumption rates for energy, water, and waste. A summary of West Hollywood's 2008, 2020, and 2035 business-as-usual emissions is provided in Table 3.3-1. Assuming that the same type of current emissions-generating practices continue to occur within the City, GHG emissions are anticipated to increase by 11 percent in 2020 over 2008 levels, and by 22 percent in 2035 over 2008 levels.

TABLE 3.3-1 WEST HOLLYWOOD BASELINE AND PROJECTED GHG EMISSIONS AND PERCENT CONTRIBUTIONS

Emissions Sector	Baseline MT CO_2e (percent of total emissions)		
	2008	2020	2035
Transportation	361,350 (62%)	412,450 (64%)	456,600 (64%)
Commercial/Industrial Energy Use	116,197 (20%)	116,028 (18%)	127,653 (18%)
Residential Energy Use	70,378 (12%)	77,519 (12%)	84,081 (12%)
Wastewater Treatment	20,981 (4%)	22,768 (4%)	24,974 (4%)
Solid Waste	8,543 (1%)	9,267 (1%)	10,172 (1%)
Water Consumption	5,764 (1%)	8,200 (1%)	8,971 (1%)
Total	583,213 (100%)	646,232 (100%)	8,971 (100%)
GHG Emissions per Service Population [a]	**9.7**	**9.9**	**9.8**

[a] Service population includes population and jobs in the City of West Hollywood.
Source: City of West Hollywood, *Climate Action Plan*, September 6, 2011.

Transportation emissions are the largest portion of GHG emissions. The magnitude of GHG emissions increases from 2008 to 2020 and 2035 is due primarily to anticipated future population growth (and related consumption) in West Hollywood. Although the trends for each projection show an increase in GHG emissions, emission reductions are anticipated due to programs and regulations applied at the federal and state levels, such as vehicle fuel efficiency standards, low carbon fuel standards, and renewable energy portfolio requirements. These actions at the federal and state levels are not considered in the 2020 and 2035 projections.

Table 3.3-2 summarizes municipal baseline emissions from sectors for which data are available. Emissions from the municipal vehicle fleet, solid waste, and water/wastewater are not reported, as data for these sectors were not available at the time of the analysis.

TABLE 3.3-2 WEST HOLLYWOOD MUNICIPAL EMISSIONS

Emissions Sector	2008 Baseline MT CO_2e
Buildings and Facilities Electricity Use	670
Buildings and Facilities Natural Gas Use	52
Street Lights	2,211
Traffic Control	69

Source: City of West Hollywood, *Climate Action Plan*, September 6, 2011.

3.3.2 REGULATORY SETTING

STATE

California has adopted a wide variety of regulations aimed at reducing California's GHG emissions. While state actions alone will not stop global warming, adopting and implementing this legislation

demonstrates California's leadership in addressing this critical challenge. Key legislation pertaining to California's reduction targets is described below.

Assembly Bill 32 (2006). Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs CARB to adopt a quantified cap on GHG emissions that represents 1990 emissions levels, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement tools to assist California to achieve the required GHG emission reductions.

Climate Change Scoping Plan (2008 and 2011). The Climate Change Scoping Plan was approved by CARB in December 2008 and outlines the state's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT of CO_2e, or approximately 28 percent from the state's projected 2020 emissions level.

Executive Order S-3-05 (2005). Executive Order S-3-05 recognizes California's vulnerability to reduced snowpack in the Sierra Nevada Mountains, exacerbation of air quality problems, and potential sea level rise due to a changing climate. To address these concerns, the executive order established targets to reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Assembly Bill 1493 (2002). AB 1493 requires CARB to develop and adopt regulations to reduce GHG emissions from passenger vehicles, light-duty trucks, and other non-commercial vehicles for personal transportation. In 2004, CARB approved amendments to the California Code of Regulations adding GHG emissions standards to California's existing standards for motor vehicle emissions.

Assembly Bill 811 (2008). AB 811 helps finance the upfront costs of solar and other energy efficiency improvements that are permanent fixtures to a property. AB 811 authorizes cities and counties to establish assessment districts in order to provide loans to property owners with long-term repayments added to their annual property tax bills.

Executive Order S-1-07 (2007). Executive Order S-1-07 establishes a low-carbon fuel standard to reduce the carbon intensity of transportation fuels sold in California by a minimum of 10 percent by 2020.

Senate Bill 7 (2009). Senate Bill (SB) 7 requires the state to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. The state is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. SB 7 requires each urban retail water supplier to develop both long-term urban water use targets and an interim urban water use target. SB 7 also creates a framework for future planning and actions for urban and agricultural users to reduce per capita water consumption 20 percent by 2020.

Senate Bill 375 (2008). SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy, which allocates land uses in the Metropolitan Planning Organizations' Regional Transportation Plan. Qualified projects consistent with an approved Sustainable Communities

Strategy or Alternative Planning Strategy and categorized as "transit priority projects" receive incentives under new provisions of CEQA.

Senate Bill 1078 (2002), Senate Bill 107 (2006), and Executive Order S-14-08. SB 1078 requires retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 changed the target date of SB 1078 to 2010. EO-S-14-08 expands California's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 97 (2007). SB 97 acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. The California Resources Agency is required to certify and adopt guidelines for mitigating GHG emissions or the effects of GHG emissions, as required by CEQA.

California Air Pollution Control Officers Association. The California Air Pollution Control Officers Association prepared a white paper related to evaluating and addressing GHG emissions under CEQA to provide a common platform of information and tools to support local governments (2008). According to the California Air Pollution Control Officers Association, the paper is intended as a resource, not a guidance document. It is not intended, and should not be interpreted, to dictate the manner in which an air district or lead agency chooses to address GHG emissions in the context of its review of projects under CEQA. The California Air Pollution Control Officers Association conducted an analysis of various approaches and significance thresholds, ranging from a zero threshold (all projects are cumulatively considerable) to a high of 50,000 metric tons CO_2e per year. Other methods include a 900-metric ton threshold for capturing 90 percent of new development and a 10,000-metric ton threshold for capturing 50 percent of new development.

LOCAL

Environmental Task Force. The City formed a task force of community members and City staff to examine how the community could reduce its ecological footprint. The recommendations of the task force were outlined in the Environmental Task Force Report released on September 12, 2008.

Green Building Ordinance. On October 1, 2007, the City adopted one of the nation's first mandatory green building ordinances. A key component of the West Hollywood Green Building Program is the Green Building Point System for new construction, which offers incentives for projects that achieve exemplary status across a range of sustainable measures. A manual for the City's Green Building Ordinance explaining the requirements and acceptable methods to achieve them is available on the City's website or at the Green Building Resource Center.

Recycling. In addition to standard household (blue and green cart) recycling for all residents, the City also has a Commercial Recycling Program. The City sends all commercial refuse to a Materials Recovery Facility (MRF) for separation and processing. The City also has a restaurant food waste recycling program, sponsors drop-off sites, and events (e.g., batteries, cell phones, paper, cardboard and electronic waste).

Polystyrene Ban. The City adopted a polystyrene ban in 1990. The ban prohibits use of polystyrene containers by restaurants, vendors, non-profits, and food packagers, and prohibits the sale of polystyrene containers within the City for home use.

Plastic Bag Ban. The City adopted a plastic bag ban on August 20, 2012. The purpose of the ban is to:

- Encourage sustainability by substituting plastic bags with durable and long-lasting reusable bags and paper bags made from recycled materials;
- Reduce costs to businesses, consumers, taxpayers, and the environment;
- Eliminate waste, litter, and marine debris; and
- Create local green jobs.

Climate Action Plan. The City has developed a CAP designed to address climate change and reduce GHG emissions at the local level. Although climate change is a global problem, the City recognizes that many strategies to adapt to a changing climate and combat its progression are best enacted at the local level. This plan recommends a series of actions West Hollywood can take to reduce its contributions to global climate change by reducing GHG emissions. The CAP includes actions in which every part of the community can participate – residents, property owners, businesses, and City government.

The CAP outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. The CAP seeks to:

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

The CAP includes strategies and performance indicators to reduce GHG emissions from both municipal and communitywide activities within West Hollywood. These strategies address seven major GHG sources and recommend actions to achieve GHG reductions through:

- Community leadership and engagement
- Land use and community design
- Transportation and mobility
- Energy use and efficiency
- Water use and efficiency
- Waste reduction and recycling
- Green space

The CAP implements Policy IRC-6.3 of the West Hollywood General Plan Infrastructure, Resources, and Conservation Element. The General Plan includes specific goals and policies that guide the City's approach to climate change, including emissions reduction targets, guidelines for preparing inventories or plans, and general reduction strategies in order to comply with AB 32.

CEQA Guidelines Section 15183.5 allows jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level, by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. Project-specific environmental documents prepared for projects consistent with the General Plan and CAP may rely on the programmatic analysis of GHGs contained in the EIR certified for the West Hollywood General Plan update and CAP. A project-specific environmental document that relies on the CAP for its cumulative impacts analysis must identify the specific CAP measures applicable to the project and how the project incorporates the measures.

3.3.3 Environmental Impacts

Thresholds of Significance

The CEQA Guidelines establish that the proposed project would have a significant impact related to greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CARB and the SCAQMD have not adopted a significance threshold for analyzing GHG emissions associated with land use development projects such as the proposed project. The methodology used in this EIR to analyze the project's contribution to global climate change includes a quantification of GHG emissions. The purpose of calculating the project's GHG emissions is for informational and comparative purposes, as neither CARB nor SCAQMD has adopted a quantifiable threshold for evaluating whether project-generated GHGs would be considered a significant impact. The determination of significance is focused on project consistency with the City of West Hollywood CAP, which is the blueprint for managing GHG emissions within the City.

IMPACT ANALYSIS

GHG-1: *The proposed project would be consistent with the City of West Hollywood CAP and other applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions. In addition, the proposed project would not generate a significant amount of GHG emissions.*

The City adopted a CAP that includes measures intended to reduce GHG emissions within City operations and the community at large. The CAP defines community strategies and GHG reduction measures through text and maps and recommends implementation actions for each quantified GHG reduction measure. As a whole, the measures were designed and benchmarked to specific standards to enable the City to achieve its GHG reduction target of 20 to 25 percent below 2008 levels by 2035, as required by AB 32. As proposed, the CAP exceeds the AB 32 target, with a projected 25.5 percent reduction.

The project site is designated and zoned CA (Commercial, Arterial) in the City of West Hollywood General Plan. This designation allows for mixed-use development with multi-family residential, retail, and restaurant uses. The proposed project is consistent with the General Plan and, thus, is consistent with growth assumptions used to develop the CAP. Therefore, the proposed project would comply with the following applicable CAP policies and goals, as described below:

LU-1.1: Facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Zones.

The project site is designated and zoned CA (Commercial, Arterial) in the City of West Hollywood General Plan. The CA zone is for parcels that support regional retail uses due the presence of a high volume of vehicle traffic. This designation allows for mixed-use development with multi-family residential, retail, and commercial uses. The project site is also located within a Mixed-Use Incentive Overlay Zone and the Santa Monica/La Brea Transit District. The Mixed-Use Incentive Overlay Zone identifies certain locations where a mix of residential and commercial uses is encouraged. The Transit Overlay Zone is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for automobile trips. The proposed mixed-use project would be located along the Santa Monica Boulevard commercial corridor and near multiple transit options.

T-1.1: Increase the pedestrian mode share in West Hollywood with convenient and attractive pedestrian infrastructure and facilities.

The design of the building and proposed landscape amenities would enhance the pedestrian experience along this stretch of Santa Monica Boulevard. The design includes unique styling to add to the diversity of the area and make the frontage pedestrian-friendly and visually interesting. Additionally, it would provide new street level retail and restaurant uses to encourage pedestrian movement along Santa Monica Boulevard.

E-1.5: Develop an energy efficient appliance upgrade program for residents and business owners to promote upgrades from inefficient appliances to new Energy Star appliances.

Refrigerators, washing machines, and dishwashers installed as part of the proposed project would be Energy Star products. In addition, the proposed project would exceed the requirements in the Title 24 Energy Code by 20 percent.

E-2.2: Require all new construction to achieve California Building Code Tier II Energy Efficiency Standards (Section 503.1.2).

The proposed project would be required to achieve California Building Code Tier II Energy Efficiency Standards, which states that new construction must exceed 2007 California Energy Code requirements (by 30 percent over 2007 Title 24 requirements).

E-3.1: Require that all new construction and condominium conversions be sub-metered to allow each tenant the ability to monitor their own energy and water use.

The proposed project would be submetered for water, gas, and electric for each unit to encourage conservation.

E-3.2: Require the use of recycled materials for 20 percent of construction materials in all new construction.

The proposed project would incorporate materials with recycled content such that the sum of post-consumer recycled content plus one-half of the post-industrial content constitutes at least 20 percent of the total value of the materials used at the project site.

W-1.1: Reduce per capita water consumption by 30 percent by 2035.

Water saving features associated with the proposed project would include low-flow showerheads, kitchen faucets, and shower faucets (less than two gallons per minute). The proposed project would also have dual-flush water-efficient toilets.

W-1.2: Encourage all automated irrigation systems installed in the City to include a weather-based control system.

The proposed project landscaping features would include low-water native landscaping and use an automated weather-based irrigation control system.

Additionally, the proposed project would be required to implement mitigation measure 3.15-1 in the EIR for the General Plan. This measure states that:

"To further reduce construction-generated GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.

Prior to releasing each request for bid to contractors for the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by the City and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor.

The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development phase. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.

The City's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:

- Improve fuel efficiency of construction equipment:
  - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
  - perform equipment maintenance (inspections, detect failures early, corrections);
  - train equipment operators in proper use of equipment;
  - use the proper size of equipment for the job; and
  - use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use an Air Resources Board-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from Air Resources Board's Low Carbon Fuel Standard Program.
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75 percent by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.

- Produce concrete onsite if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from Air Resources Board's Heavy-Duty Vehicle Greenhouse Gas Measure.
- Develop a plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source."

Lastly, the proposed project would be designed and constructed in accordance with the City's Green Building Ordinance, which would include implementing energy efficient systems and appliances, installing energy efficient lighting, and using water-efficient landscaping, irrigation systems and water conserving plumbing and fixtures. As designed, the proposed project would exceed Title 24 energy requirements by 20 percent, would use low-VOC interior paints (approximately 50 grams per liter), and would include solar panels.

Based on compliance with the CAP, the City's Green Building Ordinance, and implementation of mitigation measure 3.15-1 in the EIR for the General Plan, GHG emissions were quantified for the proposed project. The emission calculations take into account on-road mobile vehicle operations, general electricity consumption, electricity consumption associated with the use and transport of water, natural gas consumption, and solid waste decomposition during construction and operations. Similar to the emissions presented in the air quality analysis, GHG emissions were estimated using CalEEMOD. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span, as shown in Table 3.3-3.

TABLE 3.3-3 GREENHOUSE GAS EMISSIONS

Source	CO_2e Emissions (metric tons/year)
Construction Activity	36
Operational Activity	
Area Sources	4
Mobile Sources	1,651
Electricity Consumption	600
Solid Waste Decomposition	47
Water Consumption	146
Total Emissions	**2,484**
GHG Efficiency Metrics	
Residential Population	267
Employment Population	18
Service Population	285
Annual CO_2e/Service Population	**8.7**

Source: Terry A. Hayes Associates Inc. 2012.

As shown in Table 3.3-3, the proposed project would generate 2,484 metric tons per year of CO_2e, or 8.7 metric tons of CO_2e per year per service population. By implementing the project features and GHG reducing measures described above, the proposed project would result in a GHG emission profile that is better (lower) than business-as-usual. Project-generated GHG emissions would be less than the 9.7 metric tons of CO_2e per year per service population 2008 baseline identified in the EIR for the City of West Hollywood General Plan and CAP for the entire City (2010). In addition, the estimated emissions of 2,484 metric tons per year would be less than the California Air Pollution Control Officers Association 10,000-metric ton emissions standard for capturing 50 percent of new development. Approximately 66 percent of project emissions would be related to mobile sources. Although difficult to quantify, it is anticipated that mobile source emissions would be reduced in the future as regional transit expands (e.g., Regional Connector and Westside Subway Extension) and project-related single-occupancy vehicle trips are reduced.

The proposed project would comply with the plans and policies in the City's CAP; comply with mitigation measure 3.15-1 in the General Plan EIR for the purpose of reducing GHG emissions; and comply with the City's Green Building Ordinance. Based on this analysis, project-related GHG emissions would be less than the City's business-as-usual baseline of 9.7 metric tons of CO_2e per year per service population as defined in the CAP and would not conflict with the City of West Hollywood's General Plan and CAP, which is intended to exceed the AB 32 emission reduction targets. The CAP features, General Plan mitigation measure, and project design features would meaningfully reduce project-generated GHG emissions. Therefore, the proposed project would result in a less than significant impact, and no mitigation measures are required.

3.2.4 MITIGATION MEASURES

Impacts related to GHG emissions would be less than significant. No mitigation measures are required.

3.2.5 SIGNIFICANCE AFTER MITIGATION

Impacts to GHG emissions would be less than significant without implementation of mitigation.

3.4 HAZARDS AND HAZARDOUS MATERIALS

Hazardous substances are defined by state and federal regulations as substances that must be regulated in order to protect the public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. The California Code of Regulations Title 22, Chapter 11, Article 2, Section 66261 provides the following definition:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

According to California Code of Regulations Title 22 (Chapter 11, Article 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or which is being stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, gasoline, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

This section discusses the potential for the proposed project to expose people to hazards and hazardous materials. The past, present, and future uses of the site and the surrounding area are discussed. For the purposes of this analysis, the following reports prepared for the project site were reviewed (see Appendix C of this Recirculated Draft EIR):

- PIC Environmental Services. *Groundwater Monitoring Report*. April 12, 2012.
- PIC Environmental Services. *Phase I Environmental Site Assessment Report.* April 16, 2012.
- Professional Services Industry, Inc. *Phase I Environmental Site Assessment for the Faith Plating and SSI Studios, 7141 and 7155 Santa Monica Boulevard, West Hollywood, Los Angeles County, California 90046*. December 29, 2005.
- Professional Services Industry, Inc. *Phase II and Limited Phase III Environmental Site Assessment for the property at 7141 and 7155 Santa Monica Boulevard, West Hollywood, Los Angeles County, California*. April 18, 2006.

- Professional Services Industry, Inc. *Site Characterization Report for the property at 7141 and 7155 Santa Monica Boulevard and 1107-1117 Detroit Street, West Hollywood, Los Angeles County, California*. September 24, 2007.

- Professional Services Industry, Inc. *Remedial Action Work Plan for the property at 7141 and 7155 Santa Monica Boulevard and 1107-1117 Detroit Street, West Hollywood, Los Angeles County, California*. September 24, 2007.

- Professional Services Industry, Inc. *Human Health Risk Assessment for the property at 7141 and 7155 Santa Monica Boulevard, West Hollywood, Los Angeles County, California 90046*. September 24, 2007.

3.4.1 ENVIRONMENTAL SETTING

PROJECT SITE CONDITIONS

The 7155 Santa Monica Boulevard property is currently developed with a two-story, 3,500-square-foot, wood-framed, plaster structure constructed prior to 1928 and renovated in 1980 and again in 1990. The remainder of the property consists of a paved parking area and landscaping. The site has been occupied by SSI Sound Studios since 1973, and prior to that, by Bank of America.

The 7141 Santa Monica Boulevard and 1107 and 1117 Detroit Street parcels have been occupied by Faith Plating Company since 1937, and contain five contiguous structures totaling approximately 36,000 square feet. The structures are interconnected, two-story, wood-framed plaster buildings constructed between 1926 and 1958. Faith Plating conducts metal fabrication and plating operations in the south-central portion of the property. Discharge of treated industrial waste is located in the north-central portion of the property. Underground fuel storage tanks were formerly located in the northern portion of the property.

Professional Services Industries, Inc., on behalf of Faith Plating and Hanover West (former project applicant), conducted surface and subsurface investigations of the Faith Plating property in 2005 through 2008. During these investigations, elevated concentrations of metals (particularly chromium, nickel and copper) were measured in soil within and adjacent to the plating room in excess of federal standards. All surface and subsurface investigations were performed under a Voluntary Oversight Agreement with the California Department of Toxic Substances Control (DTSC) (site ID number 60000429). Professional Services Industries, Inc. submitted a Removal Action Work Plan (RAW) to DTSC on behalf of Hanover West to remediate contaminated soil at the project site. The RAW was formally approved by DTSC on March 13, 2009 (see Appendix C of this Recirculated Draft EIR).

PHASE I ENVIRONMENTAL SITE ASSESSMENT

In April 2012, a Phase I Environmental Site Assessment Report was prepared for the project site to determine whether conditions at the site had changed since the previous Draft EIR (see Appendix C of this Recirculated Draft EIR). The 2012 Phase I Environmental Site Assessment indicates that the project site is listed on the following 10 regulatory lists:

- Voluntary Cleanup Program (VCP): This state list includes sites at which DTSC provides regulatory oversight to investigate and remediate identified subsurface contamination problems. The project site is included on the VCP list in response to an effort to remediate the property from 2005 to 2008.

- DTSC's ENVIROSTOR Database: This state electronic database includes sites with known subsurface environmental contamination problems. The project site is included on the ENVIROSTOR database in response to submission of numerous environmental investigation reports completed in 2005 to 2008.

- Resource Conservation and Recovery Act (RCRA): This federal list includes sites that have obtained permits to legally use, store, and/or dispose of hazardous waste (e.g., hexavalent chromium). Faith Plating appears on this list; however, inclusion on the list does not indicate the presence of a subsurface contamination problem.

- Leaking Underground Storage Tank (LUST): This state list includes sites that have sustained historic soil or groundwater contamination due to leakage from underground storage tanks (USTs). Faith Plating appears on the LUST list due to discovery of gasoline soil contamination under fuel dispensers in 1988. Subsequent remediation successfully mitigated soil contamination. Accordingly, the Regional Water Quality Control Board awarded regulatory closure on December 31, 1996.

- Facility Index Registry System (FINDS): This federal list includes sites which appear on one or more other federal lists. Faith Plating appears on the FINDS list in response to inclusion on the RCRA and Integrated Compliance Information System (ICIS) permit lists. Appearance on the federal FINDS list does not indicate the presence of a subsurface contamination problem.

- Underground Storage Tank Lists (UST): These state lists identify sites that currently or historically have used, operated, and/or permitted USTs. Faith Plating appears on these lists; however, regulatory closure has occurred for all historic onsite USTs. Appearance on the state UST permit lists does not indicate the presence of a subsurface contamination problem.

- Emissions Inventory Data (EMI): This state list includes sites permitted to operate equipment that may release regulated amounts of air pollutants. Faith Plating appears on the EMI list in response to SCAQMD permits to operate plating tanks and a paint booth. Appearance on the state EMI list does not indicate the presence of a subsurface contamination problem.

- Integrated Compliance Information System (ICIS): This federal list includes site subject to compliance obligations relevant to potential surface discharges of pollutants. Faith Plating appears on the federal ICIS list. Appearance on this list does not indicate the presence of a subsurface contamination problem.

- HAZNET: This state list, like the federal RCRA list, includes sites that have historically obtained permits to legally dispose of hazardous waste (e.g., hexavalent chromium). Faith Plating is

included on the HAZNET list. Appearance on this list does not indicate the presence of a subsurface contamination problem.

- Los Angeles County Hazardous Materials Sites: This county list includes sites that have been inspected or obtained industrial waste discharge/underground storage tank operating permits from the Los Angeles County Department of Public Works. All available records were reviewed at the county offices. One industrial waste clarifier remains in use at Faith Plating. All historic USTs have been removed under permit requirements of the Los Angeles County Department of Public Works and received regulatory closure with "No Further Action" status.

Additionally, several sites are listed within a one-mile radius of the project site.

GROUNDWATER MONITORING

A Groundwater Monitoring Report was prepared for the project site in April 2012. Groundwater samples were taken from five wells on March 26, 2012. The highest concentrations of most metal contaminants were measured in March 2008, when groundwater was at its shallowest level in all wells, while the lowest concentrations were measured in March 2012, when groundwater was at its deepest level. This most recent groundwater testing found that hexavalent chromium was nondetectable in all five wells. Additionally, significant levels of volatile organic compounds (VOCs) were not measured in the groundwater under the project site.

REMEDIAL ACTION WORK PLAN (RAW)

On September 24, 2007, a proposed RAW was prepared for the project site by Hanover West in coordination with and under the regulatory oversight of DTSC. The RAW was approved by DTSC on March 13, 2009. The applicant, in coordination with DTSC, has agreed to implement the RAW as part of the proposed project. The purpose of the RAW is to provide a plan to remediate the chemicals of concern (COCs) identified in the Site Characterization Report in conjunction with the proposed project. The primary objective of the RAW is to ensure the protection of human health and the environment, and to prepare the property for residential uses.

The RAW requires specific removal action objectives (RAO), based on site-specific media of concern, COCs, exposure routes and receptors, and acceptable contaminant concentrations or range of contaminant concentrations for each exposure route. These RAOs indicate the types of remediation that is contemplated for the project site. The RAOs for the project site are as follows:

- Remove onsite sources to contamination to soil and groundwater;
- Minimize construction worker and adjacent residents' exposure to COCs during the construction program;

- Comply with all required permits including the SCAQMD 1166 Permit which includes daily monitoring for VOCs until the onsite soil excavation has been completed and the excavation area is sealed;
- Compliant demolition, removal and disposal of building materials from the site;
- Remove soils impacted with heavy metals until concentrations are below the California's Total Threshold Limit (CTTL) concentration and 10 times the Soluble Threshold Limit Concentration (STLC) or below hazardous concentrations within the property boundary and to a maximum depth of 20 feet below ground surface (bgs);
- Remove soils impacted with VOCs, or petroleum hydrocarbons to a depth of 15 feet bgs across the entire project boundary. Additional soil removal may occur beneath the plating operation floor to a maximum depth of 20 feet bgs if heavy metal concentrations exceed 10 times the STLC;
- Minimize the volume of soil designated as non-hazardous being transported and disposed of as hazardous through segregation based on existing data and supplemental data obtained during the excavation processes;
- Verify remaining conditions following excavation for documentation through verification sampling and testing;
- Assess post-remedial risks of subsurface vapors to determine if further mitigation is necessary;
- Monitor groundwater for a defined period of decreasing trends in the minor concentration of COCs. No groundwater remediation is anticipated to achieve unrestricted regulatory site closure for this site;
- Obtain unrestricted regulatory site closure for the site; and
- Provide a site ready for the unrestricted construction of a beneficial retail and residential complex that will enhance the community.

3.4.2 REGULATORY SETTING

FEDERAL

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA, commonly known as Superfund, provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste at these sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified.

Resource Conservation and Recovery Act (RCRA). RCRA provides the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous wastes.

STATE

Title 22 of the California Code of Regulations. Title 22 of the California Code of Regulations includes state hazardous waste regulations enforced by DTSC and local Certified Unified Program Agencies (CUPAs). Authority from the state was delegated to local CUPAs to establish a unified hazardous waste and hazardous materials management program for hazardous waste generators, treatment of hazardous waste subject to tiered permitting, facilities with USTs and above ground storage tanks (ASTs), risk management and prevention plans, and hazardous materials management plans and inventory statements required by the Uniform Fire Code.

California Health and Safety Code. State hazardous waste control laws enforced by the DTSC are included in the California Health and Safety Code. These regulations identify standards for the classification, management, and disposal of hazardous waste in California.

Occupational Safety and Health Act. Federal and state occupational safety and health regulations also contain provisions on hazardous materials management as it relates to worker safety, worker training, and worker right-to-know. The applicable federal law is the Occupational Safety and Health Act (OSHA). Under OSHA, authority to administer the Act is delegated to states that have developed a plan with provisions that are at least as stringent as those provided by OSHA. California is a delegated state for federal OSHA purposes. The California Occupational Safety and Health Act and regulations and programs authorized are commonly referred to as Cal/OSHA.

3.4.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (Appendix A of the Draft EIR), it was determined that the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; pose a safety hazard for people residing or working within two miles of a public airport or private airstrip; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to significant risk of loss, injury or death involving wildland fires. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that a proposed project would have a significant effect on hazards and hazardous materials if it would:

- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

IMPACT ANALYSIS

HAZ-1: *The proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65965.5. However, it would not create a significant hazard to the public or the environment.*

Faith Plating generates polluted wastewater containing, chromium, copper, and nickel, among other things. Additionally, Faith Plating has occasionally been discharging beyond the permitted levels. The proposed project would result in elimination of these discharges (permitted discharges and discharges beyond permit levels), which would produce a positive or beneficial impact. Moreover, the proposed project would eliminate the 14.252 tons per year of hazardous waste. Accordingly, implementation of the proposed project would result in beneficial impacts with respect to hazardous materials at the project site.

As discussed above, the project site contains elevated concentrations of VOCs and metals in the soil beneath the project site in concentrations that exceed state and federal standards. Additionally, elevated levels of metals also occur within the concrete of the plating facility. Due to the elevated levels of COCs detected at the project site, Hanover West entered into a VCA with DTSC and a RAW was prepared under DTSC supervision and approved on March 13, 2009. The applicant, in coordination with DTSC, has agreed to implement the RAW as part of the proposed project. Pursuant to the RAW, the proposed project would involve environmental remedial actions that would, among other things, remove on-site sources of contamination to the soil; obtain unrestricted regulatory site closure for the site; and provide a site ready for the unrestricted construction of residential uses. Thus, the implementation of the RAW would ensure that any existing contamination is remediated and that the project site would be adequate for residential occupancy.

The RAW includes site and project specific excavation control measures, sampling and analysis, transportation, health and safety plans, and case closure procedures. Included in the measures, plans, and procedures are details of the amount of soil and from what locations throughout the project site to which the various state or federal requirements pertain. These include the following site cleanup activities:

> Prior to excavation, the area identified as containing soils designated as hazardous waste would be identified and designated as an exclusion zone. A transition zone would be established immediately outside of the exclusion zone where equipment and personnel would be decontaminated. The transition zone would also be used for truck loading and unloading. Excavation for remediation of hazardous materials would be conducted in conjunction with the development of the proposed project site. Excavation would remove the target depth required by construction, which is 25 feet bgs. Excavation would generally begin along the southern

boundary of the project site where Faith Plating is currently located to remove contaminated soils first. Equipment would be decontaminated prior to moving into areas outside of the exclusion zone or alternative equipment would be utilized.

The area of soil contamination requiring disposal as a California hazardous material is estimated at approximately 5,400 square feet centered beneath the plating baths and vertical extending approximately 10 feet bgs. Soil sampling would be conducted during excavation to ensure that all contaminated soils to a maximum depth of 25 feet bgs would be excavated. Excavated soil may be loaded by the excavator directly into trucks or temporarily stockpiled in designated areas for loading onto trucks by either the excavator or a loader for removal and designated off-site disposal. Soil designated as hazardous waste stockpiled outside of the exclusion zone would be laid on plastic sheets and would be removed daily from the project site. Truck routes from the work area would be cleaned daily using wet sweeping.

Ambient air samples would be collected upwind and downwind of excavation activities within the project site. Periodic ambient air sampling for VOCs would be conducted. A record of daily air monitoring would be maintained onsite. During excavation, soil samples would be periodically collected and analyzed from the COCs to assess the remaining conditions in the unexcavated portion of the project site and to characterize the removed soils for disposal disposition.

After excavation activities have been completed, closure and post-closure activity would document that the remaining soil would have concentrations of heavy metals less than 10 times their respective Soluble Threshold Limit Concentration (STLC). A letter would be issued from DTSC within 30 days of the completion of excavation activity indicating that the extent of soil contamination has been removed from the subject property. Upon receipt of the letter of No Further Action (NFA), building construction would begin. Building construction would not be permitted until the NFA is received.

Following the implementation of the RAW and removal of the impacted soil in accordance with state and federal standards for residential occupancy, construction impacts related to hazardous conditions at the site would be less than significant. Because compliance with the RAW is required by state law, no mitigation measures are required.

Following implementation of the RAW, the potential existing source(s) of VOCs in soil gas are expected to be minimized with the removal of soils to a depth of 25 feet bgs and construction of the subterranean parking garage. However, as required by DTSC, groundwater monitoring would occur for a two-year period to evaluate if contaminant concentrations are exhibiting an increasing trend. If no increasing trend is exhibited, no further action would be recommended. At the close of the two-year monitoring period, a letter would be issued from DTSC that groundwater monitoring has been completed and the project site would be considered remediated. Accordingly, compliance with existing state and federal regulations, including compliance with the RAW, would be expected to provide substantial environmental benefits to

the project site and ensure a less than significant impact related to exposure of residents and occupational workers to VOCs during operation. No additional mitigation measures are required.

3.4.4 MITIGATION MEASURES

Because implementation of the RAW's RAOs would effectively remediate any existing contamination and provide a site safe for residential construction, no significant impacts related to hazards and hazardous materials would occur as a result of the proposed project, and no additional mitigation would be required.

3.4.5 SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant without mitigation.

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3.5 HYDROLOGY AND WATER QUALITY

3.5.1 ENVIRONMENTAL SETTING

PHYSICAL SETTING

The project site is entirely developed with urban uses, including a metal plating facility and a sound editing studio. It slopes gently from the south to southeast and contains only impervious surfaces. Surface runoff is primarily sheet flow in the direction of the site slope to storm drains located in Detroit Street and Formosa Avenue.

Site elevations range from 289 feet MSL at the northeast corner to 284 feet MSL at the southwest corner for a difference of 5 vertical feet across the existing pad. Groundwater onsite was encountered at a depth of 21 feet bgs, or at 264.5 feet MSL on the southwest corner and at 268 feet MSL at the northeast corner. Historic high groundwater levels in the project vicinity are approximately 17 feet bgs, which corresponds to an elevation of 267 feet MSL at the southwest corner and 272 feet MSL at the northeast corner of the project site. However, groundwater levels typically vary seasonally and perched groundwater conditions can develop when impermeable fine grained soils are subjected to irrigation or precipitation (Geocon West, Inc. 2012).

The project site is not mapped as being located within a 100-year flood zone. However, it is located in an area identified as having a potential for inundation as a result of a failure or breech of Mulholland Dam (City of West Hollywood 2011). As discussed in Section 3.2, the Mulholland Dam was constructed and is maintained to withstand a failure during a magnitude 8.3 earthquake on the San Andreas Fault and a magnitude 7.0 earthquake on the Newport-Inglewood Fault. Therefore, the likelihood of inundation due to earthquake-induced dam failure is considered low. Similarly, the project site is not located within a coastal area or adjacent to an enclosed water body. Therefore, flooding from seismically-induced tsunamis or seiches is considered unlikely.

3.5.2 REGULATORY SETTING

CLEAN WATER ACT

The EPA is the lead federal agency responsible for managing water quality. The Clean Water Act of 1972 is the primary federal law that governs and authorizes EPA and the states to implement activities to control water quality. Under federal law, EPA has published water quality regulations under Volume 40 of the Code of Federal Regulations. Section 303 of the Clean Water Act requires states to adopt water quality standards for all surface waters of the United States. As defined by the Clean Water Act, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question, and (2) criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use.

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. A discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self monitoring, and other activities.

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Act is California's statutory authority for the protection of water quality. Under the Act, the state must adopt water quality policies, plans, and objectives that protect the state's waters for the use and enjoyment of the people. The Act sets forth the obligations of the State Water Resources Control Board and Regional Water Quality Control Boards to adopt and periodically update Basin Plans. Basin Plans are the regional water quality control plans required by both the Clean Water Act and Porter-Cologne Act in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Act also requires waste dischargers to notify the Regional Water Quality Control Boards of their activities through the filing of reports of waste discharge and authorizes the State Water Resources Control Board and Regional Water Quality Control Boards to issue and enforce waste discharge requirements, permits, Section 401 water quality certifications, or other approvals. The Regional Water Quality Control Boards also have authority to issue waivers to reports of waste discharge and/or waste discharge requirements for broad categories of "low threat" discharge activities that have minimal potential for adverse water quality effects when implemented according to prescribed terms and conditions.

The Los Angeles Regional Water Quality Control Board (LARWQCB) is responsible for the preparation and implementation of the Water Quality Control Plan for the Los Angeles Region (Los Angeles RWQCB 1994). The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and surveillance and monitoring programs for waters in the Los Angeles region, including the Los Angeles River, the San Gabriel River, and Ballona Creek. The Basin Plan contains specific numeric water quality objectives that are applicable to certain water bodies or portions of water bodies. Objectives have been established for bacteria, dissolved oxygen, pH, pesticides, electrical conductivity, total dissolved solids, temperature, turbidity, and trace elements. Numerous narrative water quality objectives have also been established.

The State Water Resources Control Board and LARWQCB have adopted specific NPDES permits for a variety of activities that have potential to discharge wastes to waters of the state, including construction activities. All of the NPDES permits involve similar processes, including submittal to the LARWQCB of notices of intent to discharge, and implementation of Storm Water Pollution Prevention Plans (SWPPP) that include Best Management Practices (BMPs) to minimize those discharges.

Construction activities subject to the general construction activity permit include clearing, grading, stockpiling, dewatering, and excavation. Dischargers are required to eliminate or reduce non-storm water discharges to storm drain systems and other waters. The permit also requires dischargers to consider the use of permanent post-construction BMPs that would remain in service to protect water quality throughout the life of the project. All NPDES permits also have inspection, monitoring, and reporting requirements. Where pollutants are known or should be known to be present and have the potential to contact runoff, sampling and analysis are required. NPDES permits require the implementation of design and operational BMPs to reduce the level of contaminant runoff. Types of BMPs include source controls, treatment controls, and site planning measures.

CITY OF WEST HOLLYWOOD MUNICIPAL CODE

Chapter 15.56, Storm Water Runoff Pollution Control, in the City of West Hollywood's Municipal Code sets forth standards to protect water quality in the City. These standards include the requirements of the City's Municipal NPDES Permit and the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP). Chapter 15.52, Water Conservation Plan, regulates irrigation water practices in the City to reduce potable water consumption. Chapter 19.26.090, Plant Materials, discusses and regulates the City's drought tolerance requirements for plant materials. Chapter 19.26.070, Irrigation and Water Conservation, contains standards for landscape irrigation and conservation and irrigation equipment standards.

CITY OF WEST HOLLYWOOD MUNICIPAL NPDES PERMIT

The City of West Hollywood is a co-permittee under the Municipal Storm Water and Urban Runoff Discharges in the County of Los Angeles, and the incorporated cities, except the City of Long Beach (Order No. 01-182, NPDES Permit No. CAS00401). The Los Angeles County Storm Water Quality Management Program is the local enforcement mechanism of the NPDES, which controls water pollution by regulating point sources that discharge pollutants to receiving waters. This permit specifies that all new development and redevelopment projects that fall under specific priority project categories must comply with the Los Angeles County SUSMP. The SUSMP includes BMP requirements for site design, source control, and treatment control.

3.5.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would result in a less than significant impact associated with depleting groundwater supplies, altering site drainage patterns, otherwise substantially degrading water quality, placing housing or other structures within a 100-year flood hazard area, or exposing people or structures to risk of loss associated with flooding, inundation, tsunami, or seiche. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that the proposed project would have a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements.

- Create or contribute runoff that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

IMPACT ANALYSIS

HWQ-1 *The proposed project would not violate any water quality standards or waste discharge requirements.*

The proposed project site is currently entirely developed with urban uses. The majority of the project site contains flat impervious surfaces. Development of the proposed project would not substantially change the amount of impervious surfaces onsite. The proposed project does not include any uses that might discharge unusual pollutants, such as industrial or manufacturing uses. Further, it would eliminate hazardous waste water discharges currently generated by Faith Plating (see Section 3.3 Hazards and Hazardous Materials of this Recirculated Draft EIR).

In the short term, water used to control dust during grading and construction, as well as storm water, could carry construction debris, spilled fluids (including petroleum products from construction vehicles), and disturbed soils into local and regional waterways. The LARWQCB requires all discretionary projects, such as the proposed project, to incorporate features to filter or retain the first ¾-inch of storm water onsite. Since most pollutants are carried away in the first ¾-inch of rainfall, this requirement would address the primary source of pollution onsite. Control of pollutants within the storm water runoff during construction is anticipated to be accomplished through BMPs including but not limited to sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, mulching, street sweeping, tracking control BMPs such as entrance and outlet tire wash, and general good housekeeping practices implemented during construction. The proposed project would follow guidelines for BMPs per a SWPPP, which would include erosion and sediment control BMPs. Implementation of these requirements, including preparation of a SWPPP, would ensure that impacts to water quality during construction would be less than significant.

Based on the geotechnical report (see Appendix B of this Recirculated Draft EIR), due to high groundwater levels in the project vicinity, pre-construction dewatering measures would be needed to achieve the required excavation depths. Dewatering would need to continue until the subterranean construction is completed and the parking structure is waterproofed and backfilled. There is a potential for groundwater dewatering to affect groundwater levels and soil characteristics at the project site, as well as in the project vicinity. A design-level geotechnical investigation and groundwater analysis would be performed by the applicant to establish procedures for dewatering implementation consistent with state and City geotechnical standards so that useable aquifers and surrounding soils and building foundations are not adversely impacted by groundwater withdrawal. Additionally, a qualified dewatering consultant would be employed to determine the most effective means and methods of dewatering the project site. It

is anticipated that the dewatering system would consist of the installation of wellpoints around the perimeter of the project site. Pumping of the wells would begin in advance of construction to allow drawdown of the water level to at least 2 feet below the excavation levels. The extent and nature of the dewatering program that would be required, as well as the anticipated pumping volumes, would be determined by the dewatering consultant after the installation and pumping of the test wells at the project site. A groundwater dewatering permit would be required from the Regional Water Quality Control Board. Although groundwater beneath the project site is not contaminated (see Section 3.4, Hazards and Hazardous Materials for a detailed discussion), as a condition of site cleanup, monitoring wells previously established on the project site would continued to be monitored for potential contamination. All groundwater removed from the project site during construction would be disposed of in accordance with DTSC procedures, as per the requirements of the RAW. Compliance with existing regulations would ensure that would be no adverse impact to water quality associated with onsite groundwater disposal.

During operation, the proposed project would provide covered parking for the residential and retail/restaurant uses, thereby minimizing the amount of automobile-related pollutants that could be directly exposed to rain and become surface runoff. Further, the proposed project would be required to submit a site drainage plan for review and approval by the City prior to the issuance of a building permit. This submittal must include BMPs to limit discharge of sediment and pollutants during long-term operation in accordance with the Los Angeles County NPDES permit requirements. Additionally, the building foundation would be designed to prevent groundwater from intruding into the structure and be coated with a waterproof membrane. Therefore, a permanent dewatering program would not be required during long-term project operation.

Compliance with the state and local regulations and implementation of site specific consultant geotechnical design guidelines would ensure that impacts to water quality, both during construction and operation, are less than significant. In addition, the proposed project would have the beneficial effect of removing hazardous waste water discharges currently generated by Faith Plating. No mitigation measures are required.

HWQ-2 *The proposed project would not create or contribute runoff that would exceed the capacity of the existing or planned storm water systems or provide substantial additional sources of polluted runoff.*

As discussed above, the project site is currently entirely developed with impervious surfaces. Implementation of the proposed project would not substantially modify the amount of impervious surfaces onsite or substantially increase the amount of storm water runoff produced at the project site. Standard City requirements to submit a site drainage plan prior to issuance of a building permit would ensure that construction and operational impacts are minimized. In addition, the proposed project would be required to implement BMPs identified in the SWPPP during construction and operation and comply with the SUSMP. Compliance with existing state and local regulations would ensure a less than significant impact, and no mitigation measures are required.

3.5.4 MITIGATION MEASURES

No mitigation measures are required.

3.5.5 SIGNIFICANCE AFTER MITIGATION

Impacts to hydrology and water quality would be less than significant without implementation of mitigation.

3.6 LAND USE AND PLANNING

3.6.1 ENVIRONMENTAL SETTING

EXISTING LAND USES

The project site consists of three parcels owned by the project applicant. The first parcel, 7155 Santa Monica Boulevard, is currently occupied by a sound editing studio, which consists of one two-story brick and stucco building totaling approximately 3,500 square feet. The second and third parcels, 7141 Santa Monica Boulevard, and 1107 and 1117 Detroit Street, are currently occupied by a metal plating facility, which is developed with five contiguous two-story brick and stucco buildings totaling approximately 36,000 square feet. This portion of the project site is listed as a hazardous waste site. The project site is fully developed with surface parking spaces and structures. There is no vacant land or undeveloped soil on the site. There are no residential uses currently located on the project site. The project site is located in the Santa Monica/La Brea Transit District commercial sub-area of the City's General Plan.

SURROUNDING LAND USES

The surrounding area is primarily commercial along Santa Monica Boulevard. Jones Café is located west of the project site on the northwest corner of Santa Monica Boulevard and Formosa Avenue. A costume shop is located north of Jones Café on the west side of Formosa Avenue facing the project site. Residential uses are located farther north along the west side of Formosa Avenue. A studio is located on the south side of Santa Monica Boulevard opposite Jones Café. The Formosa Café and the West Hollywood Gateway, a multi-tenant commercial facility, are located directly south of the project site on Santa Monica Boulevard. La Brea Avenue is located one block east of the site. There were vacant commercial buildings located on the northeast corner of Santa Monica Boulevard and Detroit Street. These structures have since been demolished and construction of the Monarch West Hollywood – Santa Monica & La Brea Project is now underway. The Monarch project will consist of 184 residential units and 13,350 square feet of ground floor retail when construction is complete in late 2013. A beverage service and a parking lot and drive-thru for a fast food restaurant are located north of the Monarch on Detroit Street. Residential uses abut the project site to the north. A two-story apartment building is located north of the site fronting Formosa Avenue. An apartment complex consisting of four one-story apartment buildings is located north of the site along Detroit Street. The area north of the project site contains a mix of single- and multi-family residential uses.

3.6.2 REGULATORY SETTING

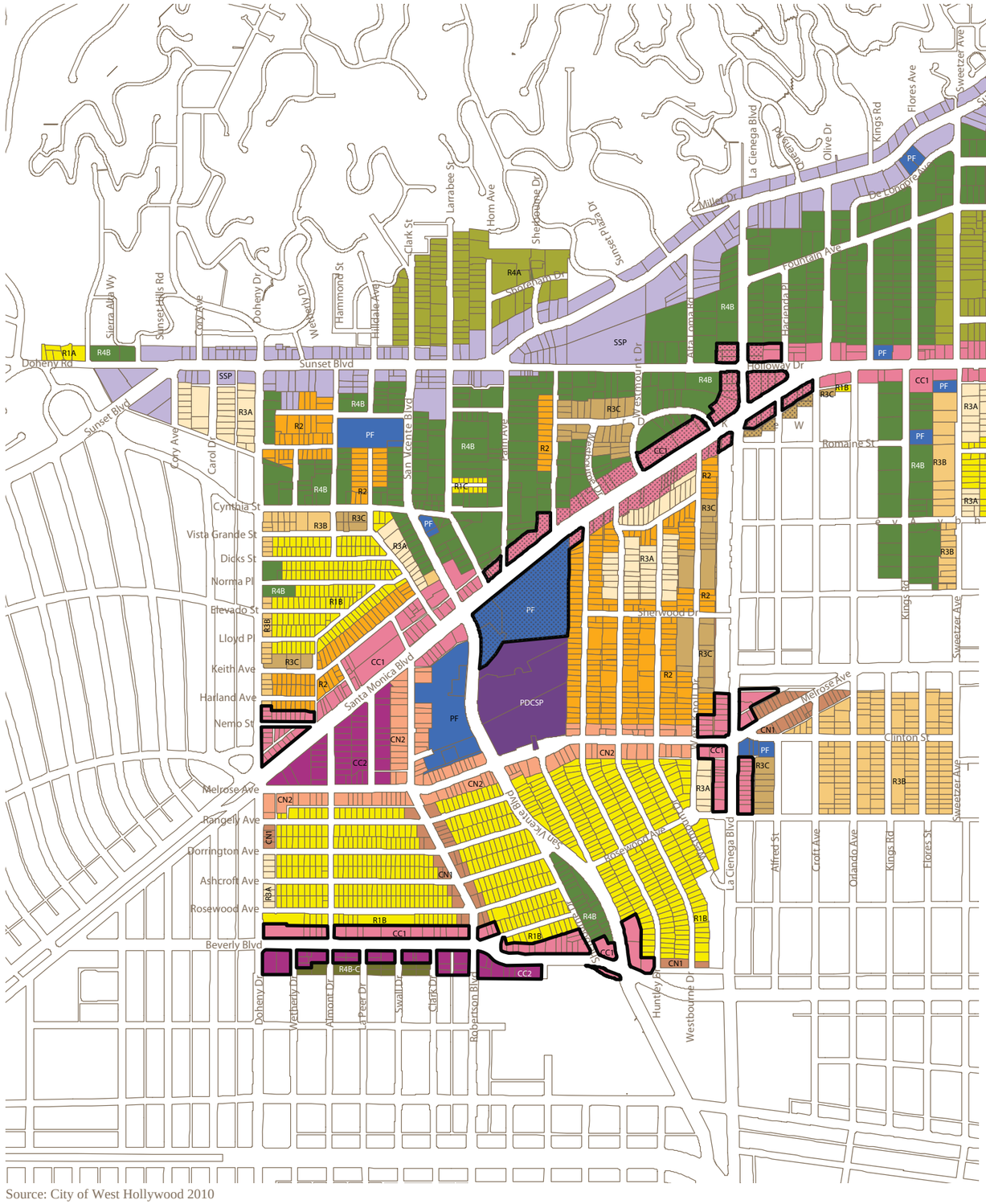
WEST HOLLYWOOD GENERAL PLAN 2035 LAND USE ELEMENT AND ZONING ORDINANCE

The City's General Plan and the Zoning Ordinance (Article 19 of the West Hollywood Municipal Code) serve as the principal instruments of land use regulation for all properties and proposed development within the City. The West Hollywood General Plan 2035, adopted in September 2011, includes a Land Use and Urban Form Element. This element establishes goals and policies for the manner in which new

development should occur and how existing uses should be preserved within the City. The Land Use and Urban Form Element includes policies addressing permitted uses, density, design standards, height, and other guidelines. The policies of this element would apply to the proposed project and a more detailed description of applicable policies is included in Section 3.6.3 below.

The project site is designated as CA (Commercial, Arterial) in the City of West Hollywood General Plan (2011). The project site is also zoned CA. The CA designation and zone is intended for parcels that support regional retail uses in areas of high volume vehicular traffic. The CA designation allows for mixed-use development with multi-family residential, retail, and commercial uses with a density of 2.5 FAR and up to 60 feet in height (City of West Hollywood 2011). The project site is also located within a Mixed-Use Incentive Overlay Zone and the Santa Monica/La Brea Transit District. The Mixed-Use Incentive Overlay Zone identifies certain locations where a mix of residential and commercial uses is encouraged. Within the Mixed-Use Incentive Overlay Zone, commercial projects that incorporate residential units may be granted a bonus of up to 0.5 FAR to be added to the base FAR. Additionally, a height bonus of up to 10 feet and one story may accompany a FAR bonus of up to 0.5 FAR for residential uses provided that: a) if the proposed project is adjacent to a residential zoning district, the 25 feet of the structure located closest to the residential zoning district is limited in height to 35 feet; and b) all of the additional area allowed by the height bonus is developed exclusively with residential uses (City of West Hollywood 2011). The Santa Monica/La Brea Transit District commercial sub-area is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips. It allows for modifications to parking requirements, or other development standards may be considered, when individual projects provide specified supplemental Transportation Demand Management programs (City of West Hollywood 2011).

The property located northwest of the project site is zoned R3B (Residential, Multi-Family Medium Density), which allows one dwelling unit for every 1,210 square feet of lot area up to 3 stories and 35 feet in height. The property located northeast of the project site is zoned R3C (Residential, Multi-Family Medium Density), which allows one dwelling unit for every 1,210 square feet of lot area up to 4 stories and 45 feet in height. The properties located immediately to the west and south of the project site are zoned CR (Commercial, Regional Center), which allows a density of 3.0 FAR in up to 8 stories and 90 feet in height. The property immediately west is zoned CC1 (Commercial, Community 1), which allows a density of 1.5 FAR up to 3 stories and 35 feet in height. In general, the properties immediately fronting Santa Monica Boulevard are zoned commercial, with residential uses located behind the commercial uses. Figure 3.6-1 illustrates the land use designations in the area surrounding the project site.



Source: City of West Hollywood 2010

General Plan Land Use Designations

Residential Districts

- Residential, Single-Family or Two-Unit Low Density
  - R1A- 25' 2 Stories - 1 du/lot
  - R1B- 25' 2 Stories
    - 2 du/lot of less than 8499 SF
    - 3 du/lot between 8,500 and 11,999 SF
    - 1 add'l du/lot for each 3,500 SF thereafter
  - R1C- 15' 1 Story 1 du/lot
- Residential Low Density
  - R2 - 25' 2 Stories
    - 2 du/lot of less than 4000 SF
    - 3 du/lot between 4000 and 7999 SF
    - 4 du/lot between 8000 and 9999 SF plus 1 additional unit/lot for each 2000 SF or fraction thereof in excess of 9999 SF

Residential, Multi-Family Medium Density

- R3A - 25' 2 Stories - 1 du/1210 SF of lot area
- R3B - 35' 3 Stories - 1 du/1210 SF of lot area
- R3C - 45' 4 Stories - 1 du/1210 SF of lot area
- R3C-C - 45' 4 Stories - 1 du/1210 SF of lot area w/maximum 1.0 FAR commercial

Residential, Multi-Family High Density

- R4A - 35' 3 Stories - 1 du/872 SF of lot area
- R4B - 45' 4 Stories - 1 du/872 SF of lot area
- R4B-C - 45' 4 Stories - 1 du/872 SF of lot area w/maximum 1.0 FAR commercial

Commercial Districts

	Density (FAR)	Height
CN1 - Commercial, Neighborhood 1	1.0	25 ft
CN2 - Commercial, Neighborhood 2	1.0	25 ft
CC1 - Commercial, Community 1	1.5	35 ft
CC2 - Commercial, Community 2	2.0	45 ft
CA - Commercial, Arterial	2.5	60 ft
CR - Commercial, Regional Center	3.0	90 ft

0 500 1,000 2,000 ft

City of West Hollywood General Plan 2035

Specific Plan Districts

- SSP - Sunset Specific Plan
- MSP - Movietown Specific Plan
- PDCSP - Pacific Design Center Specific Plan

Other Districts

- Transit Overlay
- PF - Public Facilities
- Mixed-Use Incentive Overlay Zone

du = Dwelling Unit

Figure 3.6-1
Land Use Designations

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HOUSING ELEMENT

The Housing Element of the City's General Plan provides a profile of the West Hollywood resident population and housing stock. The element provides a comprehensive profile of West Hollywood households including composition, size, income, and special housing needs. It also analyzes the City's housing stock in terms of tenure, affordability, maintenance, costs, and vacancy rates. The element projects future population in the City and analyzes the ability of existing housing to meet future needs. The Housing Element has six goals, each of which is associated with policies to facilitate achievement of these goals. The six goals include:

Goal H-1 Provide affordable rental housing.

Goal H-2 Maintain and enhance the quality of the housing stock and residential neighborhoods.

Goal H-3 Encourage a diverse housing stock to address the needs of all socioeconomic segments of the community.

Goal H-4 Provide for adequate opportunities for new construction of housing.

Goal H-5 Provide for a government environment that facilitates housing development and preservation.

Goal H-6 Promote equal access to housing for all.

According to the City's most recent Housing Element (2011), the City's housing stock consists of 24,560 housing units, including 22,097 (90 percent) multi-family units and 2,463 (10 percent) single-family homes. Because the City is built-out, the housing stock has changed very little over the past 20 years. Existing parcels are generally recycled with new housing units. Because of the high residential rents and housing prices in West Hollywood, lower income (below 81 percent of the County median) households would only be able to afford rents at government-assisted development. Some rental units fall within the affordable rent range for moderate income (81 to 120 percent of the County median) households, although they are limited in availability (City of West Hollywood 2011b).

The Southern California Association of Governments (SCAG) Regional Council adopted the fifth cycle Regional Housing Need Allocation (RHNA) Plan, which covers the planning period from October 2013 to October 2021, on October 4, 2012 (SCAG 2012). The City's most recent RHNA is 77 total units. The affordability levels of these units are as follows:

- Very low income 19 units (24.7 percent)
- Low income 12 units (15.5 percent)
- Moderate income 13 units (16.9 percent)
- Above Moderate income 33 units (42.9 percent)

The City is required to demonstrate the availability of adequate sites to accommodate the projected housing growth needs by income category. To fulfill this requirement, the City prepared an updated

Housing Element, which was adopted on September 6, 2011, and has initiated the next Housing Element cycle.

3.6.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that the proposed project would have a significant effect on land use and planning if it would 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.

IMPACT ANALYSIS

LU-1: *The proposed project would not conflict with an adopted general plan, specific plan, zoning ordinance, or other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.*

WEST HOLLYWOOD GENERAL PLAN 2035 LAND USE ELEMENT AND ZONING ORDINANCE

As discussed above, the City's General Plan and Zoning Map designate the project site as CA (Commercial, Arterial). The CA designation allows a density of 2.5 FAR in up to five stories and 60 feet in height with an additional 0.5 FAR and 10 feet in height bonuses granted within the Mixed-Use Incentive Overlay Zone, for a total allowable height of 70 feet in up to six stories and allowable density of 3.0 FAR. The CA zoning district identifies areas appropriate for a variety of commercial uses including retail, professional offices, business support and personal services, entertainment uses, restaurants, specialty shops, overnight accommodations, cultural uses, and small-scale manufacturing uses related to design furnishings, galleries, motion pictures, television, music or design-related uses. Mixed-use developments with residential and office uses above businesses are encouraged.

The proposed project would develop up to 166 residential apartment units, comprised of both affordable and market rate housing, and approximately 9,300 square feet of new retail and restaurant space. In addition, it would provide approximately 246 parking spaces and approximately 16,000 square feet of common open space and 14,800 square feet of private open space for a total of approximately 30,800 square feet of open space (made up of a combination of features including private balconies, fitness room, pool, roof deck, lounge, and theater, which would be available for use by residents and their guests). The proposed project would require a Conditional Use Permit (CUP) to allow the sale of alcohol in the restaurant uses. Additionally, while all residential units are proposed as rental apartment units, the market

could change in the future and the units could become for-sale condominium units. Therefore, a Vesting Tentative Tract Map is proposed in the event that the residential units become for-sale units.

Of the 166 proposed residential units, 16 would be low income units and 17 would be moderate income units. Section 19.22.050 of the West Hollywood Municipal Code (Municipal Code) provides density bonuses for projects that include affordable housing units onsite. Pursuant to Municipal Code Section 19.22.050(D)(1), the proposed project would be eligible for a 20 percent density bonus for the provision of low income units and a 5 percent density bonus for the provision of moderate income units for a total bonus of 25 percent over the base FAR, or an additional FAR of 0.75.[1] With the addition of the affordable housing density bonus, the maximum allowable density for the proposed project would be 3.75 FAR. The proposed project density is 3.18 FAR, which is within the maximum density allowable at the project site with the inclusion of the affordable housing density bonus.

Per Section 19.36.280(A)(1) of the Municipal Code, mixed-use developments containing residential uses are required to provide private open space at a ratio of 120 square feet per dwelling unit, and a minimum of 2,000 square feet of common open space (for projects containing 31 or more residential units). As the proposed project would include approximately 166 residential units, a minimum of 19,920 square feet of private open space and 2,000 square feet of common open space would be required. Thus, the proposed project would provide approximately 5,000 square feet less private open space than is required by the Municipal Code, and would provide a surplus of approximately 14,000 square feet of common open space than is required by the Municipal Code. Due to the inclusion of affordable housing units, the applicant is eligible for two concessions pursuant to Section 19.22.050(E) of the Municipal Code. As stated above, the applicant would use the affordable housing density bonus. Additionally, the applicant would use Section 19.22.050(E) to modify the open space requirements for the proposed project as a concession for providing onsite affordable housing.

The CA designation allows for development of up to five stories and 60 feet in height with an additional 10 feet in height bonuses granted within the Mixed-Use Incentive Overlay Zone, for a total allowable height of 70 feet in up to six stories. The proposed project would construct up to six stories in height, but would be up to 72 feet in height not including architectural features. Therefore, a Modification Permit is required to permit greater height than is allowed by right and with bonuses.

Construction of the proposed project would be subject to the policies set forth in the West Hollywood General Plan 2035 and the Municipal Code. Table 3.6-1 outlines the applicable policies identified in the Land Use and Urban Form Element of the City's General Plan and the proposed project's consistency with each of these policies. A more thorough discussion of specific elements of the General Plan and Zoning Ordinance is included in Chapter 3.1, Air Quality, Chapter 3.2, Greenhouse Gas Emissions, and Chapter 3.7, Noise, of this Recirculated Draft EIR, and Chapter 3.1, Aesthetics, and Chapter 3.3, Cultural Resources, of the previous Draft EIR.

[1] The existing zoning for the project site allows for a density of up to 3.0 FAR. The 3.0 base FAR x 25 percent affordable housing bonus = 0.75 additional FAR.

TABLE 3.6-1 WEST HOLLYWOOD GENERAL PLAN 2035 POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
LU-1.1 – Maintain a balanced land use pattern and buildings to support a broad range of housing choices, retail businesses, employment opportunities, cultural institutions, entertainment venues, educational institutions, and other supportive urban uses within the City.	**Consistent.** The proposed project would develop 166 apartment units in a mixed-use development containing approximately 9,300 square feet of neighborhood-serving retail and restaurant uses on the ground floor. Of the 166 apartment units proposed, 16 would be designated as low income units and 17 would be designated as moderate income units; the remainder of the units would be provided at market rate. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Therefore, the proposed project would provide housing choices, retail businesses, and employment opportunities within the City.
LU-1.2 – Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.	**Consistent.** As described in Section 2.4, the proposed project would be developed to a maximum of six stories above grade along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories at the northern boundary adjacent to the neighboring apartment buildings. The height of the proposed project from north to south across the site is designed to avoid abrupt changes in scale and massing from the adjacent residential neighborhood to the north.
LU-1.3 – Encourage new development to enhance the pedestrian experience.	**Consistent.** The proposed project would include site landscaping to enhance the pedestrian experience including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. Additionally, the proposed project would provide a view portal for pedestrians from Santa Monica Boulevard of the Hollywood Hills to the north of the project site and a plaza on the second floor.
LU-1.4 – Continue to maintain regulations that encourage preservation of existing housing and development of new housing that accommodates households that are diverse in size, type, and income.	**Consistent.** The proposed project would provide approximately 166 apartment units, including 133 market rate units, 16 low income units and 17 moderate income units. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Thus, the proposed project would provide new housing to accommodate households of varying size, type, and income.
LU-1.8 – Promote the establishment, retention, and expansion of businesses that provide employment for West Hollywood's residents and the surrounding region.	**Consistent.** The proposed project would develop approximately 9,300 square feet of neighborhood-serving retail and restaurant uses, which would provide employment opportunities for residents of the City and the surrounding region.
LU-1.13 – Seek to reduce the demand for motorized transportation by supporting land use patterns that prioritize pedestrian, bicycle, and transit mobility options, and mixed use development.	**Consistent.** The proposed project would develop a mixed-use structure on a site well-served by existing transit lines. Additionally, the proposed project would provide approximately 45 bicycle parking spaces to serve the project's residents, employees, and visitors. The project site is also located within walking distance of multiple commercial opportunities, including the West Hollywood Gateway commercial facility directly south of the project site. Further, the proposed project would include site landscaping to enhance the pedestrian experience including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. The location of the project site and proposed project features would be designed to prioritize pedestrian, bicycle, and transit mobility options and reduce the demand for motorized transportation.

TABLE 3.6-1 WEST HOLLYWOOD GENERAL PLAN 2035 POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
LU-2.1 – Direct the majority of new development to the City's commercial corridors served by high levels of existing or future public transit, with an emphasis on developing transit-supportive land use mixes and intensities near high frequency transit stops such as Santa Monica Boulevard near Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard.	**Consistent.** The project site is located within the Santa Monica/La Brea Transit District commercial sub-area, a portion of the City that is well-served by high levels of existing public transit. The proposed project would develop a mixed-use structure containing approximately 166 apartment units and 9,300 square feet of retail and restaurant uses. The proposed commercial uses would front Santa Monica Boulevard, within the portion of the project site nearest to high-frequency transit stops.
LU-2.2 – Consider the scale and character of existing neighborhoods and whether new development improves and enhances the neighborhood when approving new infill development.	**Consistent.** The proposed project would be developed to a maximum of six stories above grade along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories at the northern boundary adjacent to the neighboring apartment buildings. The height of the proposed project from north to south across the site is designed to be sensitive to the character of the adjacent residential neighborhood to the north.
LU-2.3 – Allow residential mixed-use development in commercial corridors.	**Consistent.** The proposed project would include development of a mixed-use structure to include residential, retail, and restaurant uses within a Mixed-Use Incentive Overlay Zone located along Santa Monica Boulevard.
LU-2.5 – Allow increases to permitted density/intensity and height for projects that provide affordable housing.	**Consistent.** The proposed project would provide approximately 166 residential units, including 16 low income units and 17 moderate income units. Pursuant to Municipal Code Section 19.22.050(D)(1), the proposed project would be eligible for a 20 percent density bonus for the provision of low income units and a 5 percent density bonus for the provision of moderate income units for a total bonus of 25 percent over the base FAR, or an additional FAR of 0.75. With the addition of the affordable housing density bonus, the maximum allowable density for the proposed project would be 3.75 FAR. The proposed project would utilize the affordable housing density bonus and proposes a density of 3.18 FAR, which is within the maximum density allowable at the project site with the inclusion of the affordable housing density bonus. The proposed project would incorporate the additional 0.5 FAR and 10 foot height increase incentives provided by the Mixed-Use Incentive Overlay Zone.
LU-2.6 – Implement a Mixed-Use Incentive Overlay Zone that focuses and incentivizes residential mixed-use projects to locate in certain key areas of the City. Projects with a mix of residential and commercial uses located in the indentified Mixed-Use Incentive Overlay Zone will be allowed up to an additional 0.5 FAR and ten (10) feet in height. The Mixed-Use Incentive Overlay Zone should be applied to certain areas of the City that have the following characteristics: • *Key transit nodes along commercial corridors* • *Areas that are encouraged to redevelop over the time horizon of the General Plan* • *Areas where new or expanded mixed-use districts can be created. For example, areas where multiple residential mixed-use projects are or could be expected to occur in the future.*	**Consistent.** The proposed project would develop a mixed-use structure containing residential, retail, and restaurant uses on a site located within a Mixed-Use Incentive Overlay Zone. The proposed project would incorporate the additional 0.5 FAR and 10 foot height increase incentives provided by the Mixed-Use Incentive Overlay Zone.

TABLE 3.6-1 WEST HOLLYWOOD GENERAL PLAN 2035 POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
LU-2.8 – Consider increases in the General Plan's permitted FAR and height for projects in all commercial designations that provide one or more of the following: *a. Expand existing facilities or introduce new uses which are considered to be of significant importance (public benefits, historical use, socially-valued use, etc.).* *b. Provide significant benefits to the City.* *c. Offer architectural design that is of unusual merit and will enhance the City.* *d. Affordable Housing.*	**Consistent.** The proposed project would provide approximately 166 residential units, including 16 low income units and 17 moderate income units. Pursuant to Municipal Code Section 19.22.050(D)(1), the proposed project would be eligible for a 20 percent density bonus for the provision of low income units and a 5 percent density bonus for the provision of moderate income units for a total bonus of 25 percent over the base FAR, or an additional FAR of 0.75. With the addition of the affordable housing density bonus, the maximum allowable density for the proposed project would be 3.75 FAR. The proposed project would utilize the affordable housing density bonus and proposes a density of 3.18 FAR, which is within the maximum density allowable at the project site with the inclusion of the affordable housing density bonus. The proposed project would incorporate the additional 0.5 FAR and 10 foot height increase incentives provided by the Mixed-Use Incentive Overlay Zone.
LU-4.1 – Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.	**Consistent.** The proposed project would provide restaurant and retail uses and the entrance to the plaza would front Santa Monica Boulevard. The plaza, located on the second floor of the structure, would provide views of the Hollywood Hills and the Hollywood sign. The proposed project would be located within walking distance of multiple commercial opportunities, including the West Hollywood Gateway commercial facility directly south of the project site. The proposed project would also be located in proximity to several residential uses. By providing ground floor level neighborhood-serving retail and restaurant uses, the proposed project would provide a new local-serving pedestrian amenity on the north side of Santa Monica Boulevard.
LU-4.2 – Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.	**Consistent.** The proposed project would include site landscaping to enhance the pedestrian experience including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. Additionally, the proposed project would provide a view portal for pedestrians from Santa Monica Boulevard of the Hollywood Hills to the north of the project site. Further, the proposed project would develop ground floor level neighborhood-serving retail and restaurant uses with pedestrian scale design fronting Santa Monica Boulevard.
LU-4.3 – Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	**Consistent.** The proposed project would provide a total of 246 parking spaces in one ground floor level and one and half subterranean levels. The ground floor parking spaces would be reserved for the retail and restaurant uses, and would be accessed via a driveway on Formosa Avenue behind the retail and restaurant uses. Entry to and exit from the residential garage would be located on Detroit Street at the northern boundary of the project site. All parking areas would be located to the middle and rear of the site with entry to the parking levels located on the sides of the structure, not at the building frontage, and would be screened from public view.
LU-4.4 – Require development project along commercial corridors to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences.	**Consistent.** The proposed project would be developed to a maximum of six stories above grade along Santa Monica Boulevard. The height would step down from six stories at the southern boundary on Santa Monica Boulevard to three stories at the northern boundary adjacent to the neighboring apartment buildings. The proposed project would employ architectural transitions from north to south across the site and is designed to be sensitive to the character and scale of the adjacent residential neighborhood to the north.

TABLE 3.6-1 WEST HOLLYWOOD GENERAL PLAN 2035 POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
LU-4.5 – Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.	**Consistent.** The proposed project would include landscaping throughout the site including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. The proposed project would also install a 16-foot landscape buffer between the proposed mixed-use building and the adjacent residential uses along the northern boundary of the project site.
LU-4.6 – Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques: *a. Minimizing vehicle intrusions across the sidewalk.* *b. Locating the majority of a building's frontages in close proximity to the sidewalk edge.* *c. Requiring that the first level of a building occupy a majority of the lot's frontage, with exceptions for vehicle access.* *d. Allowing for the development of outdoor plazas and dining areas.* *e. Requiring that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage.* *f. Requiring that ground floor uses be primarily pedestrian-oriented.* *g. Discouraging new surface parking lots.*	**Consistent.** The proposed project would be designed to enhance pedestrian activity. Vehicular access to the site would be provided via one driveway on Formosa Avenue and one driveway on Detroit Street, thereby minimizing vehicle intrusions across the sidewalk on Santa Monica Boulevard. The building's frontages would abut the sidewalk edge, with the first level of the building occupying the lot's frontage. A view portal would allow pedestrians along Santa Monica Boulevard access to views of the Hollywood Hills. The restaurant and retail uses and the entrance to the plaza would front Santa Monica Boulevard. The plaza, located on the second floor of the structure, would provide views of the Hollywood Hills and the Hollywood sign. Parking would be provided in one ground floor level and one and half subterranean levels. All parking areas would be contained on the interior of the project site.
LU-6.1 – Where appropriate, development projects should incorporate open spaces that are accessible to the public.	**Consistent.** The proposed project would provide a view portal for pedestrians from Santa Monica Boulevard of the Hollywood Hills to the north of the project site. Additionally, the public would be permitted access to a plaza located on the second floor of the structure to view the Hollywood Hills and the Hollywood sign.
LU-7.3 – Require development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site, as sidewalk width permits, where such street trees do not currently exist or where replacement is needed.	**Consistent.** The proposed project would include landscaping throughout the site including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. All street trees installed would be consistent with City's street tree specifications.
LU-14.3 – Encourage ground-floor commercial and restaurant uses in all new development facing Santa Monica Boulevard and La Brea Avenue to capitalize on and serve the high volumes of pedestrian traffic and public transit and to activate public spaces. The following additional guidance applies: *a. Retail uses that activate the street should be encouraged.* *b. Primarily neighborhood-serving uses are encouraged on the north side of Santa Monica Boulevard.* *c. Primarily regional-serving retail should be encouraged along La Brea Avenue and on the south side of Santa Monica Boulevard.*	**Consistent.** The proposed project would develop approximately 9,300 square feet of ground floor level neighborhood-serving retail and restaurant uses to serve the needs of site residents and adjacent residents in a pedestrian-friendly manner and in close proximity to public transportation.
LU-14.4 – Encourage an increase in the amount and diversity of multi-family residential uses in [the Santa Monica/La Brea Transit District] area.	**Consistent.** The proposed project would increase the amount and diversity of multi-family residential uses within the Santa Monica/La Brea Transit District commercial sub-area of the City by providing a mix of market rate and affordable apartment units consisting of approximately 133 market rate units, 17 moderate income units, and 16 low income units.

TABLE 3.6-1 WEST HOLLYWOOD GENERAL PLAN 2035 POLICY CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
LU-14.8 – Enhance pedestrian activity along Santa Monica Boulevard through the following building and public realm activities: *a. Improve the streetscape with tree plantings, landscaping and public amenities such as benches.* *b. Locate buildings at or near the sidewalk edge to create an attractive pedestrian environment.* *c. Encourage projects to incorporate landscape elements into the design of buildings to enhance green space in the City.* *d. Support pedestrian activity and the experience along the streetscape through active and transparent ground floor frontages.*	**Consistent.** The proposed project would include site landscaping to enhance the pedestrian experience including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. Additionally, the proposed project would provide a view portal for pedestrians from Santa Monica Boulevard of the Hollywood Hills to the north of the project site. Pedestrians would also be permitted access to a plaza located on the second floor of the structure to view the Hollywood Hills and the Hollywood sign. The building frontage would be built out to the sidewalk on Santa Monica Boulevard, bringing the retail and restaurant uses to the pedestrian.
LU-14.10 – Encourage new mixed-use development in [the Santa Monica/La Brea Transit District].	**Consistent.** The proposed project would develop a mixed-use structure consisting of approximately 166 residential apartment units and 9,300 square feet of ground floor level, neighborhood-serving retail and restaurant uses within the Santa Monica/La Brea Transit District commercial sub-area of the City.

As discussed in Table 3.6-1 above, implementation of the proposed project would be consistent with all applicable policies identified in the Land Use and Urban Form Element of the City's General Plan. A more thorough discussion of specific elements of the General Plan and Zoning Ordinance is included in Chapter 3.1, Air Quality, Chapter 3.2, Greenhouse Gas Emissions, and Chapter 3.7, Noise, of this Recirculated Draft EIR, and Chapter 3.1, Aesthetics, and Chapter 3.3, Cultural Resources, of the previous Draft EIR.

The proposed project takes advantage of inclusionary housing parking incentives, which specifies parking space requirements for development providing onsite affordable housing, and waives the requirement for guest parking. Per Article 19-3, Chapter 19.28 and Article 19-3, Article 19.22 of the City of West Hollywood Municipal Code, the proposed project would be required to provide a total of 245 parking spaces, as shown in Table 3.6-2.

TABLE 3.6-2 CITY PARKING REQUIREMENTS

Land Use	Units/ Adj. Gross Area (du/ksf)	Parking Code Requirements	Parking Requirements
Residential			
Studios	51	1 spaces per dwelling unit	51
One Bedrooms	67	1 spaces per dwelling unit	67
One Bedroom Plus Den	15	1 spaces per dwelling unit	15
Two-Bedroom	33	2 spaces per dwelling unit	66
Retail and Restaurant	9.3	5 spaces/1,000 sf adj. gross area	46
		Total Parking Requirement	**245**

Notes:
du is dwelling unit
ksf is 1,000 square feet

The proposed project would provide 46 parking spaces for the retail and restaurant uses in the ground floor parking garage. It would provide 214 parking spaces for the residential uses in the subterranean parking garage. The proposed project would provide a total of 260 parking spaces, or more parking than is required for the project by the West Hollywood Municipal Code with the inclusionary housing parking incentive.

The proposed project would adhere to Title 24 of the California Code of Regulations, which governs the design and construction of buildings and associated facilities and equipment throughout California. In addition, the proposed project would be barrier-free and would provide Americans with Disabilities Act (ADA) access where applicable. In accordance with the City's Green Building Ordinance, the proposed project would be constructed to meet LEED certification requirements. Additionally, the proposed project would be required to implement the water and energy efficiency features mandated as part of Title 24. As such, no conflicts with the Green Building Ordinance would occur.

Further, with the granting of the affordable housing density bonus and open space concession, and approval of the modification permit to allow two additional feet in height than permitted, the CUP for the sale of alcohol at the restaurants uses, and the Vesting Tentative Tract Map for the potential future conversion from rental to condominium units, the proposed project would be consistent with the City's General Plan and Zoning Ordinance. The granting and approval of the requested bonuses, permits, and Vesting Tentative Tract Map would have no environmental effects beyond the physical impacts associated with the proposed project already addressed throughout the EIR. Therefore, the proposed project is consistent with the City's General Plan and Zoning Ordinance, and no impact would occur.

HOUSING ELEMENT

Construction and operation of the proposed project would be subject to the policies set forth in the City of West Hollywood Housing Element (2011b). Table 3.6-3 outlines the policies in the Housing Element of the City's General Plan that are relevant to the proposed project and the proposed project's consistency with each of these policies.

TABLE 3.6-3 WEST HOLLYWOOD HOUSING ELEMENT CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
H-1.2 – Retain and maintain existing affordable rental housing.	**Not Applicable.** The proposed project involves the removal of industrial and commercial uses. No existing housing units are located on-site. However, project implementation would result in the creation of 17 moderate income and 16 low income affordable inclusionary rental units.
H-1.4 – Encourage the replacement of multi-family housing that is demolished with housing that is affordable to a wide spectrum of households.	**Not Applicable.** The proposed project would not demolish existing multi-family housing. However, project implementation would result in the creation of housing that is affordable to a wide spectrum of households, including 17 moderate income households, 16 low income households, and 133 market rate households.

TABLE 3.6-3 WEST HOLLYWOOD HOUSING ELEMENT CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
H-2.3 – Promote strong, on-site management of apartment complexes to ensure the maintenance of housing and neighborhood quality.	**Consistent.** The proposed project is intended to provide a high-quality mixed-use retail and residential development. It is intended to be an example of development for the City's eastern gateway. It will be continuously maintained to ensure the value of the site. The proposed project would have onsite property management.
H-2.4 – Establish and maintain development standards that support housing and mixed-use developments while protecting and enhancing the quality of life goals.	**Consistent.** The proposed project involves construction of a mixed-use development consisting of approximately 166 apartment units, including 133 market rate units, 17 moderate income units and 16 low income units, and 9,300 square feet of ground floor level, neighborhood-serving retail and restaurant uses. The proposed project would serve the needs of site residents and adjacent residents in a pedestrian-friendly manner and in close proximity to public transportation. The proposed project would include site landscaping to enhance the pedestrian experience including a single row of street trees along Detroit Street and Formosa Avenue, and a double row of street trees along the majority of Santa Monica Boulevard. Further, in accordance with the City's Green Building Ordinance, the proposed project would be constructed to meet LEED certification requirements.
H-2.5 – Continue to support healthy neighborhoods by addressing public health and safety issues in cooperation with other public agencies and perform ongoing property inspections.	**Consistent.** The project site consists of three parcels that are currently used as a metal plating facility and sound recording studio. The parcels occupied by the metal plating facility are a known hazardous waste site. On September 13, 2006, the applicant entered into a VCA with the DTSC. Additionally, a RAW was prepared for the project site on September 24, 2007 in coordination with and under the regulatory oversight of DTSC. Approval of the proposed project would remove these industrial and commercial uses and replace them with a residential and retail complex. Hazardous materials on-site would be cleaned up as part of project construction.
H-3.1 – Facilitate the development of a diverse range of housing options including, but not limited to, single-family homes, second/accessory units, multi-family rental housing, condominiums and townhomes, live/work units, and housing in mixed use developments.	**Consistent.** The proposed project involves construction of a mixed-use development consisting of approximately 166 apartment units, including 133 market rate units, 17 moderate income units and 16 low income units. The residential units would consist of studios, one-bedrooms, one-bedrooms with den, and two-bedrooms. Thus, the proposed project would provide a range of new housing options.
H-3.3 – Continue to implement the Inclusionary Housing Ordinance to ensure that new housing developments expand affordable housing opportunities for lower and moderate income households.	**Consistent.** The proposed project would provide 166 residential apartment units, of which 20 percent (or 33 units) would be designated as affordable housing units, consistent with the adopted Inclusionary Housing Ordinance. Of the 33 affordable housing units provided, 17 would be moderate income units and 16 would be low income units.
H-4.1 – Encourage and provide incentives for the development of housing in mixed use and transit-oriented developments.	**Consistent.** The proposed project would develop a mixed-use structure containing residential, retail, and restaurant uses. The project site is located within a Mixed-Use Incentive Overlay Zone, which provides incentives of an additional 0.5 FAR and 10 foot height increase for development projects consisting of a mix of residential and commercial uses. The proposed project would utilize the density and height bonuses provided by the Mixed-Use Incentive Overlay Zone, as well as affordable housing density bonuses provided by the Inclusionary Housing Ordinance. In addition, the proposed project would be located in the Santa Monica/LA Brea Transit District commercial sub-area.

TABLE 3.6-3 WEST HOLLYWOOD HOUSING ELEMENT CONSISTENCY ANALYSIS

Policy	Consistency Analysis/Comment
H-4.2 – Provide adequate sites to meet the City's share of regional housing needs and the housing needs of special groups, including seniors, persons with disabilities or other medical conditions, the homeless, single parents, and large households.	**Consistent.** As discussed in Section 3.4.2 above, the City's share of regional housing needs is a total of 584 units, of which 99 units should be moderate income and 91 units should be low income. The proposed project would develop a mixed-use structure that would add 166 net new residential rental units to the City's housing stock, including 133 market rate units, 17 moderate income units, and 16 low income units. As such, the proposed project would provide a share of the City's regional housing needs and would accommodate households of varying size, type, and income.
H-5.1 – Provide incentives where feasible to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.	**Consistent.** The proposed project would provide approximately 166 residential units, including 16 low income units and 17 moderate income units. Pursuant to Municipal Code Section 19.22.050(D)(1), the proposed project would be eligible for a 20 percent density bonus for the provision of low income units and a 5 percent density bonus for the provision of moderate income units for a total bonus of 25 percent over the base FAR, or an additional FAR of 0.75. With the addition of the affordable housing density bonus, the maximum allowable density for the proposed project would be 3.75 FAR. The proposed project would utilize the affordable housing density bonus and proposes a density of 3.18 FAR, which is within the maximum density allowable at the project site with the inclusion of the affordable housing density bonus. The proposed project would be eligible for two concessions.

The City is required to demonstrate the availability of 77 new units across all income categories. The City requires the availability of 33 above moderate income units. As such, the proposed project would provide 133 market rate units to address this need. Additionally, the City requires the availability of 13 moderate income units and 12 low income units. As such, the proposed project would provide 17 moderate income and 16 low income units. The proposed project would provide 100 percent of the City's current RHNA allocation.

As discussed in Table 3.6-2 above, implementation of the proposed project would be consistent with all applicable policies identified in the Housing Element of the City's General Plan. The proposed project is consistent with the Housing Element, and no impact would occur.

3.6.4 MITIGATION MEASURES

No mitigation measures are required.

3.6.5 SIGNIFICANCE AFTER MITIGATION

The impact would be less than significant.

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3.7 NOISE

This section provides an overview of noise and vibration levels and evaluates the construction and operational impacts resulting from implementation of the proposed project. Topics addressed include short- and long-term increases in ambient noise levels associated with construction and operational activities; potential exposure of sensitive receptors to excessive noise and vibration levels above standards established in the City's General Plan or Noise Ordinance; and mitigation measures to reduce noise and vibration impacts, where feasible.

NOISE CHARACTERISTICS AND EFFECTS

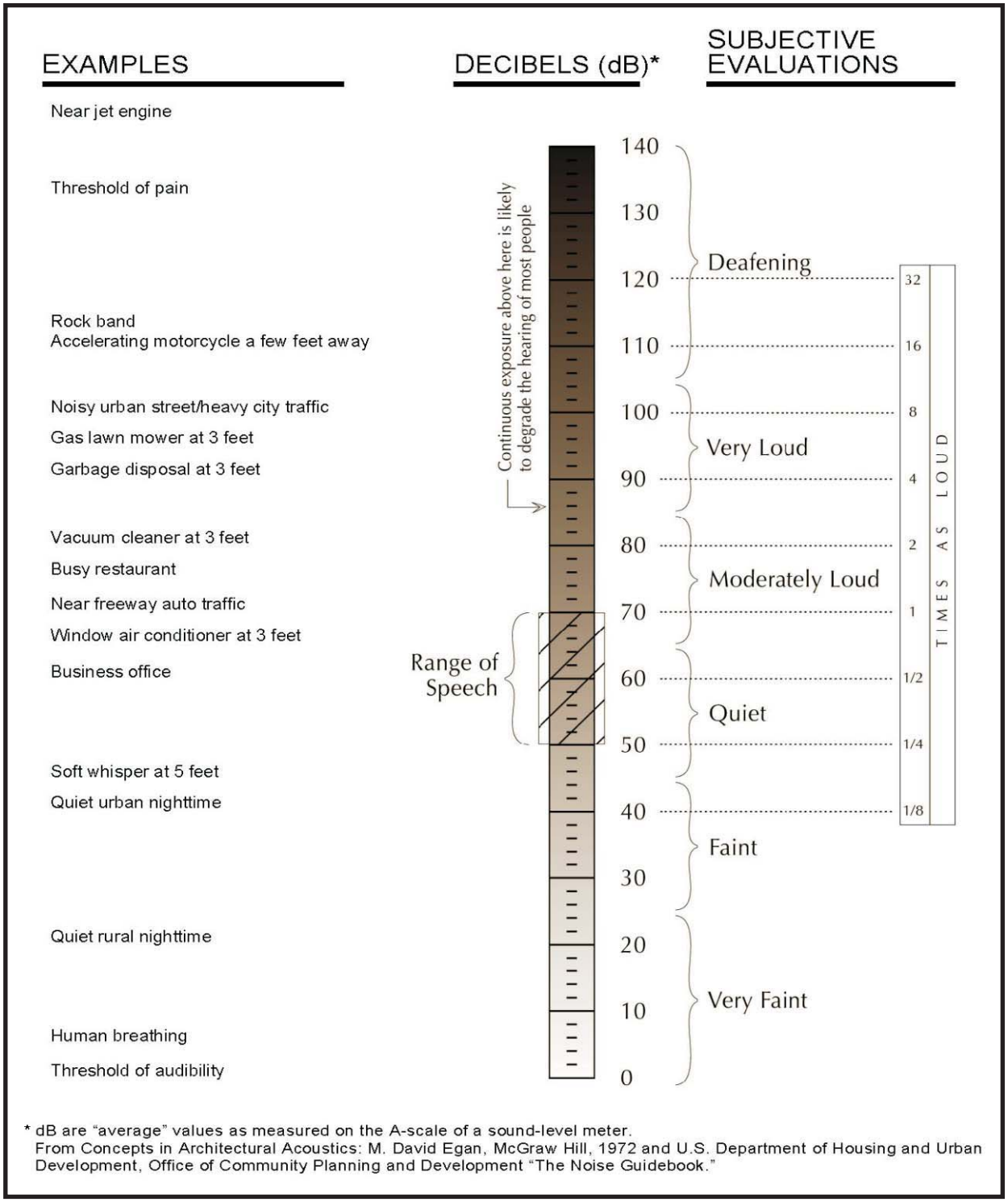
Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Figure 3.7-1 provides examples of A-weighted noise levels from common sounds.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise; the amount of background noise present before the intruding noise; and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance.

Generally, noise is most audible when traveling by direct line-of-sight. Line-of-sight is an unobstructed visual path between the noise source and the noise receptor. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.



SOURCE: City of West Hollywood, Program Environmental Impact Report, City of West Hollywood General Plan and Climate Action Plan, 2011.

Figure 3.7-1
A-Weighted Decibel Scale

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL), Equivalent Noise Level (L_{eq}), and Day-Night Noise Level (L_{dn}).

CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background sound levels. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

L_{dn} is a 24-hour L_{eq} with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10-dBA penalty for all sound that occurs in the nighttime hours of 10:00 p.m. to 7:00 a.m. The effect of the penalty is that in the calculation of L_{dn}, any event that occurs during the nighttime hours is equivalent to 10 of the same event during the daytime hours.

VIBRATION CHARACTERISTICS AND EFFECTS

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

In contrast to noise, vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 root mean square or lower, well below the threshold of perception for humans, which is around 65 root mean square. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

3.7.1 ENVIRONMENTAL SETTING

NOISE

The existing noise environment is characterized by vehicular traffic along Santa Monica Boulevard. Additional ambient noise includes industrial metal work at Faith Plating and occasional aircraft over-flights. Ambient noise measurements were taken using SoundPro DL Sound Level Meter between 11:30 a.m. to 1:45 p.m. on October 4, 2012. These readings were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction and operational noise impacts. Noise measurement locations are shown in Figure 3.7-2. As shown in Table 3.7-1, existing ambient sound levels range between 57.4 and 70.6 dBA L_{eq}. Typically, the L_{eq} is within two dBA of the CNEL (Caltrans 2009). It is estimated that the existing CNEL along Santa Monica Boulevard is between 68.6 and 72.6 dBA.

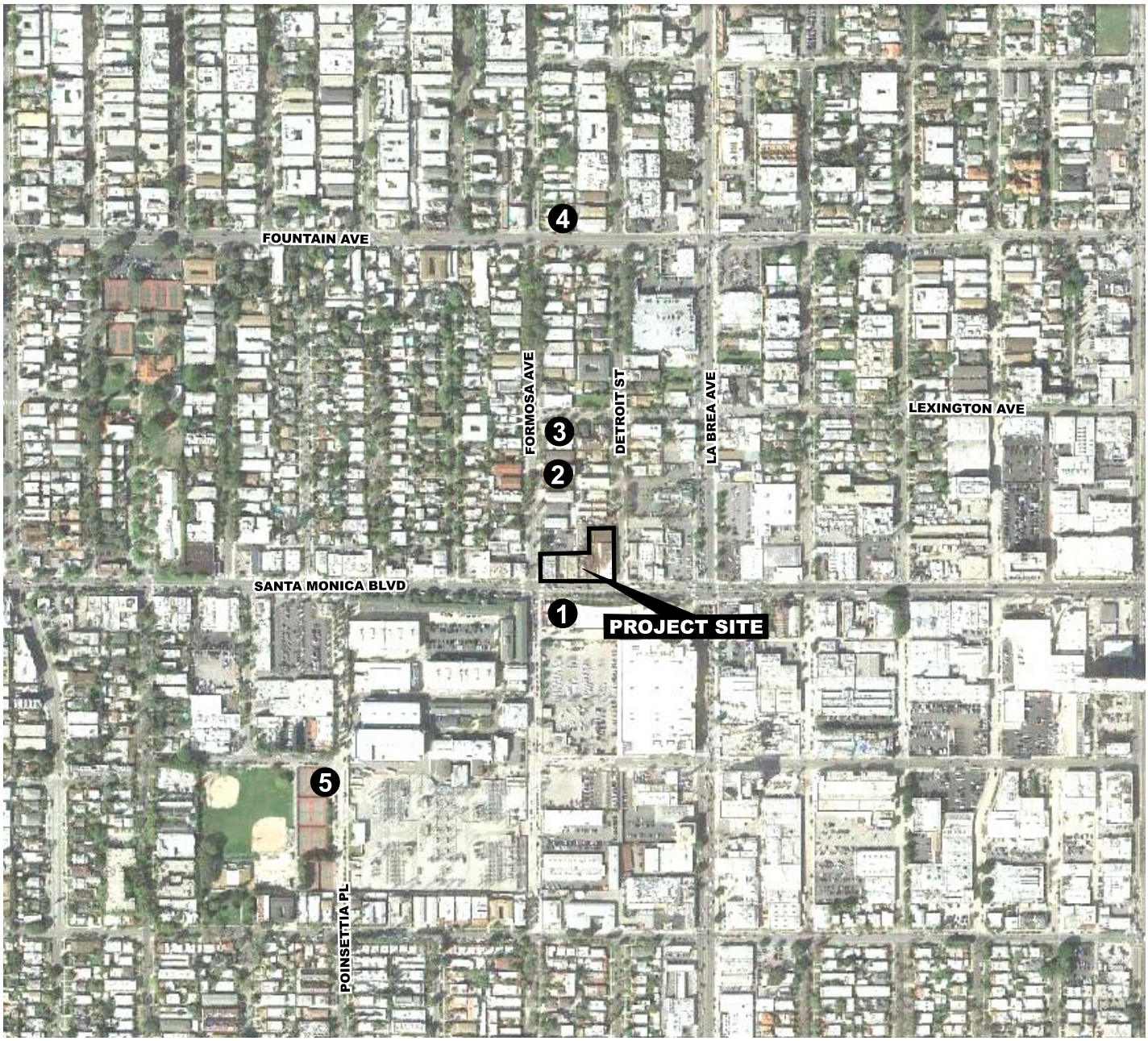
TABLE 3.7-1 EXISTING NOISE LEVELS

No.	Noise Monitoring Location	Sound Level (dBA, L_{eq})
1	7155 Santa Monica Boulevard	70.6
2	1132 Formosa Avenue	57.4
3	7168 Lexington Avenue	66.1
4	7181 Fountain Avenue	68.5
5	Poinsettia Recreation Center	59.2

Source: Terry A. Hayes Associates Inc. 2012.

VIBRATION

There are no stationary sources of vibration located near the project site. Heavy-duty trucks can generate groundborne vibrations that vary depending on vehicle type and weight, and pavement conditions. However, vibration levels from adjacent roadways are not typically perceptible at the project site.



SOURCE: Terry A. Hayes Associates, Inc. and Google Earth, 2012.

LEGEND:

Project Site

Noise Monitoring Locations

1. 7155 Santa Monica Boulevard
2. 1132 Formosa Avenue
3. 7168 Lexington Avenue
4. 7181 Fountain Avenue
5. Poinsettia Recreation Center

APPROX. SCALE

N

0 713 1,426 FEET

Figure 3.7-2
Noise Measurement Locations

SENSITIVE NOISE RECEPTORS

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include the following:

- Single- and multi-family residences, located adjacent and to the north
- Single- and multi-family residences, located 145 feet to the northwest
- Single- and multi-family residences, located 220 feet to the northeast
- Samy Hotel, located 285 feet to the north
- The Lot studio, located 360 feet to the southwest (nearest studio building to the project site)
- Poinsettia Recreation Center, located 1,090 feet to the south

The above sensitive receptors represent the nearest residential and recreational land uses with the potential to be impacted by the proposed project. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the residential units to be constructed as part of the proposed project are considered sensitive receptors.

3.7.2 REGULATORY SETTING

FEDERAL NOISE CONTROL ACT OF 1972

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place. No federal noise regulations are directly applicable to the proposed project.

STATE OF CALIFORNIA TITLE 24

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. State noise regulations and policies applicable to the proposed project include Title 24 requirements and noise exposure limits for various land use categories.

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (California Code of Regulations Title 24, Part 2, Chapter 12, Section 1207.11.2). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB L_{dn} or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB L_{dn} for any habitable room.

WEST HOLLYWOOD GENERAL PLAN NOISE ELEMENT AND MUNICIPAL CODE

The West Hollywood General Plan Safety and Noise Element contains goals and policies to protect citizens from exposure to excessive noise. The Safety and Noise Element identifies significant noise issues in the City that include the following:

- Residential neighborhoods are located adjacent to heavily traveled arterials, some of which are exposed to high ambient noise levels;
- Traffic congestion occurs during the evening hours in and around areas containing concentrations of entertainment uses. The associated parking and noise spillover causes disturbances to residential areas;
- Noise generated by customers and operations of night clubs, restaurants, bars, and other similar uses during evening hours often impacts adjacent residences;
- The nighttime use of surface parking lots and unenclosed garages often causes noise impacts on adjacent residences;
- Increases in traffic volumes increase noise levels throughout the City;
- Commercial and residential uses are located in proximity to one another, creating potential noise conflicts between these uses; and
- Mixed-use buildings, which integrate residences above ground floor commercial uses, present potential noise conflicts from traffic noise generated from the commercial frontage street and noise generated from ground floor commercial activity.

The West Hollywood Noise Control Ordinance, found in Title 9 Public Peace, Morals and Safety, Chapter 9.08 of the Municipal Code, contains guidance for the purpose of striking a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed to protect the comfort and tranquility of all persons who live and work in the City.

Section 9.08.050(f) of the Municipal Code prohibits construction activities between the hours of 7:00 p.m. and 8:00 a.m. on weekdays, and at any time on Saturdays, Sundays, and City holidays, except that interior construction may occur on Saturdays between 8:00 a.m. and 7:00 p.m. However, Section 9.08.060 allows the City Manager to exempt projects from these limits if necessary to protect or promote public safety or welfare.

Chapter 19.20 of the Municipal Code contains General Property Development and Use Standards. Section 19.20.090 includes the following requirements:

- **Maximum Noise Level**. Proposed development and land uses shall comply with the requirements of the City's Noise Control Ordinance in Chapter 9.08 of the Municipal Code.
- **Residential Project Mitigation**. Developers of residential projects adjacent to existing commercial uses shall incorporate noise mitigating construction techniques to ensure that noise from existing commercial uses is abated to acceptable levels in compliance with Chapter 9.08 of the Municipal Code.
- **Commercial Project Mitigation**. Developers of commercial projects adjacent to residential zoning districts or existing residential uses shall incorporate noise mitigating construction techniques to ensure that noise from the proposed commercial activities is abated to acceptable levels in compliance with Chapter 9.08 of the Municipal Code.
- **Mechanical Equipment**. Equipment located on the rooftop of a structure shall be enclosed or incorporate other elements to prevent adverse noise that might be heard by persons on adjacent properties.

VIBRATION

CEQA states that the potential for any excessive vibration levels must be analyzed, but it does not define the term "excessive" vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of vibration; however, the federal, state, and local governments have yet to establish specific vibration requirements. Additionally, there are no federal, state, or local vibration regulations or guidelines directly applicable to the proposed project.

Publications of the Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) are two of the seminal works for the analysis of vibration relating to transportation and construction-induced vibration. The proposed project is not subject to FTA or Caltrans regulations; however, these guidelines serve as a useful tool to evaluate vibration impacts. Caltrans guidelines recommend that a standard of 0.2 inches per second PPV not be exceeded for the protection of normal residential buildings, and that 0.08 inches per second PPV not be exceeded for the protection of older or historically significant structures. With respect to human response within residential uses (i.e., annoyance, sleep disruption), FTA recommends a maximum acceptable vibration standard of 80 VdB. In addition, the FTA has indicated that vibration levels of 65 VdB would impact filming studios.

3.7.3 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would not expose persons to excessive noise from public or private airports. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that the proposed project would result in a significant impact related to noise and vibration if it would:

- Create levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Create a substantial permanent increase in ambient noise levels in the vicinity of the project above levels without the project;
- Create a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project, in excess of noise levels existing without the project; and/or
- Expose people to or generate excessive ground-borne vibration or ground-borne noise levels.

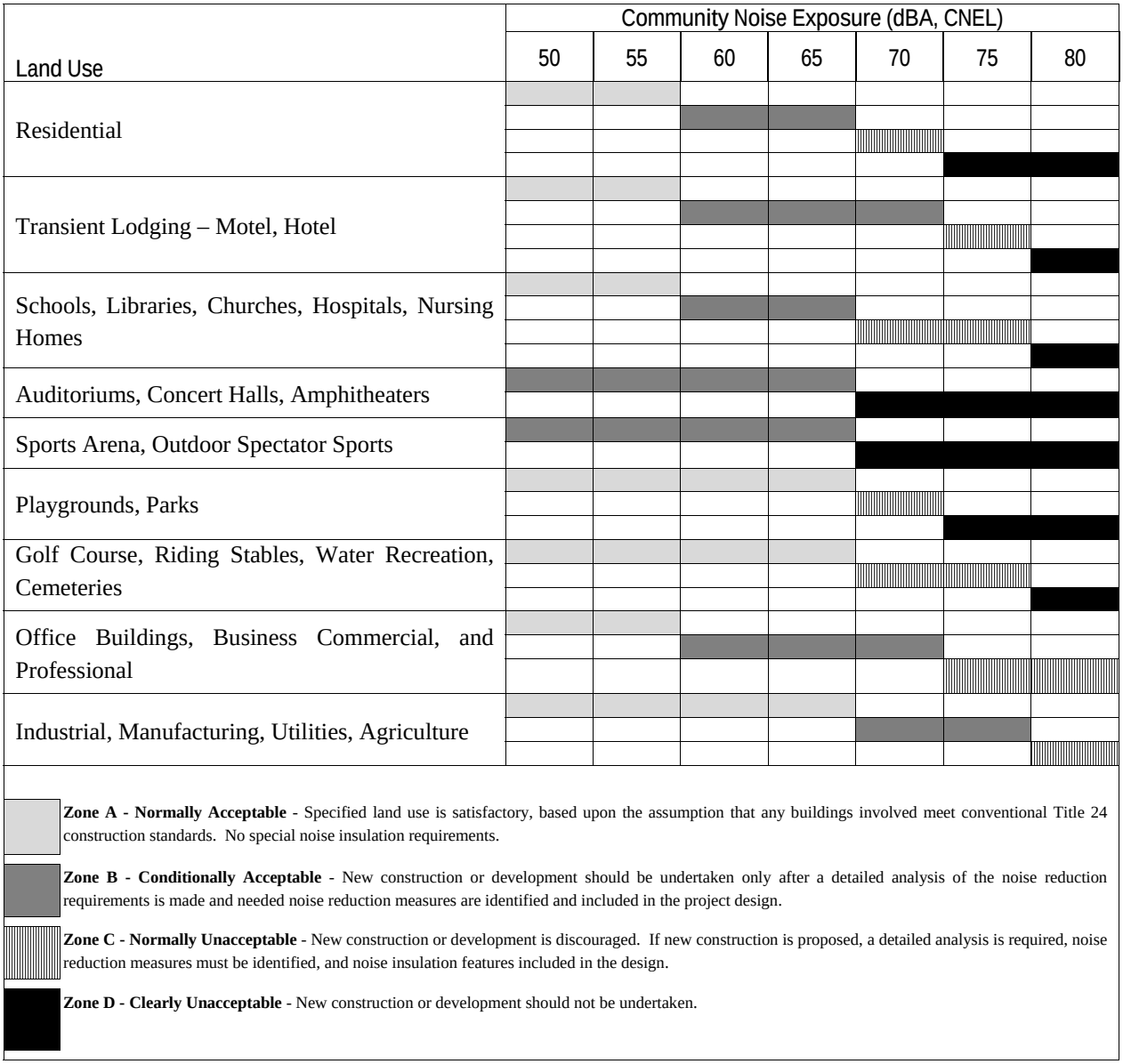
In addition, the City of West Hollywood has identified more specific CEQA thresholds in the City of West Hollywood General Plan Final EIR and the Safety and Noise Element of the General Plan. The proposed project would result in a significant impact related to noise if it would:

- Cause, or if residential in nature, be exposed to, a non-transportation noise level that exceeds 55 dBA L_{eq} from 8:00 a.m. to 10:00 p.m. or 50 dBA L_{eq} from 10:00 p.m. to 8:00 a.m.;
- Expose persons to noise levels inconsistent with the City's Noise/Land Use Compatibility Matrix (see Table 3.7-3);
- Cause a permanent increase in ambient noise levels of 5 dB L_{dn} or greater where the existing ambient noise level is less than 60 dB;
- Cause a project-related permanent increase in ambient noise levels of 3 dB L_{dn} or greater where the existing ambient noise level is greater than 60 dB; and/or
- Cause a project-related temporary increase in ambient noise levels of 10 dBA L_{eq} or greater.

The proposed project would result in a significant impact related to vibration if it would:

- Expose non-engineered timber and masonry buildings to vibration damage levels that exceed 0.2 inches per second PPV;
- Expose historic structures to vibration damage levels that exceed 0.08 inches per second PPV;
- Expose persons to vibration levels that exceed 80 VdB: and/or
- Expose filming studios to vibration levels that exceed 65 VdB.

TABLE 3.7-3 NOISE/LAND USE COMPATIBILITY MATRIX



Source: City of West Hollywood, *West Hollywood General Plan 2035, Safety and Noise Element*, 2011.

IMPACT ANALYSIS

NOISE-1 *Construction activity would not create noise levels in excess of the West Hollywood Municipal Code. However, it would cause a substantial temporary project-related increase in ambient noise levels by more than 10 dBA at adjacent residential land uses. The proposed project would result in a significant impact related to construction noise.*

Construction activity would impact noise-sensitive land uses in the project vicinity. Table 3.7-4 illustrates typical noise levels associated with the operation of construction equipment at a distance of 50 feet. As shown, construction equipment generates high levels of intermittent noise ranging from 55 to 95 dBA and

would result in a significant impact where noise-sensitive land uses adjoin construction sites. Although construction activities would result in a substantial noise increase in such locations, this impact would be short-term and would cease upon completion of construction.

TABLE 3.7-4 CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment Item	Typical Maximum Noise Level (dBA) at 50 Feet
Earthmoving	
Backhoes	80
Bulldozers	85
Front Loaders	80
Graders	85
Paver	85
Roller	85
Tractors	84
Dump Truck	84
Pickup Truck	55
Materials Handling	
Concrete Mixer Truck	85
Concrete Pump Truck	82
Crane	85
Man Lift	85
Stationary Equipment	
Compressors	80
Generator	82
Pumps	77
Impact Equipment	
Compactor	80
Jack Hammers	85
Impact Pile Drivers (Peak Level)	95
Pneumatic Tools	85
Other Equipment	
Concrete Saws	90
Vibrating Hopper	85
Welding Machine/Torch	73

Source**:** City of West Hollywood, *Final Program Environmental Impact Report for City of West Hollywood General Plan 2035 and CAP*, October 2010.

The noise levels shown in Table 3.7-5 take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. No pile driving would be conducted as part of project construction. A typical piece of noisy equipment is assumed to be active for 40 percent of the eight-hour workday (consistent with the EPA studies of construction noise), generating a noise level of 89 dBA L_{eq} at a reference distance of 50 feet.

TABLE 3.7-5 TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA) at 50 Feet
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

Source: EPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971

The West Hollywood Municipal Code exempts construction-generated noise that occurs between the hours of 8:00 a.m. to 7:00 p.m. Monday through Friday, but does not contain quantified noise level limits for construction activities. The regulatory exemption without noise levels limit reflects the City's acknowledgement that construction noise is a necessary part of new development and does not create an unacceptable public nuisance when conducted during the least noise-sensitive hours of the day. Thus the proposed project would not violate existing ordinances or standards established in the West Hollywood Municipal Code.

Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. However, intervening structures would also result in lower noise levels. Sound levels may be attenuated 3.0 to 5.0 dBA by a first row of houses/buildings and 1.5 dBA for each additional row of houses in built-up environments (FTA 1978). These factors generally limit the distance construction noise travels and ensure noise impacts from construction are localized. Construction noise levels for the proposed project are shown in Table 3.7-6 below.

TABLE 3.7-6 CONSTRUCTION NOISE LEVELS - UNMITIGATED

Sensitive Receptor	Distance (feet)[a]	Maximum Construction Noise Level (dBA)[b]	Existing Ambient Noise Level (dBA, L_{eq})[c]	New Ambient Noise Level (dBA, L_{eq})[d]	Increase[e]
Single- and Multi-Family Residences Adjacent and to the north	Adjacent	89.0	57.4	89.0	31.6
Single- and Multi-Family Residences to the northwest	145	79.8	57.4	79.8	22.4
Single- and Multi-Family Residences to the northeast	220	76.1	66.1	76.5	10.4
Samy Hotel	285	70.9	57.4	71.1	13.7
The Lot	360	68.9	57.4	69.2	11.8
Poinsettia Recreation Center	1,090	56.2	59.2	61.0	1.8

[a] Distance of noise source from receptor.
[b] Construction noise source's sound level at receptor location, with distance and building adjustment.
[c] Pre-construction activity ambient sound level at receptor location.
[d] New sound level at receptor location during the construction period, including noise from construction activity.
[e] An incremental noise level increase of 10 dBA or more would result in a significant impact.
Source: Terry A. Hayes Associates Inc. 2012.

As shown in Table 3.7-6, typical construction activity using multiple pieces of equipment would increase the ambient noise levels at nearby single- and multi-family residences between 76.5 and 89.0 dBA L_{eq}, respectively. Construction noise levels would exceed the 10-dBA incremental increase thresholds at nearby single- and multi-family residences, the Samy Hotel, and The Lot studio. Therefore, the proposed project would result in a significant impact related to short-term substantial increases in ambient noise levels in the project vicinity during construction. Implementation of mitigation measures NOISE-A through NOISE-F are required.

NOISE-2 *The proposed project would expose onsite residents to noise levels in excess of the West Hollywood Municipal Code during project operations. The proposed project would result in a significant impact related to noise and land use compatibility.*

The City of West Hollywood has developed a Noise Element for the General Plan to manage noise exposure within the City. The General Plan Noise Element includes goals for locating new land uses in acceptable noise environments. To help meet this goal, the General Plan presents a noise contour map and identifies locations where multi-family residences must demonstrate compliance with the Title 24 goal of 45 dBA CNEL or L_{dn} interior noise level. The CNEL along Santa Monica Boulevard is approximately 70 dBA, which would not be compatible with the exterior noise level shown in Table 3.7-3 for residential land uses when the proposed project is occupied and operational. The variability in construction methods and materials makes it difficult to accurately assess post-construction interior noise levels. It is anticipated that interior noise levels in project residences would exceed the 45 dBA CNEL standard along high volume roadways such as Santa Monica Boulevard. Therefore, the proposed project would result in a significant impact related to onsite interior noise levels in excess of the West Hollywood Municipal Code during long-term operation. Implementation of mitigation measure NOISE-G is required.

NOISE-3 *Operation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project area.*

During operation, the proposed project would generate 1,453 net new daily trips. Mitigation measure 3.9-3 in the City of West Hollywood General Plan Final EIR states that mobile source noise assessments are required for all discretionary, non-residential projects that will cause future traffic volumes to increase by 25 percent or more on any roadway in front of or near blocks where the majority land uses are residential or institutional (e.g., schools).

Noise sensitive land uses in the project vicinity are located along Formosa Avenue, Detroit Street, and Lexington Avenue. It is anticipated that the future without project average daily traffic volumes for Formosa Avenue, Detroit Street, and Lexington Avenue would be 7,195, 4,149, and 3,273 net new daily trips, respectively. It is anticipated that the future with project traffic volumes for Formosa Avenue, Detroit Street, and Lexington Avenue would be 7,307, 4,831, and 3,656 net new daily trips, respectively. Therefore, implementation of the proposed project would cause future traffic volumes to increase by 2 percent along Formosa Avenue, 16 percent along Detroit Street, and 12 percent along Lexington Avenue.

As directed in the City of West Hollywood General Plan Final EIR, mobile source noise assessments are not required for the proposed project since future traffic volumes would not increase by 25 percent along any roadway segments.

The proposed project would require building mechanical equipment (e.g., air handlers, exhaust fans, and pool equipment). A utility room would be located on the western portion of the project site and two fan rooms would be located on the eastern portion. Equipment contained within these rooms would not generate audible noise beyond the property line. Utility boxes would be located on the northwest and northeast edges of the project site. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 60 dBA L_{eq} at 50 feet. This noise level is reduced by at least 10 dBA when the equipment is enclosed within a structure. Mechanical equipment noise would not exceed 55 dBA L_{eq} between 8:00 a.m. and 10:00 p.m. or 50 dBA L_{eq} between 10:00 p.m. and 8:00 a.m. beyond the property line. In addition, the enclosed equipment would not increase the permanent L_{dn} by more than 1.0 dBA at any adjacent land use. Therefore, the proposed project would result in a less than significant impact to operational noise related to mechanical equipment, and no mitigation is required.

A loading zone would be provided for retail and restaurant service and residential use on Formosa Avenue just north of Santa Monica Boulevard and south of the commercial parking garage entrance. Noise levels from medium-duty trucks accessing the project site would range from 71 to 79 dBA L_{eq} at 50 feet (Caltrans 2009). The proposed project would typically generate less than five truck trips per day. These truck trips would generate short-term and intermittent noise. Truck activity would occur during daytime hours and the intermittent noise would not increase the permanent L_{dn} by more than 1.0 dBA at any adjacent land use. In addition, noise levels would be further attenuated based on the distance of the sensitive residential uses (more than 25 feet) from the loading docks. Therefore, the proposed project would result in a less than significant impact related to truck loading noise during operations, and no mitigation is required.

The proposed project includes 246 enclosed parking spaces on the ground level and within one and a half floors of subterranean parking. Since all parking on the project site would be enclosed within the building, parking noise would be inaudible at nearby sensitive receptors. Parking activity would not increase ambient noise levels beyond the property line. Therefore, the proposed project would result in a less than significant ambient noise impact during operations, and no mitigation is required.

The proposed project would include a pool and courtyard area. These areas would be enclosed on all sides and would not be in the direct line-of-sight of any sensitive receptors. In addition, the pool area would not include amplified noise. Recreational and courtyard noise would not exceed 55 dBA L_{eq} between 8:00 a.m. and 10:00 p.m. or 50 dBA L_{eq} between 10:00 p.m. and 8:00 a.m. beyond the property line. In addition, recreational noise would not increase the permanent L_{dn} by more than 1.0 dBA at any adjacent land use. Therefore, the proposed project would result in a less than significant impact related to pool and courtyard activity, and no mitigation is required.

NOISE-4 *Construction activity would expose nearby sensitive receptors and the nearest filming studio to excessive ground-borne vibration levels. The proposed project would result in a less than significant impact related to operational vibration.*

CONSTRUCTION

Construction activity could generate vibration that would either damage nearby buildings or annoy people in the project vicinity. Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment operated. Construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effects on buildings (i.e., building damage) are dependent on the location of the buildings to the source and the characteristic of the building structure. Typical equipment vibration levels are shown in Table 3.7-7.

TABLE 3.7-7 REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (Inches/Second)	VdB at 25 feet
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Heavy-Duty Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The majority of construction activities would occur central to the project site and away from the adjacent land uses to the north. Heavy-duty equipment vibration levels outside of 15 feet would be less than the 0.2 PPV building damage threshold. However, heavy-duty construction equipment would periodically operate within 15 feet of the existing residences to the north. During these occasions, equipment vibration levels would exceed the 0.2 PPV building damage threshold. Therefore, the proposed project would result in a significant impact related to building damage at adjacent residential land uses, and implementation of mitigation measure NOISE-H is required.

The Formosa Cafe is a historical resource located approximately 90 feet south of the project site on Santa Monica Boulevard. It is anticipated that heavy-duty equipment would generate a vibration level of 0.01 PPV at the Formosa Cafe. Vibration levels would not exceed the 0.2 PPV building damage threshold for historic structures. Therefore, the proposed project would result in a less than significant vibration impact to the Formosa Café, and no mitigation is required.

The closest filming studio building on The Lot is located approximately 360 feet to the southwest of the project site. It is anticipated that heavy-duty construction equipment would generate a vibration level of 0.002 PPV at The Lot, and would not exceed the 0.2 PPV building damage threshold. The anticipated annoyance due to heavy-equipment operation would 52.2 VdB, and would not exceed the 65 VdB significance threshold for filming studios. Therefore, the proposed project would result in a less than significant vibration impact to The Lot during construction, and no mitigation is required.

The nearest sensitive receptor that has the potential to result in human annoyance due to construction activity would also be the multi-family residences adjacent and to the north of the project site. Heavy-duty equipment (e.g., a large bulldozer) generates vibration levels of 87 VdB at 25 feet. Based on this reference level, vibration levels would exceed the 80 VdB significance threshold when equipment would be within 43 feet of adjacent land uses. There is no feasible mitigation to reduce vibration levels resulting from use of heavy-duty equipment; however construction impacts are temporary in nature. Nonetheless, construction vibration levels would expose nearby uses to excessive ground-borne vibration. Therefore, the proposed project would result in a significant vibration annoyance impact.

OPERATIONS

The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on local roadways. However, similar to existing conditions, project-related traffic vibration levels would be less than 80 VdB and would not be perceptible by sensitive receptors. Therefore, the proposed project would result in a less than significant impact to operational vibration levels, and no mitigation is required.

3.7.4 MITIGATION MEASURES

NOISE-A The construction contractor shall ensure that equipment is properly maintained per the manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc).

NOISE-B The construction contractor shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.

NOISE-C The construction contractor shall ensure that construction equipment does not idle for extended periods of time.

NOISE-D The construction contractor shall locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers).

NOISE-E If feasible, the construction contractor shall install a 12-foot high temporary barrier along the northern property line. The acoustical barrier shall be constructed of material having a minimum surface weight of two pounds per square foot or greater, and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method E90. The barrier shall be required during the excavation and site preparation phases of construction.

NOISE-F The construction contractor shall ensure that music is not audible at offsite locations.

NOISE-G Prior to issuance of a building permit, the applicant shall submit an acoustical study showing that the interior noise level in residential units does not exceed 45 dBA CNEL or

L_{dn}. Prior to occupancy, this noise level shall be verified at a representative sample of residences by a qualified acoustical specialist.

NOISE-H Prior to commencement of construction activity, a qualified structural engineer shall survey the existing foundation and other structural aspects of residential land uses adjacent and to the north of the project site. The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California and have a minimum of 10 years specific experience rehabilitating historic buildings and applying the Secretary of Interior's Standards to such projects.

The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit for the proposed project.

At the conclusion of vibration-causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to adjacent buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken by the applicant prior to issuance of any temporary or permanent certificate of occupancy for the proposed project.

3.7.5 SIGNIFICANCE AFTER MITIGATION

Mitigation measures NOISE-A and NOISE-B would reduce construction noise levels by approximately 3 dBA. Additionally, mitigation measures NOISE-C through NOISE-F would further assist in the attenuation of noise levels related to construction activities. Table 3.7-8 presents mitigated construction noise levels at nearby sensitive receptors. Mitigated construction noise levels would still exceed the 10 dBA significance threshold at multiple sensitive receptor locations, including nearby multi-family residential uses located adjacent to the north side of the project site and located northwest of the project site, as well as the Samy Hotel. Therefore, the proposed project would result in a significant and unavoidable impact related to short-term construction noise levels.

TABLE 3.7-8 CONSTRUCTION NOISE LEVELS - MITIGATED

Sensitive Receptor	Distance (feet)[a]	Maximum Construction Noise Level (dBA)[b]	Existing Ambient Noise Level (dBA, L_{eq})[c]	New Ambient Noise Level (dBA, L_{eq})[d]	Increase[e]
Single- and Multi-Family Residences located adjacent to the north of project site	Adjacent	86.0	57.4	86.0	28.6
Single- and Multi-Family Residences located northwest of project site	145	76.8	57.4	76.8	19.4
Single- and Multi-Family Residences located northeast of project site	220	73.1	66.1	73.9	7.8
Samy Hotel located north of project site	285	67.9	57.4	68.3	10.9
The Lot	360	65.9	57.4	66.4	9.0
Poinsettia Recreation Center located south of project site	1,090	53.2	59.2	60.2	1.0

[a] Distance of noise source from receptor.
[b] Construction noise source's sound level at receptor location, with distance and building adjustment.
[c] Pre-construction activity ambient sound level at receptor location.
[d] New sound level at receptor location during the construction period, including noise from construction activity.
[e] An incremental noise level increase of 10 dBA or more would result in a significant impact.
Source: Terry A. Hayes Associates Inc. 2012.

During project operations, mitigation measure NOISE-G would ensure that the interior noise levels within the apartment units would be less than 45 dBA CNEL or L_{dn}. Therefore, the operational impact to interior noise levels would be reduced to a less than significant level. All other operational noise would be less than significant without mitigation.

During construction, mitigation measure NOISE-H would mitigate any building damage caused by the operation of heavy-duty construction equipment. Therefore, with implementation of mitigation, the proposed project would result in a less than significant vibration impact related to building damage. However, there are no feasible mitigation measures that would reduce impacts associated with vibration annoyance at the multi-family residences adjacent and to the north of the project site. The proposed project would comply with the allowable construction hours listed in the West Hollywood Municipal Code. However, the operation of heavy-duty equipment within 43 feet of these buildings would exceed the significance threshold established by the City. Therefore, the proposed project would result in a short-term significant and unavoidable impact related to vibration annoyance caused by construction activity.

Vibration impacts during project operation would be less than significant without mitigation.

3.8 PUBLIC SERVICES, UTILITIES AND RECREATION

3.8.1 ENVIRONMENTAL SETTING

FIRE PROTECTION

Fire protection is provided to the City of West Hollywood by the Los Angeles County Fire Department (LACoFD). The City of West Hollywood is located in Battalion 1, which encompasses six fire stations, two of which are located within the City boundaries. Fire Station No. 8, located at 7643 Santa Monica Boulevard, is approximately 0.6 miles west of the project site. Fire Station No. 8 has a staffing level of 13 persons and operates an engine, a light force, and a squad paramedic. Fire Station No. 7, located at 864 North San Vicente Boulevard, is approximately 2.3 miles west of the project site. Fire Station No. 7 has a paramedic engine, a squad paramedic, and a battalion chief for a staffing level of six persons. LACoFD generally operates three shifts of 24 personnel out of Fire Stations No. 7 and 8. Additionally, the West Hollywood office of the LACoFD Fire Prevention Bureau has a staffing level of 24, including 1 Captain, 2 Inspectors, 1 civilian staff member, and 20 operations staff. LACoFD is responsible for all hazards to public safety, including emergency medical calls, fire responses, inspections, and plan check services. LACoFD has an average emergency response time for first arriving units of just under 4 minutes and nonemergency response time of 5 minutes 20 seconds (City of West Hollywood 2010).

The project site is currently developed with a metal plating facility and a sound recording studio. Vehicular access to the project site is provided from driveways located on Formosa Avenue and Detroit Street. There is a driveway located along Santa Monica Boulevard, although this driveway is not used for daily vehicle ingress/egress.

POLICE PROTECTION

The Los Angeles County Sheriff's Department (LACoSD) provides police protection services to the City of West Hollywood. The LACoSD West Hollywood station is located at 780 North San Vicente Boulevard, approximately 2.2 miles west of the project site. The West Hollywood Sheriff's Station currently has 133 sworn personnel and 35 civilian employees serving the City of West Hollywood (City of West Hollywood 2010). The West Hollywood Sheriff's Station performs various law enforcement, community policing, traffic enforcement, entertainment district management, special event management, investigative functions, and various administrative duties. The West Hollywood Sheriff's Station has a sworn personnel-to-population ratio of 3.5 sworn personnel to 1,000 persons. The current ratio is considered adequate. Growth within the service area of the West Hollywood station and crime trends require that the ratio of police officers to population be periodically reassessed. The West Hollywood Station's citywide response time to emergency calls for service is 3.8 minutes and 6.5 minutes for priority calls for service. For routine calls, the station's goal is to respond to calls within 20 minutes (City of West Hollywood 2012).

WASTEWATER

The project site is currently occupied by a 3,500-square-foot sound editing studio and a 36,000-square-foot metal plating facility. It is estimated that the existing uses generate approximately 4,637 gallons of wastewater per day (0.007 cubic feet per second) (PSOMAS 2012). Estimated wastewater generation under existing conditions was calculated utilizing rates corresponding to the existing commercial zoning for the project site.

The City of West Hollywood Public Works Department and City of Los Angeles Bureau of Sanitation provide sewer service in the project area. Wastewater mains are located in Santa Monica Boulevard, Formosa Avenue, and Detroit Street, which currently serve the existing project site uses. These mains discharge into Los Angeles local sewer lines on Formosa Avenue located south of Romaine Street. The City of Los Angeles has a contract with the Los Angeles County Sanitation Districts (Sanitation Districts) to receive sewage generated in West Hollywood and transport that sewage into the Sanitation District's conveyance system to the City of Los Angeles Sanitation Bureau's Hyperion Treatment Plant. The Hyperion Treatment Plant processes approximately 360 million gallons of wastewater per day and has a remaining capacity of approximately 90 million gallons per day (City of Los Angeles Bureau of Sanitation 2008).

The City of West Hollywood requires developers to pay a wastewater mitigation fee to offset any net increases in wastewater flow from new construction. The fee is $75 for each net sewage unit of proposed land use for projects with new construction (City of West Hollywood Municipal Code Section 5322). In addition, the Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for connecting directly or indirectly to their sewage system. Payment of this connection fee is required before a permit to connect to the sewer is issued. The City of Los Angeles requires that the applicant submit a Request for Waste Water Services Information (Kimley-Horn and Associates, Inc 2008).

The contract between the Sanitation Districts and the City of Los Angeles limits the amount of wastewater flow in the Formosa Avenue sewer to a peak flow of 0.42 cubic feet per second. If and when flows are anticipated to exceed these limits, the contract must be renegotiated or the City of Los Angeles can refuse to accept the excess flows. Flow tests conducted as part of the Lot Development located south of the project site were measured in 1992 at 0.60 cubic feet per second for the Formosa Avenue sewer, which is above the allowable limit. As such, there is an existing lack of capacity in the Formosa Avenue sewer line (The Keith Companies 1992). A sewer study prepared by the applicant (see Appendix E) confirmed that existing conditions in segments of the sewer line south of Willoughby Street, in the City of Los Angeles, are deficient and flowing near to full capacity. Additionally, the segment south of Romaine Street is currently flowing at approximately 62 percent full during peak flows (PSOMAS 2012).

SOLID WASTE

The project site is occupied by a 3,500-square-foot sound editing studio and a 36,000-square-foot metal plating facility. It is estimated that the existing office and manufacturing uses generate approximately 2,267.5 pounds per day of solid waste (CalRecycle 2012a).[1]

The collection, transport, and disposal of solid waste and recyclables from all business and residential uses in West Hollywood are provided by Athens Services. In addition to the collection of non-recyclable solid waste, Athens Services is required to provide containers for the separation of newspaper and mixed paper, co-mingled recyclables, and yard and wood waste under the recycling program promoted by the City (City of West Hollywood 2008).

Most of the non-recyclable waste produced in the City is disposed of at the Puente Hills Landfill in Whittier. The permitted daily capacity of this landfill is approximately 13,200 tons per day. Puente Hills Landfill is scheduled to close in 2013 (CalRecycle 2012b). After closure, solid waste will be transferred by rail from Puente Hills to Mesquite Regional Landfill in Imperial County and Eagle Mountain Landfill in Riverside County. Mesquite Regional Landfill has capacity for approximately 600 million tons of residual municipal solid waste, or approximately 100 years of capacity. Eagle Mountain Landfill has a total capacity of 708 million tons and is currently permitted to accept up to 460 million tons (City of West Hollywood 2010).

Due to the declining landfill space for disposal, there is a need to divert solid waste. Assembly Bill (AB) 939, or the Integrated Waste Management Act of 1989, mandates that the City divert 50 percent of the total solid waste generated. Senate Bill (SB) 1016 requires that the 50 percent diversion requirement mandated by AB 939 be measured in terms of pounds per person per day, instead of by volume or as an aggregate measure separate from population. CalRecycle sets a target for resident and employee per capita per day disposal rates. The target for residents is 5.8 and 7.7 for employees (City of West Hollywood 2010).

PARKS AND RECREATION

The City of West Hollywood has six parks, outdoor sports facilities (West Hollywood Park), a swimming pool, and tennis courts. Formosa Pocket Park is located approximately 200 feet north of the project site. Plummer Park is located approximately 0.5 miles west of the project site. Kings Road Park is located approximately 1.5 miles northwest of the project site. Poinsettia Recreation Center is located approximately 0.5 miles south of the project site in the City of Los Angeles. The City of West Hollywood has over 15 total acres of parkland.

The City has a ratio of approximately 0.41 acre of parkland per 1,000 persons (acreage of open space or green space is not included because it is not City of West Hollywood dedicated parkland). However, the Quimby Act recommends that municipalities provide 3.0 acres of parkland for every 1,000 residents (City of West Hollywood 2010). As such, there is a shortage of parkland in the City.

3.8.2 ENVIRONMENTAL IMPACTS

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for schools and other public facilities. Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that a proposed project would have a significant effect on public services, utilities and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives;

- Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives;

- 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;

- Result in a determination by the wastewater treatment provider that 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;

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs;

- 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; or

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

[1] Based on a generation factor of 5.0 pounds per day per 1,000 square feet of commercial uses and 62.5 pounds per day per 1,000 square feet of industrial uses.

IMPACT ANALYSIS

PS-1: *The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.*

The proposed project would involve the demolition of the existing 36,000-square-foot metal plating facility and 3,500-square-foot sound recording studio. It would result in the construction and operation of 166 residential units and approximately 9,300 square feet of retail and restaurant (up to 2,500 square feet of restaurant uses). Entry to and exit from the residential garage would be located on Detroit Street. Parking for on-site residents would be located in one and a half levels of subterranean parking. Entry to and exit from the retail/restaurant and guest parking lot would be located in the central portion of the site off of Formosa Avenue. Parking for retail/restaurant uses and guests would be located on the ground level. The proposed project would provide emergency access to the site in accordance with the applicable fire code, which includes adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes. The site is currently served by two existing fire stations.

LACoFD currently serves the project site and surrounding area. However, each additional development that provides net new square footage or residential units creates a greater demand on existing resources. The proposed project would add 166 net new residential units, as no residential uses are currently located on-site. The approximately 39,500 square feet of existing industrial and commercial uses would be replaced with approximately 2,500 square feet of restaurant uses and 6,800 square feet of retail uses. The increased use of the site would be expected to increase the frequency of emergency response calls, although the exact frequency and nature of emergency calls is not currently known.

No expansion of fire protection facilities is currently contemplated. Compliance with the fire code standards would be ensured through the plan check process and fire department review prior to the issuance of a building permit. Payment of development fees by the project applicant would be used to offset the costs of increased personnel or equipment in order to maintain acceptable service ratios, response times, and other performance objectives. However, the construction of new or expansion of existing fire facilities would not be required as a result of the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. The impact would be less than significant.

PS-2: *The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives.*

The proposed project would involve the demolition of the existing 36,000-square-foot metal plating facility and 3,500-square-foot sound recording studio. It would result in the construction and operation of 166 residential units and approximately 9,300 square feet of retail and restaurant uses (up to 2,500 square feet of restaurant uses). The approximately 39,500 square feet of existing industrial and commercial uses would be replaced with approximately 2,500 square feet of restaurant uses and 6,800 square feet of retail

uses. The proposed project would add 166 net new residential units, as no residential uses are currently located on-site. However, it would comply with the police protection requirements of LACoSD, including defensible design, lighting, and landscaping. It is expected that the project site would employ its own patrol service to monitor the site. Nevertheless, the increased use of the site would be expected to increase the frequency of emergency and non-emergency (domestic related) calls for police protection services.

LACoSD currently serves the project site and the surrounding area and existing staffing levels are adequate to serve the existing uses. However, each additional development that provides net new square footage or residential units creates a greater demand on existing resources. LACoSD units are continuously mobile, and service calls are responded to by the nearest available mobile unit. As such, the location of the proposed project would not affect police protection. The construction of new or expansion of existing police facilities would not be required as a result of the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. The impact would be less than significant.

PS-3: *The proposed project may require or result in the construction of new wastewater conveyance. The proposed project would not result in a determination by the wastewater treatment provider that 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 project site is currently occupied by a 3,500-square-foot sound editing studio and a 36,000-square-foot metal plating facility. These existing uses generate approximately 4,637 gallons of wastewater per day (0.007 cubic feet per second) (PSOMAS 2012). The project site would be developed with approximately 9,300 square feet of retail and restaurant uses and 166 residential units. According to the sewer capacity report prepared by the applicant, the proposed would be expected to generate up to 22,943 gallons per day of wastewater (0.035 cubic feet per second) (PSOMAS 2012). This is a net increase of 18,306 gallons per day of wastewater (0.028 cubic feet per second) generated at the proposed project site. As previously discussed, estimated wastewater generation under existing conditions was calculated utilizing rates corresponding to the existing commercial zoning for the project site. However, Faith Plating is an industrial land use and operates under a County Industrial Waste Permit, which allows sewer discharges much higher than are permitted under the existing zoning. Thus, actual existing wastewater flows generated at the project site are much higher than calculated for land uses under the existing zoning. Nonetheless, for a conservative analysis, the commercial land use wastewater generation rates were used (City of West Hollywood 2012).

The applicant prepared a sewer study, which is included as Appendix E of this Recirculated Draft EIR. Based on a Sewer Capacity Availability Request submitted by the applicant, the City of Los Angeles Bureau of Engineering has determined that at this time the existing sewer system downstream of the proposed project site would be able to accommodate the total project wastewater flows for the proposed project at full occupancy (2012). However, the City of Los Angeles Bureau of Engineering only guarantees sewer capacity availability for a period of 180 days. The applicant would be required to obtain a new Sewer Capacity Availability Request from the City of Los Angeles Bureau of Engineering when

construction of the proposed project is complete, but prior to connection to the sewer system. If at that time the City of Los Angeles Bureau of Engineering determines that there is not sufficient capacity, the applicant would be required to implement improvements to the sewer system. Due to known sewer capacity deficiencies in the vicinity of the project site and the inability to guarantee available capacity at the time of occupancy, the impact would be significant and implementation of mitigation measure PS-A is required.

Wastewater generated by the project site is treated at the City of Los Angeles Bureau of Sanitation's Hyperion Treatment Plant. This treatment plant processes approximately 360 million gallons of wastewater per day and has a remaining capacity of approximately 90 million gallons per day (City of Los Angeles Bureau of Sanitation 2008). According to the sewer capacity report prepared by the applicant, the proposed project would generate approximately 22,943 gallons of wastewater per day, a net increase of 18,306 gallons per day (PSOMAS 2012). This represents approximately 0.005 percent of the total amount of wastewater treated at Hyperion Treatment Plant. The Los Angeles County Sanitation Districts estimates that the proposed project would generate approximately 21,174 gallons of wastewater per day, or a net increase of 16,537 gallons per day (Los Angeles County Sanitation Districts 2012). This represents approximately 0.005 percent of the total amount of wastewater treated at Hyperion Treatment Plant. As such, the proposed project would be served by a wastewater treatment plant with adequate capacity. Furthermore, in accordance with existing City requirements, the applicant would be required to pay the wastewater mitigation fee and connection fees to the Sanitation Districts. These fees are used to pay for incremental increases to the capacity of the wastewater system.

PS-4: *The proposed project would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

Solid waste would be generated during demolition of the existing structure on-site and the construction of the new structure. In addition, solid waste would be generated during project operation by the residential and commercial uses. The project site is occupied by a 3,500-square-foot sound editing studio and a 36,000-square-foot metal plating facility. It is estimated that these commercial and industrial uses generated 2,267.5 pounds per day of solid waste (CalRecycle 2012a).[2] The project site would be developed with approximately 9,300 square feet of commercial uses (approximately 2,500 square feet of restaurant uses and 6,800 square feet of retail uses) and up to 166 residential units. The proposed project would be expected to generate approximately 645 pounds per day of solid waste (CalRecycle 2012a).[3] Although this would represent a reduction from the previous commercial and industrial uses, the demolition of on-site structures and construction and operation of the proposed project would negatively impact the solid waste management infrastructure.

The City has mandatory recycling requirements in order to divert approximately 50 percent of the solid waste generated in the City in compliance with AB 939. Additionally, the City's Green Building Ordinance requires that approximately 80 percent of demolition debris and construction waste is diverted

[2] Based on a generation factor of 5.0 pounds per day per 1,000 square feet of commercial uses and 62.5 pounds per day per 1,000 square feet of industrial uses.

[3] Based on a generation factor of 5.0 pounds per day per 1,000 square feet of retail uses, 3.6 pounds per day per residential unit, and 0.005 pounds per day per square foot of restaurant uses.

away from area landfills. Most of the non-recyclable waste produced in the City is disposed of at the Puente Hills Landfill in Whittier. The permitted daily capacity of this landfill is approximately 13,200 tons per day. However, Puente Hills Landfill is scheduled to close in 2013 (CalRecycle 2012b). Following closure of the Puente Hills Landfill, waste will be transferred by rail from Puente Hills to the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Mesquite Regional Landfill is located on 4,245 acres of land in Imperial County. The landfill will provide capacity for approximately 600 million tons of residual municipal solid waste (approximately 100 years of capacity). The Eagle Mountain Landfill has a total capacity of 708 million tons and is currently permitted to accept up to 460 million tons. The eventual operation of the Eagle Mountain Landfill is contingent upon successful resolution of pending federal legislation (West Hollywood 2011).

Due to the shortage of local landfill capacity, it is imperative for the City to maintain its solid waste diversion goals and to offset impacts associated with solid waste. To comply with City requirements, the proposed project would be required to implement waste reduction, diversion, and recycling measures during both demolition/construction and operation. For the demolition/construction phase of the work, the proposed project would be required to prepare and adhere to a Demolition and Debris Recycling Plan (Plan). The Plan must specify where materials would be sent for recycling or disposal. Debris must be hauled from the project site by a recycler or hauler permitted to operate in West Hollywood. The applicant would be required to establish a monitoring program to prove compliance with the demolition and construction debris recycling, including submitting monthly disposal reports and manifests to the West Hollywood Department of Public Works.

During project operation, the proposed project must contain adequate infrastructure for trash and recycling collection services. The proposed project site must contain enough space for trash and recycling to ensure that all residents of the site participate in the recycling program and to ensure that the site is easily serviceable by the trash hauler. The City requires that trash chutes and multiple trash bins be managed to prevent unsanitary buildup of trash on-site and extensive daily circulation in the garage areas of trash and recycling collection vehicles. The proposed project would also be required to provide green waste collection bins. Compliance with these standard City-required features would reduce the amount of solid waste generated by the proposed project site that would ultimately be disposed of at area landfills. In addition to these standard requirements, the proposed project would be required to implement mitigation measures PS-B and PS-C. These mitigation measures are intended to ensure that the proposed project has adequate solid waste disposal and recycling infrastructure to meet City standards and that the amount of waste generated at the proposed project site is reduced. It is expected that these measures would result in a diversion rate of approximately 50 percent in keeping with the City's requirements per AB 939. With implementation of mitigation, the amount of solid waste produced by the proposed project would be reduced to a less than significant level.

PS-5: *The proposed project would not 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, or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.*

The proposed project would require the demolition of the existing 36,000-square-foot metal plating facility and 3,500-square-foot sound recording studio. It would result in the construction and operation of 166 residential units and approximately 9,300 square feet of retail and restaurant uses (up to 2,500 square feet of restaurant uses). The proposed project would be expected to increase the City's population by approximately 267 persons (based on a conservative estimate of 1.6 persons per household) (California Department of Finance 2012). Implementation of the proposed project would increase the number of residents in West Hollywood. As such, the proposed project would increase the demand for recreation services and park space in the City.

The proposed project would provide approximately 16,000 square feet of common open space and 14,800 square feet of private open space for a total of approximately 30,800 square feet of open space provided in the form of private balconies, fitness room, pool, roof deck, lounge, and theater. These features would only be available for use by site residents and their guests. As part of the common open space, the proposed project would provide a public plaza.

With the expected increase in the City's population by 267 net new residents, the ratio of parkland per 1,000 residents would remain approximately 0.4 acres with implementation of the proposed project. The City would continue to have a deficit of parkland per 1,000 residents per the Quimby Act standards. The City requires developers to pay a public open space fee per square foot of commercial floor area. This fee funds the maintenance of existing City parks and recreational programs provided by the City as a result of increased demand from new development. As such, with the payment of public open space fees, the proposed project would comply with the City's requirements related to parks, recreation, and open space.

Provision of on-site recreational facilities and the payment of fees would ensure that the proposed project does not result in a substantial physical deterioration of existing recreational facilities. The construction of new or expansion of existing parks and recreational facilities would not be required as a result of the proposed project. The City could use the in-lieu fees to acquire land and construct new park and recreational facilities. Separate environmental review would be conducted at the time such a project is proposed to determine if substantial adverse physical impact would occur. However, the City has no plans to provide new parks or recreational facilities in conjunction with this project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. The impact would be less than significant.

3.8.3 MITIGATION MEASURES

PS-A Prior to the issuance of a Certificate of Occupancy by the City of West Hollywood, the applicant shall obtain a Sewer Capacity Availability Request from the City of Los Angeles Bureau of Engineering in order to prove to the satisfaction of the City of West Hollywood Department of Public Works that there is adequate wastewater capacity to serve the proposed project. If the City of Los Angeles Bureau of Engineering determines by a subsequent Sewer Capacity Availability Request that the wastewater system no longer has capacity to serve the proposed project, the applicant shall be required to design and construct an alternate sewer connection with adequate downstream capacity.

PS-B Prior to the issuance of a Demolition Permit, the applicant shall submit a building plan to the Environmental Services Coordinator for review and approval. The building plan shall show the location and dimensions of the trash and recyclables storage area. The trash and recyclables storage area shall be designed with adequate space to accommodate the trash and recycling bins and dumpsters.

PS-C Prior to the issuance of a Certificate of Occupancy, trash and recycling operations shall be established at the project site as follows:

- Restaurants shall have a designated dumpster bin to dispose of food waste and other compostables.
- Restaurants, residential, and commercial uses shall have a designated dumpster bin to dispose of regular trash.
- Restaurants, residential, and commercial uses shall have a designated dumpster bin to dispose of recyclables.

3.8.4 SIGNIFICANCE AFTER MITIGATION

The impacts to police and fire protection services and recreation would be less than significant without mitigation. With implementation of mitigation measure PS-A, it would be determined that there is adequate capacity in the sanitary sewer system downstream of the project site to accommodate the additional wastewater flow generated by the proposed project. The impact would be mitigated to a less than significant level. With implementation of mitigation measures PS-B and PS-C, the amount of solid waste generated by the proposed project would be reduced by approximately 50 percent in accordance with City requirements and would be reduced from existing conditions. As such, the proposed project would be served by sufficient landfill capacity, and impacts after mitigation would be less than significant.

3.9 TRANSPORTATION AND TRAFFIC

The scope of work for the traffic study was developed in conjunction with the City of West Hollywood Transportation Department staff. The assumptions, technical methodologies, and geographic coverage of the study area were identified as part of the study approach. The traffic study analyzes the potential project-generated traffic impacts on the street system at full occupancy. Roadway segment and intersection impacts are analyzed for the morning, mid-day, and evening peak hour periods. A copy of the technical report is included in Appendix F of this Recirculated Draft EIR.

The previous Draft EIR evaluated existing conditions as 2007, the year in which the NOP was issued. Occupancy of the project was anticipated to occur in 2011. The baseline for the Recirculated Draft EIR has been modified to 2012 to account for new projects that have been constructed since 2008 when the previous Draft EIR was made available for public review, in addition to modifications to the City's transportation facilities and transit system. Therefore, the baseline for the traffic analysis in this Recirculated Draft EIR represents current (2012) conditions to more accurately reflect the existing traffic volumes in the project vicinity.

3.9.1 ENVIRONMENTAL SETTING

A comprehensive data collection effort was undertaken to develop a detailed description of the existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, including identification of affected study intersections and roadway segments, operating conditions at the study intersections, and traffic volumes on the roadway segments.

In conjunction with City of West Hollywood staff and consistent with the previous Draft EIR, a total of 19 intersections were identified and are analyzed in the traffic study for weekday morning, mid-day, and evening peak hour conditions. Of the 19 intersections identified for inclusion in the analysis, 10 are located within the City of West Hollywood, four are within the City of Los Angeles (Los Angeles), and five are shared by the two cities. The name and jurisdictional authority of the study intersections are provided in Table 3.9-1 below. The locations of the study intersections are shown on Figure 3.9-1.

TABLE 3.9-1 STUDY INTERSECTIONS

No.	Study Intersection	Jurisdiction
1	Formosa Ave at Fountain Ave	West Hollywood/Los Angeles
2	Detroit St at Fountain Ave	West Hollywood/Los Angeles
3	La Brea Ave at Fountain Ave	West Hollywood/Los Angeles
4	Formosa Ave at Lexington Ave	West Hollywood
5	Detroit St at Lexington Ave	West Hollywood
6	La Brea Ave at Lexington Ave	West Hollywood
7	Vista St/Gardner St at Santa Monica Blvd	West Hollywood
8	Martel Ave/Plummer Pl at Santa Monica Blvd	West Hollywood
9	Fuller Ave at Santa Monica Blvd	West Hollywood
10	Poinsettia Pl (South) at Santa Monica Blvd	West Hollywood
11	Formosa Ave at Santa Monica Blvd	West Hollywood
12	Detroit St at Santa Monica Blvd	West Hollywood
13	La Brea Ave at Santa Monica Blvd	West Hollywood
14	Orange Dr at Santa Monica Blvd	Los Angeles
15	Highland Ave at Santa Monica Blvd	Los Angeles
16	Formosa Ave at Romaine St	West Hollywood/Los Angeles
17	La Brea Ave at Romaine St	West Hollywood/Los Angeles
18	La Brea Ave at Willoughby Ave	Los Angeles
19	La Brea Ave at Melrose Ave	Los Angeles

Source: KOA Corporation 2012.

In conjunction with City of West Hollywood staff and consistent with the previous Draft EIR, a total of 5 street segments were identified and are analyzed in the traffic study as part of the neighborhood residential impact analysis. The following street segments were chosen for analysis:

- Formosa Avenue between Santa Monica Boulevard and Lexington Avenue
- Formosa Avenue between Lexington Avenue and Fountain Avenue
- Detroit Street between Santa Monica Boulevard and Lexington Avenue
- Detroit Street between Lexington Avenue and Fountain Avenue
- Lexington Avenue between Detroit Street and La Brea Avenue

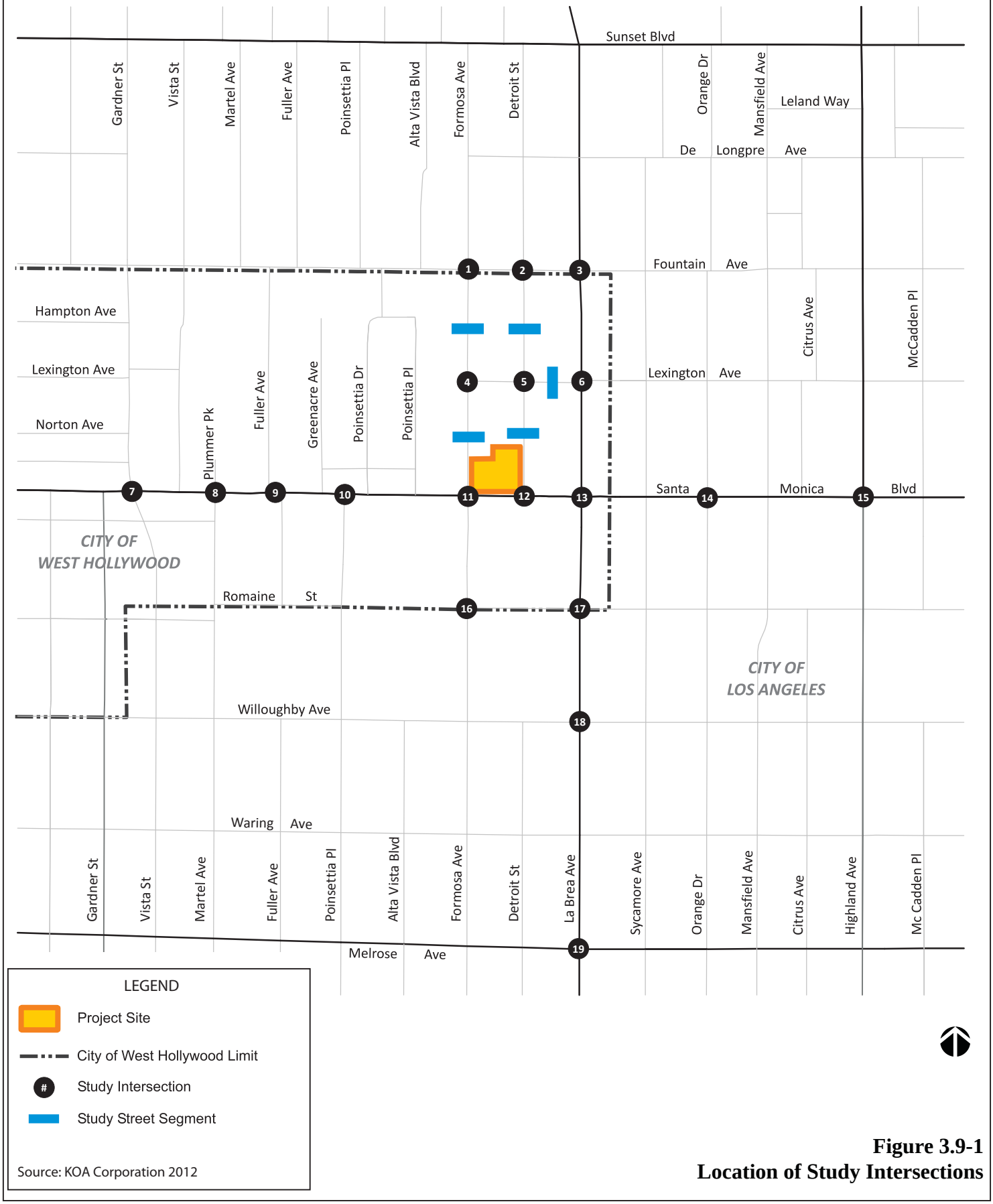


Figure 3.9-1
Location of Study Intersections

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following discussion presents the existing peak hour turning movement traffic volumes for each of the intersections and roadway segments analyzed in the traffic study, describes the methodology used to assess the traffic conditions at each intersection and roadway segment, and analyzes the resulting operating conditions at each intersection and roadway segment studied, indicating volume-to-capacity (V/C) ratios, or delay, and levels of service (LOS).

Level of Service Methodology

Measurements for operations are based on a ratio of average daily volume on a roadway segment or at an intersection versus the volume that is calculated to be the design capacity. The efficiency of traffic operations at a location is measured in terms of LOS. LOS measures average operating conditions during an hour. It is based on a V/C ratio, or delay. LOS ranges from A to F, with A representing excellent (free-flow) conditions and F representing extreme congestion. The delay at an intersection or on a street segment corresponds to a LOS value, which describes the intersection or segment operations. Roadway segments and intersections with vehicular volumes that are at or near capacity experience greater congestion and longer vehicle delays. Table 3.6-2 provides descriptions of general roadway operations for each LOS value, as defined by the Transportation Research Board.

For the analysis of intersections located within the City of West Hollywood, the City has designated the methodology based on Highway Capacity Manual (HCM) published by the Transportation Research Board. The HCM expresses levels of service at an intersection in terms of average delay in seconds per vehicle for signalized and four-way stop controlled intersections. For one- or two-way stop controlled intersections, the levels of service are based on the average delay of the critical stop sign approach. The Synchro program was used to analyze intersections located within West Hollywood, which was also used in the traffic analysis for the City's General Plan. Therefore, the traffic analysis for this Recirculated Draft EIR is consistent with the City's General Plan.

For intersections located within the City of Los Angeles, the Los Angeles Department of Transportation (LADOT) has designated the Circular 212 "Critical Movement Analysis" (CMA) planning methodology be used to analyze traffic operating conditions for signalized intersections. The CMA methodology is based on a procedure that incorporates the effects of traffic volumes by turning movement, lane geometry, and traffic signal operation. The analytical base for this methodology is the understanding that a signalized intersection has a combination of conflicting movements that must be accommodated. The output from this model is a V/C ratio and LOS for the intersection as a whole. LADOT's Traffic Study Policies and Procedures state that unsignalized intersections within the City of Los Angeles should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device, but would not be included in the impact analysis.

For the analysis of intersections located under shared jurisdiction between the City of West Hollywood and the City of Los Angeles, both HCM and CMA methodologies were used, where applicable.

TABLE 3.9-2 INTERSECTION LEVEL OF SERVICE DEFINITIONS

LOS	Description	Signalized Intersection Average Stop Delay per Vehicle (seconds) (HCM)	Stop-Controlled Intersection Average Stop Delay per Vehicle (seconds) (HCM)	Signalized Intersection V/C Ratio (CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 - 20	> 10 - 15	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	> 20 - 35	> 15 - 25	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	> 0.800 - 0.899	> 25 and ≤ 35	> 0.800 - 0.899
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	> 0.900 – 0.999	> 35 and ≤ 50	> 0.900 – 0.999
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000	> 50	> 1.000

Source: Transportation Research Board 2000.

Existing Traffic Volumes

The morning (generally 7:30 a.m. to 9:30 a.m.), mid-day (generally 11:00 a.m. to 1:00 p.m.), and evening (generally 4:00 p.m. to 7:00 p.m.) peak hour level of service analyses were collected at the study intersections on Tuesday, September 11, 2012. Traffic volumes for the peak hour of each of the three time periods were determined based on the highest four consecutive 15-minute counts at each intersection. In addition, traffic counts were collected for a 24-hour period to estimate the average daily traffic along the residential street segments. Traffic count data is provided in Appendix F of this Recirculated Draft EIR. A field inventory was also conducted to identify intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use, and parking conditions. Figure 3.9-1 illustrates the existing intersection geometry (lane configurations) for the analyzed intersections. The existing conditions level of service analysis results are summarized in Table 3.9-3.

TABLE 3.9-3 LEVEL OF SERVICE SUMMARY – EXISTING CONDITIONS

	Intersection	Analysis Methodology	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)
1	Formosa Ave at Fountain Ave[3,a]	HCM	F	81.0	D	34.8	F	146.9
2	Detroit St at Fountain Ave[3,a]	HCM	E	35.5	C	24.6	F	113.4
3	La Brea Ave at Fountain Ave[1]	HCM	C	31.9	B	16.9	C	28.7
	La Brea Ave at Fountain Ave[2]	CMA	D	0.849	B	0.683	C	0.769
4	Formosa Ave at Lexington Ave[1,b]	HCM	A	7.6	A	7.6	A	7.6
5	Detroit St at Lexington Ave[1,b]	HCM	A	7.3	A	7.4	A	7.5
6	La Brea Ave at Lexington Ave[1,a]	HCM	F	92.9	E	42.2	F	527.9
7	Vista St/Gardner St at Santa Monica Blvd[1]	HCM	B	15.3	B	13.4	B	16.3
8	Martel Ave/Plummer Pl at Santa Monica Blvd[1]	HCM	A	6.3	A	9.4	A	8.8
9	Fuller Ave at Santa Monica Blvd[1]	HCM	B	10.4	B	14.7	B	17.4
10	Poinsettia Pl (S) at Santa Monica Blvd[1,a]	HCM	B	12.9	E	42.9	E	44.9
11	Formosa Ave at Santa Monica Blvd[1]	HCM	A	8.9	B	17.0	B	16.4
12	Detroit St at Santa Monica Blvd[1,a]	HCM	B	11.8	B	12.9	B	14.6
13	La Brea Ave at Santa Monica Blvd[1]	HCM	D	43.0	D	43.5	D	52.6
14	Orange Dr at Santa Monica Blvd[2]	CMA	A	0.442	A	0.419	A	0.483
15	Highland Ave at Santa Monica Blvd[2]	CMA	D	0.806	C	0.783	C	0.760
16	Formosa Ave at Romaine St[3,a]	HCM	B	10.5	B	10.4	B	11.8
17	La Brea Ave at Romaine St[1]	HCM	B	13.0	B	18.7	B	17.8
	La Brea Ave at Romaine St[2]	CMA	A	0.385	B	0.607	A	0.540
18	La Brea Ave at Willoughby Ave[2]	CMA	A	0.438	A	0.521	B	0.632
19	La Brea Ave at Melrose Ave[2]	CMA	D	0.824	B	0.677	D	0.821

Notes:
1 Intersection operates under West Hollywood jurisdiction
2 Intersection operates under Los Angeles jurisdiction
3 Intersection operates under both West Hollywood and Los Angeles jurisdictions
a One- or two-way stop sign controlled
b All-way stop controlled
Source: KOA Corporation 2012.

As shown in Table 3.9-3, 8 of the 19 study intersections are currently operating at LOS D or worse during one of the peak hour periods. These include the following locations:

- Formosa Avenue at Fountain Avenue (a.m., mid-day, and p.m. peak hours)
- Detroit Street at Fountain Avenue (a.m. and p.m. peak hours)
- La Brea Avenue at Fountain Avenue (a.m. peak hour)
- La Brea Avenue at Lexington Avenue (a.m., mid-day, and p.m. peak hours)
- South Poinsettia Place at Santa Monica Boulevard (mid-day and p.m. peak hours)
- La Brea Avenue at Santa Monica Boulevard (a.m., mid-day and p.m. peak hours)
- Highland Avenue at Santa Monica Boulevard (a.m. peak hour)
- La Brea Avenue at Melrose Avenue (a.m. and p.m. peak hours)

The remaining 11 study intersections are currently operating at LOS C or better during the peak hours.

Twenty-four hour traffic counts were collected along each street segment and were used as the baseline for the average daily traffic volume (ADT) occurring along that street. Table 3.9-4 below shows the existing traffic volumes along the study street segments.

TABLE 3.9-4 NEIGHBORHOOD IMPACT ANALYSIS – EXISTING CONDITIONS

No.	Roadway Segment	ADT
1	Formosa Ave between Santa Monica Blvd and Lexington Ave	2,767
2	Formosa Ave between Lexington Ave and Fountain Ave	2,127
3	Detroit St between Santa Monica Blvd and Lexington Ave	1,247
4	Detroit St between Lexington Ave and Fountain Ave	1,386
5	Lexington Ave between Detroit St and La Brea Ave	1,504

Source: KOA Corporation 2012.

LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways and all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. The intersection CMP arterial monitoring intersections within the study area include the following:

- Doheny Drive and Santa Monica Boulevard
- La Cienega Boulevard and Santa Monica Boulevard
- Highland Avenue and Santa Monica Boulevard
- Western Avenue and Santa Monica Boulevard
- La Brea Avenue and Wilshire Boulevard

The nearest CMP mainline freeway monitoring locations to the project site are the segments of U.S. 101 south of Santa Monica Boulevard, which is about 2.25 miles east of the project site, and Interstate 10 (I-10, Santa Monica Freeway) east of La Brea Avenue, which is about 4 miles south of the project site.

3.9.2 ENVIRONMENTAL IMPACTS

METHODOLOGY

The transportation and traffic impact analysis is based on the following approach:

- **Existing Conditions:** The analysis of 2012 existing traffic conditions provides a basis for analysis. The existing conditions analysis includes an assessment of streets, intersections, traffic volumes, and operating conditions.

- **Existing With Project Conditions:** This analysis considers traffic conditions based on a 2012 baseline with the addition of traffic expected to be generated during the project operation.

- **Future Without Project Conditions:** Future traffic conditions are projected without the proposed project during operation (2016). The objective of this portion of the analysis is to predict future traffic growth and operating conditions that could be expected to result from growth in the vicinity of the project site in order to provide an appropriate future condition upon which to base the analysis of potential future project impacts.

- **Future With Project Conditions (Cumulative):** This is an analysis of future traffic conditions with the traffic expected during the peak use of the project site combined with predicted future background traffic growth in the area in 2016. Thus, the impacts of the proposed project on future traffic conditions when the project site is fully occupied can then be identified.

THRESHOLDS OF SIGNIFICANCE

As part of the Initial Study (see Appendix A of the Draft EIR), it was determined that the proposed project would not 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; inadequate emergency access; or conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Accordingly, these issues are not further analyzed in the EIR.

The CEQA Guidelines establish that a proposed project would have a significant effect on transportation and traffic if it would:

- Conflict with an applicable plan, ordinance, or policy for 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, street segments, highways and freeways, pedestrian and bicycle paths, and mass transit;

- Conflict with an applicable congestion management program, including but not limited to level of service standards established by the county congestion management agency for designated roads or highways; or

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Traffic impacts are identified if the proposed project would result in a significant change in traffic conditions at a study intersection or roadway segment. The City of West Hollywood has established the following threshold criteria to determine if a project would have a significant traffic impact:

Signalized Intersections Formed by Two Commercial Corridors:[1] A traffic impact is considered significant if:

- The addition of project traffic results in a LOS D and an increase in delay of 12 seconds or greater.
- The addition of project traffic results in a LOS E or F and an increase in delay of 8 seconds or greater.

All Other Signalized and/or Four-Way Stop Controlled Intersections: A traffic impact is considered significant if:

- The addition of project traffic results in a LOS D and an increase in delay of 8 seconds or greater.
- The addition of project traffic results in a LOS E or F and an increase in delay of 5 seconds or greater.

Unsignalized Intersections: A traffic impact is considered significant if:

- The addition of project traffic results in a LOS D, E, or F and an increase in delay (most constrained approach) of 5 seconds or greater.

The City of West Hollywood has established the threshold criteria shown in Table 3.9-5 to determine if a project would have a significant neighborhood traffic impact:

TABLE 3.9-5 WEST HOLLYWOOD NEIGHBORHOOD IMPACT CRITERIA

ADT Without Project	Incremental Project-Related ADT Increase
< 2,000 vehicles	12 percent
2,000 – 3,000 vehicles	10 percent
3,000 – 6,750 vehicles	8 percent
> 6,750 vehicles	6.25 percent

[1] According to the City of West Hollywood's impact thresholds, commercial corridors include Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, Beverly Boulevard, Doheny Drive, Robertson Boulevard, San Vicente Boulevard (at and/or south of Santa Monica Boulevard), La Cienega Boulevard, Fairfax Avenue and La Brea Avenue.

The City of Los Angeles threshold criteria state that a project would have a significant traffic impact if the conditions shown in Table 3.9-6 are met:

TABLE 3.9-6 LOS ANGELES INTERSECTION LEVEL OF SERVICE THRESHOLD CRITERIA

Intersections		
Pre-Project		Project V/C Increase
LOS	V/C	
C	> 0.700 - 0.800	0.040 or more
D	> 0.800 - 0.900	0.020 or more
E	> 0.900 – 1.000	0.010 or more
F	> 1.000	0.010 or more

In conformance with the CMP Transportation Impact Analysis Guidelines, a traffic impact would occur: if the proposed project would add more than 50 vehicle trips in either direction during the morning and evening peak hours at CMP arterial monitoring intersections, including freeway on- or off-ramps; and/or if the proposed project would add 150 or more trips in either direction during either the morning or evening peak hours to CMP mainline freeway monitoring locations.

IMPACT ANALYSIS

TRANS-1 *The proposed project would conflict with an applicable plan, ordinance, or policy for establishing measures of effectiveness for the performance of the circulation system established by West Hollywood and Los Angeles.*

EXISTING PROJECT CONDITIONS

This is an analysis of traffic expected during operation of the proposed project added to the existing (baseline) traffic conditions in 2012. This analysis does not take into account future background traffic volumes (ambient growth) or related project traffic at the time the project vehicle trips would be expected to occur in the future, 2016 for project operation.

Project Trip Generation. To evaluate the potential impact of the proposed project on local traffic conditions, it is necessary to estimate the number of new vehicle trips expected to be generated by the proposed project. The estimated trips for the proposed project were calculated using the trip generation rates contained in the Institute of Traffic Engineers *Trip Generation, 8th Edition*. The proposed project involves construction and operation of approximately 166 residential units, 6,800 square feet of retail uses, and 2,500 square feet of restaurant uses.

The trip generation rates for the proposed project are shown in Table 3.9-7. The proposed project is expected to generate 1,630 weekday daily trips. A total of 96 trips would occur during the morning peak hour, 152 during the mid-day peak hour, and 140 trips during the evening peak hour. These numbers do not take into consideration traffic that is currently generated by the existing on-site uses. When vehicular trips generated by existing uses are applied to the gross trip generation estimates as a trip credit, the

proposed project would generate a net of 1,453 new daily trips with 65 occurring during the morning peak hour, 119 during the mid-day peak hour, and 109 during the evening peak hour.

TABLE 3.9-7 PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Code	Size (du/ksf)	Trip Ends Generated									
			Daily	Weekday A.M.			Weekday Mid-day			Weekday P.M.		
				In	Out	Total	In	Out	Total	In	Out	Total
Apartments	220	166	1,104	17	68	85	26	65	91	67	36	103
Specialty Retail	814	6.8	301	5	4	9	23	24	47	8	10	18
Quality Restaurant	931	2.5	225	2	0	2	11	3	14	13	6	19
Subtotal			*1,630*	*24*	*72*	*96*	*60*	*92*	*152*	*88*	*52*	*140*
Existing Land Use												
Metal Plating Facility	140	36.0	138	20	6	26	19	9	28	9	17	26
Sound Editing Studio	710	3.5	39	4	1	5	4	1	5	1	4	5
Subtotal			*177*	*24*	*7*	*31*	*23*	*10*	*33*	*10*	*21*	*31*
Net Trip Generation (Residential)			**1,104**	**17**	**68**	**85**	**26**	**65**	**91**	**67**	**36**	**103**
Net Trip Generation (Non-Residential)			**349**	**-17**	**-3**	**-20**	**11**	**17**	**28**	**11**	**-5**	**6**
Net Total Trip Generation			**1,453**	**0**	**65**	**65**	**37**	**82**	**119**	**78**	**31**	**109**

Notes:
du is dwelling unit.
ksf is 1,000 square feet.
Source: KOA Corporation 2012.

Project Trip Distribution. Trip distribution assumptions are used to determine the origin and destination of the new vehicle trips associated with the proposed project. The geographic distribution of the project trips is based on the locations of neighborhood and residential areas, employment and service centers, the street system that serves the site, and recent traffic data collected in the study area. Two separate trip distributions were developed for the proposed project due to the differences in the travel characteristics of individuals traveling to the site to patronize the on-site retail/restaurant uses and those who reside at the project site. Residential traffic would enter the subterranean parking garage using a driveway entrance located on Detroit Street. Retail/restaurant-related traffic would enter the site using a driveway located on Formosa Avenue. The trip distribution developed for residential traffic is shown on Figure 3.9-2 and the trip distribution developed for retail/restaurant traffic is shown on Figure 3.9-3.

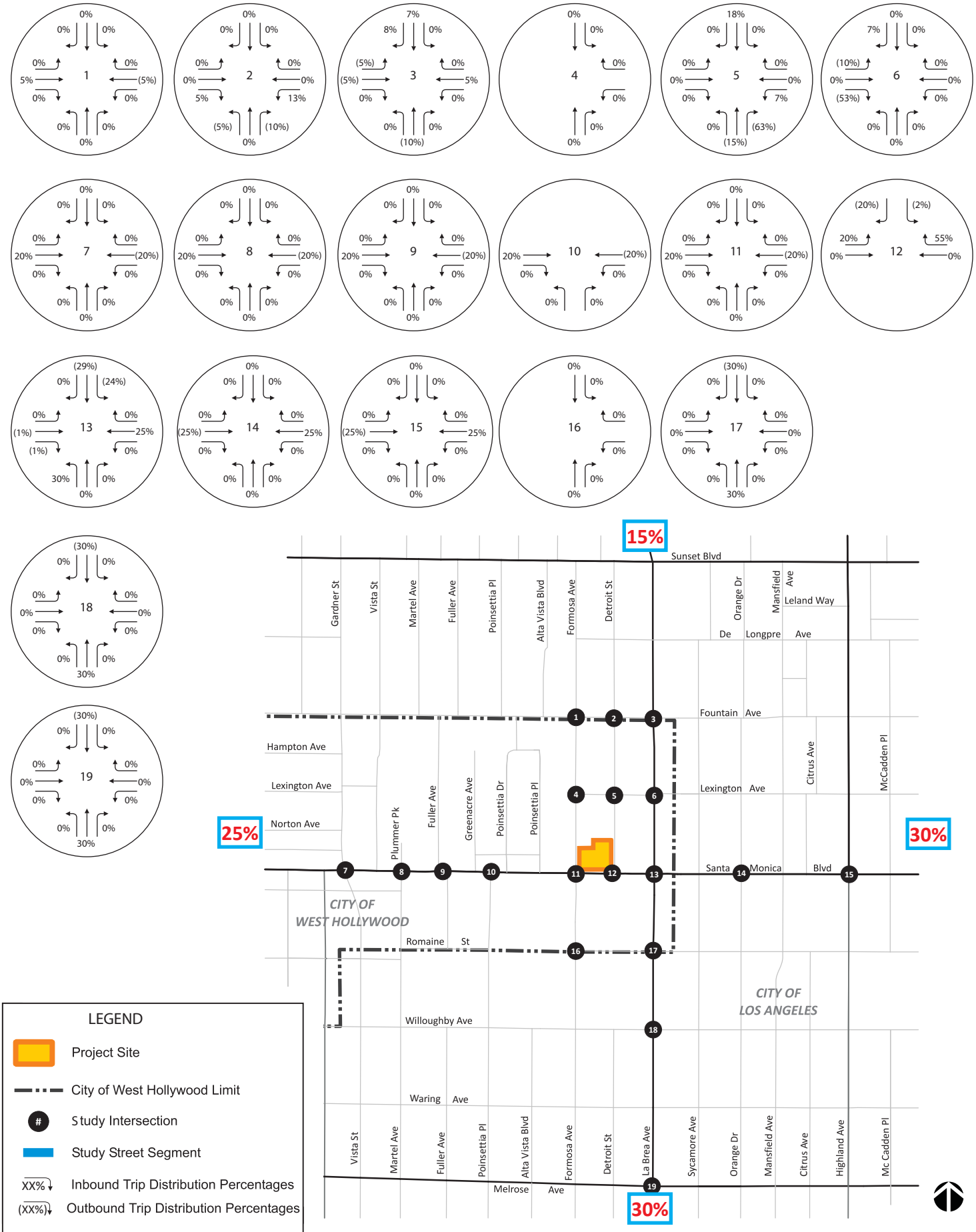


Figure 3.9-2
Residential Trip Distribution

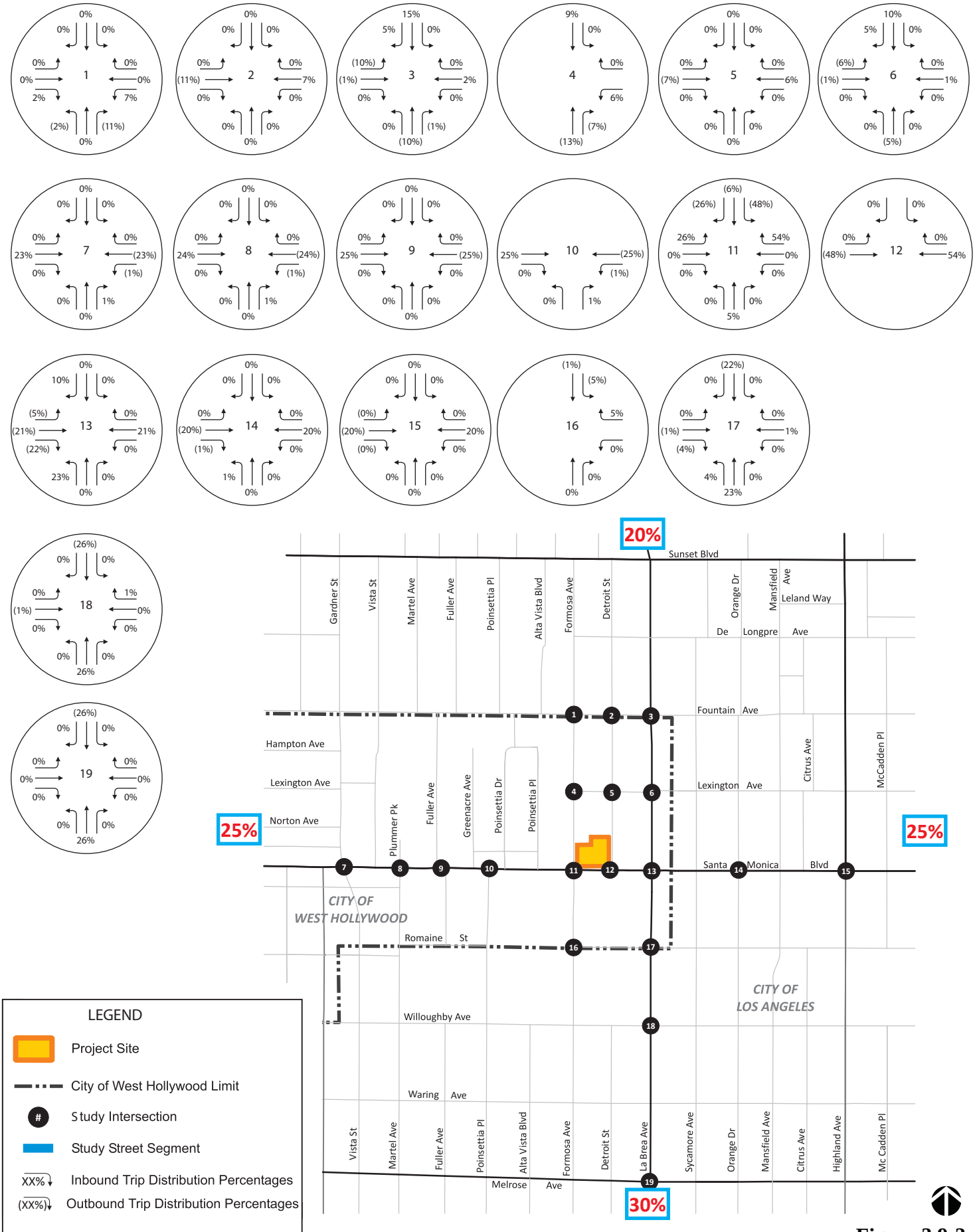


Figure 3.9-3
Retail/Restaurant Trip Distribution

Intersection Impact Analysis: The project traffic volumes for this analysis are based on the project trip generation and trip distribution assumptions discussed above. The study intersection operations in 2012 with the proposed project are summarized in Table 3.9-8 below. The LOS calculation worksheets for this analysis are provided in Appendix F of this Recirculated Draft EIR.

As shown in Table 3.9-8, in the existing with project scenario, the additional traffic generated by the proposed project would create significant impacts to two of the study intersections:

- Detroit Street at Fountain Avenue (a.m. and p.m. peak hours)
- La Brea Avenue at Lexington Avenue (a.m. and p.m. peak hours)

The intersection of Detroit Street at Formosa Avenue is forecast to be significantly impacted under existing with project conditions during the morning and evening peak hours. This impact is the result of the high existing traffic volumes on Fountain Avenue compared to the low project-generated traffic volumes on Detroit Street. Due to physical constraints to widening the intersection without the acquisition of private property and the City's desire to maintain on-street parking, this intersection is considered to be striped to its maximum capacity within the available curb-to-curb dimensions and right-of-way. No feasible mitigation measures are available to reduce project-related traffic impacts to a less than significant level without property acquisition. As such, impacts at this intersection would remain significant and unavoidable.

The intersection of La Brea Avenue at Lexington Avenue is forecast to be significantly impacted under the existing with project conditions during the morning and evening peak hours. As a condition of approval of the Monarch Project currently under construction adjacent to the project site, a traffic signal is currently being installed at this intersection. With the installation of a traffic signal, the impact of the additional traffic generated by the proposed project would be reduced to a less than significant level, and no additional mitigation is required.

TABLE 3.9-8 LEVEL OF SERVICE SUMMARY – EXISTING WITH PROJECT CONDITIONS

Intersection		Analysis Methodology	Existing Without Project						Existing With Project								
			A.M. Peak Hour		Mid-Day Peak Hour		P.M. Peak Hour		A.M. Peak Hour			Mid-Day Peak Hour			P.M. Peak Hour		
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C
1	Formosa Ave at Fountain Ave[3,a]	HCM	F	81.0	D	34.8	F	146.9	F	81.2	0.2	D	34.4	-0.4	F	149.8	2.9
2	Detroit St at Fountain Ave[3.a]	HCM	E	35.5	C	24.6	F	113.4	**E**	**40.8**	**5.3**	**D**	**26.4**	**1.8**	**F**	**132.1**	**18.7**
3	La Brea Ave at Fountain Ave[1]	HCM	C	31.9	B	16.9	C	28.7	C	32.4	0.5	B	17.0	0.1	C	29.3	0.6
	La Brea Ave at Fountain Ave[2]	CMA	D	0.849	B	0.683	C	0.769	D	0.853	0.004	B	0.689	0.006	D	0.803	**0.007**
4	Formosa Ave at Lexington Ave[1,b]	HCM	A	7.6	A	7.6	A	7.6	A	7.6	0.0	A	7.7	0.1	A	7.6	0.0
5	Detroit St at Lexington Ave[1,b]	HCM	A	7.3	A	7.4	A	7.5	A	7.4	0.1	A	7.6	0.2	A	7.6	0.1
6	La Brea Ave at Lexington Ave[1,a]	HCM	F	92.9	E	42.2	F	527.9	**F**	**100.3**	**7.4**	**E**	**43.2**	**1.0**	**F**	**567.8**	**39.9**
7	Vista St/Gardner St at Santa Monica Blvd[1]	HCM	B	15.3	B	13.4	B	16.3	B	15.4	0.1	B	13.4	0.0	B	16.3	0.0
8	Martel Ave/Plummer Pl at Santa Monica Blvd[1]	HCM	A	6.3	A	9.4	A	8.8	A	6.3	0.0	A	9.3	-0.1	A	8.9	0.1
9	Fuller Ave at Santa Monica Blvd[1]	HCM	B	10.4	B	14.7	B	17.4	B	10.5	0.1	B	14.8	0.1	B	17.5	0.1
10	Poinsettia Pl (S) at Santa Monica Blvd[1,a]	HCM	B	12.9	E	42.9	E	44.9	B	13.0	0.1	E	45.4	2.5	E	49.7	4.8
11	Formosa Ave at Santa Monica Blvd[1]	HCM	A	8.9	B	17.0	B	16.4	A	8.9	0.0	B	17.7	0.7	B	16.8	0.4

Intersection		Analysis Methodology	Existing Without Project						Existing With Project								
			A.M. Peak Hour		Mid-Day Peak Hour		P.M. Peak Hour		A.M. Peak Hour			Mid-Day Peak Hour			P.M. Peak Hour		
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C
12	Detroit St at Santa Monica Blvd[1,a4]	HCM	B	11.8	B	12.9	B	14.6	B	12.5	0.7	B	13.2	0.3	C	15.4	0.8
13	La Brea Ave at Santa Monica Blvd[1]	HCM	D	43.0	D	43.5	D	52.6	D	45.5	2.5	D	46.4	2.9	E	55.4	2.8
14	Orange Dr at Santa Monica Blvd[2]	CMA	A	0.442	A	0.419	A	0.483	A	0.442	0.000	A	0.422	0.003	A	0.487	0.004
15	Highland Ave at Santa Monica Blvd[2]	CMA	D	0.806	C	0.783	C	0.760	D	0.806	0.000	C	0.786	0.003	C	0.767	0.007
16	Formosa Ave at Romaine St[3,a]	HCM	B	10.5	B	10.4	B	11.8	B	10.5	0.0	B	10.4	0.0	B	11.8	0.0
17	La Brea Ave at Romaine St[1]	HCM	B	13.0	B	18.7	B	17.8	B	13.2	0.2	B	19.1	0.4	B	18.0	0.2
	La Brea Ave at Romaine St[2]	CMA	A	0.385	B	0.607	A	0.540	A	0.390	0.005	B	0.616	0.009	A	0.541	0.001
18	La Brea Ave at Willoughby Ave[2]	CMA	A	0.438	A	0.521	B	0.632	A	0.442	0.004	A	0.524	0.003	B	0.637	0.005
19	La Brea Ave at Melrose Ave[2]	CMA	D	0.824	B	0.677	D	0.821	D	0.828	0.004	B	0.685	0.008	D	0.827	0.006

Notes:
1 Intersection operates under West Hollywood jurisdiction
2 Intersection operates under Los Angeles jurisdiction
3 Intersection operates under both West Hollywood and Los Angeles jurisdictions
a One- or two-way stop sign controlled
b All-way stop controlled
Source: KOA Corporation 2012.

Neighborhood Residential Impact Analysis. Twenty-four hour traffic counts were collected along each street segment and were used as the baseline volume for the ADT occurring along that street. Traffic generated by the proposed project was added to the existing (2012) ADT volumes and compared to the existing without project volume to determine the incremental increase in daily traffic volumes along the study street segments. This incremental increase in ADT was compared to the City's thresholds, as shown in Table 3.9-9.

TABLE 3.9-9 NEIGHBORHOOD IMPACT ANALYSIS – EXISTING WITH PROJECT CONDITIONS

No.	Roadway Segment	Existing ADT	Total Project Traffic ADT	Existing Plus Project ADT	Change in ADT (%)
1	Formosa Ave between Santa Monica Blvd and Lexington Ave	2,767	65	2,832	2.3
2	Formosa Ave between Lexington Ave and Fountain Ave	2,127	47	2,174	2.2
3	Detroit St between Santa Monica Blvd and Lexington Ave	1,247	519	1,766	**41.6**
4	Detroit St between Lexington Ave and Fountain Ave	1,386	163	1,549	11.8
5	Lexington Ave between Detroit St and La Brea Ave	1,504	383	1,887	**25.5**

Source: KOA Corporation 2012.

The proposed project would create significant neighborhood residential traffic impacts at two of the study roadway segments in the existing with project scenario, as follows:

- Detroit Street between Santa Monica Boulevard and Lexington Avenue
- Lexington Avenue between Detroit Street and La Brea Avenue

The proposed project design includes a parking curb at the exit to the ground floor parking area to discourage left-turns out of the project site and into the residential neighborhood. Nonetheless, the residential component of the proposed project would generate a substantial increase in vehicle trips on these two study roadway segments. However, due to physical constraints to widening the intersection without the acquisition of private property and the City's desire to maintain on-street parking, the impact would remain significant and unavoidable.

FUTURE WITHOUT PROJECT CONDITIONS

To evaluate the potential impact of the proposed project on local traffic conditions, it is necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential significant impacts of the proposed project.

Construction of the proposed project would be completed in 2015. For a more conservative analysis, the anticipated buildout of the proposed project at full occupancy was estimated to be 2016. The projection of year 2016 future without project conditions consists of existing traffic plus ambient traffic growth, or general background regional growth, plus growth in traffic generated by specific cumulative, or related, projects expected to be completed in 2016.

Ambient Traffic Growth. Ambient traffic growth is traffic growth that would occur in the study area due to general employment growth, housing growth, and growth in regional through trips in southern California. Even if there is no change in housing or employment in West Hollywood, there will be some background (ambient) traffic growth in the region. Per City staff, a one percent per year growth rate was assumed as a conservative estimate of traffic increases in the study area. Existing 2012 traffic volumes were increased by a factor of 1.04 to account for ambient traffic growth to the year 2016 (four years at one percent per year).

Cumulative Project Growth. Cumulative project traffic growth is due to specific, known development projects in the project vicinity that may affect traffic circulation in the study area. Since the study area covers portions of West Hollywood and Los Angeles, a list of development projects occurring within both cities was developed. A total of 95 projects were identified with 52 in West Hollywood and 43 in Los Angeles, as potentially affecting traffic circulation through the study area. The related projects for the purposes of the traffic analysis are listed in Table 3.9-10. The related projects list consists of all projects currently approved, under construction, or pending approval in the City of West Hollywood in order to provide the most conservative analysis of future traffic conditions within the City.

TABLE 3.9-10 CUMULATIVE PROJECT LIST FOR TRAFFIC

Project No.	Location	Description
1	612 Croft Ave, West Hollywood	11-unit condominium
2	1257 Detroit St, West Hollywood	7-unit condominium
3	920 Fairfax Ave, West Hollywood	Retail/office
4	937 Fairfax Ave, West Hollywood	17-unit condominium
5	1240 Fairfax Ave, West Hollywood	23-unit condominium
6	1216 Flores St, West Hollywood	14-unit condominium
7	1041 Formosa Avenue, West Hollywood	The Lot, office/media support
8	8210 Fountain Avenue, West Hollywood	9-unit condominium
9	1264 Harper Ave, West Hollywood	16-unit condominium
10	1345 Havenhurst Dr, West Hollywood	16-unit condominium
11	1342 Hayworth Ave, West Hollywood	16-unit condominium
12	1211 Horn Ave, West Hollywood	16-unit condominium
13	1217 Horn Avenue, West Hollywood	7-unit condominium
14	1125 Kings Rd, West Hollywood	10-unit condominium
15	1232 Kings Road, West Hollywood	25-unit apartment building
16	1145 La Brea Ave, West Hollywood	Apartment/office
17	1222 La Brea Ave, West Hollywood	187-unit apartment building, 19,559-square foot commercial
18	1201 La Brea Ave, West Hollywood	4,575-square foot restaurant
19	623 La Peer Drive, West Hollywood	Hotel
20	1223 Larrabee St, West Hollywood	8-unit condominium
21	8551 Melrose Ave, West Hollywood	6,500-square foot retail
22	8564 Melrose Ave, West Hollywood	28,67-square foot retail/commercial
23	8583 Melrose Ave, West Hollywood	9,545-square foot retail/commercial
24	8612 Melrose Ave, West Hollywood	9,998-square foot restaurant
25	8650 Melrose Avenue, West Hollywood	7-unit apartment building, 14,571-square foot retail
26	8687 Melrose Ave, West Hollywood	400,000-square foot office building

Project No.	Location	Description
27	8711 Melrose Ave, West Hollywood	21,565-square foot commercial
28	8008 Norton Ave, West Hollywood	8-unit condominium
29	500 Orlando Ave, West Hollywood	4-unit apartment building
30	507 Orlando Ave, West Hollywood	9-unit apartment building
31	611 Orlando Ave, West Hollywood	5-unit condominium
32	7113 Santa Monica Blvd, West Hollywood	184-unit apartment building, 13,350-square foot retail
33	7302 Santa Monica Blvd, West Hollywood	Movietown
34	8120 Santa Monica Blvd, West Hollywood	Walgreens
35	8350 Santa Monica Blvd, West Hollywood	Kings Road
36	8550 Santa Monica Blvd, West Hollywood	Retail/restaurant
37	8555 Santa Monica Blvd, West Hollywood	Mixed-use project
38	9001 Santa Monica Blvd, West Hollywood	Mixed-use project
39	9040, 9060, 9080, 9098 Santa Monica Blvd, West Hollywood	Melrose Triangle
40	1040 Spaulding Ave, West Hollywood	5-unit condominium
41	944 Stanley Ave, West Hollywood	5-unit condominium
42	8240 Sunset Boulevard, West Hollywood	27-unit condominium
43	8305 Sunset Blvd, West Hollywood	2,972-square foot retail, 10,300-square foot restaurant
44	8418 Sunset Blvd, West Hollywood	Sunset Time
45	8490 Sunset Blvd, West Hollywood	Sunset Millennium
46	8497 Sunset Blvd, West Hollywood	Mixed-use project
47	8873 Sunset Blvd, West Hollywood	9,995-square foot retail
48	8950 Sunset Blvd, West Hollywood	196-unit hotel, 4-apartment units
49	9040 Sunset Blvd, West Hollywood	Hotel
50	1253 Sweetzer Ave, West Hollywood	8-unit condominium
51	8565 West Knoll Dr, West Hollywood	6-unit condominium
52	916 Westbourne Dr, West Hollywood	8-unit condominium
53	2000 N. Fuller Ave, Los Angeles	80-space parking lot
54	6200 W. Hollywood Blvd, Los Angeles	952-unit apartment building, 190,00-square foot retail
55	1538 N. Vine St, Los Angeles	306-unit apartment and 68,000-square foot retail
56	5800 W. Sunset Blvd, Los Angeles	535,396-square foot office/studio expansion
57	5935 W. Sunset Blvd, Los Angeles	311-unit condominium, 53,500-square foot retail/restaurant/office
58	6230 W. Yucca St, Los Angeles	85-unit condominium, 13,890-square foot retail
59	959 N. Seward St, Los Angeles	240,000-square foot office
60	6911 W. Santa Monica Blvd, Los Angeles	374-unit condominium and 15,000-square foot retail
61	6516 W. Selma Ave, Los Angeles	85,000-square foot office
62	6608 W. Hollywood Blvd, Los Angeles	26,900-square foot restaurant, 3,000-square foot office
63	6677 W. Santa Monica Blvd, Los Angeles	787-unit apartment building, 22,200-square foot retail/restaurant
64	6417 W. Selma Ave, Los Angeles	85-room hotel, 12,840-square foot restaurant
65	1149 N. Gower St, Los Angeles	36-unit condominium, 21-unit apartment building
66	6100 W. Hollywood Blvd, Los Angeles	151-unit apartment building, 6,200-square foot retail
67	936 N. La Brea Ave, Los Angeles	88,750-square foot office, 12,000-square foot retail
68	6225 W. Hollywood Blvd, Los Angeles	214,000-square foot office
69	1601 N. Vine St, Los Angeles	121,609-square foot office, 2,613-square foot retail
70	6121 W. Sunset Blvd, Los Angeles	200-unit condominium, 200-unit apartment building, 391,000-square foot office, 125-room hotel, 30,300-square foot retail/restaurant
71	1800 N. Argyle Ave, Los Angeles	225-room hotel

Project No.	Location	Description
72	956 N. Seward St, Los Angeles	130,000-square foot office
73	6381 W. Hollywood Blvd, Los Angeles	80-room hotel, 15,290-square foot restaurant
74	1460 N. Gordon St, Los Angeles	224-unit student housing, 6,400-square foot retail
75	6311 W. Romaine St, Los Angeles	193,274-square foot gym & dance studio
76	6601 W. Romaine St, Los Angeles	104,155-square foot office
77	1603 N. Cherokee Ave, Los Angeles	66-unit apartment building
78	6523 W. Hollywood Blvd, Los Angeles	10,402-square foot restaurant, 4,074-square foot office
79	1313 N. Vine St, Los Angeles	44,000-square foot museum, 35,231-square foot storage
80	712 N. Wilcox Ave, Los Angeles	100-unit apartment building
81	1610 N. Highland Ave, Los Angeles	248-unit apartment building, 14,710-square foot retail
82	1740 Vine St, Los Angeles	500-unit apartment building, 220,000-square foot office, 87,750-square foot retail/commercial
83	5555 W. Melrose Ave, Los Angeles	2,152,200-square foot office, 4,319,600-square foot retail/studio
84	1411 N. Highland Ave, Los Angeles	90-unit apartment building
85	101 S. La Brea Ave, Los Angeles	118-unit apartment building, 26,400-square foot retail, 3,000-square foot restaurant
86	7300 W. Hollywood Blvd, Los Angeles	Temple
87	7045 W. Lanewood Ave, Los Angeles	43-unit apartment building
88	7002 Clinton St, Los Angeles	180-student school
89	7901 W. Beverly Blvd, Los Angeles	71-unit apartment building, 11,454-squae foot retail
90	915 N. La Brea Ave, Los Angeles	179-unit apartment building, 33,500-square foot supermarket
91	1840 N. Highland Ave, Los Angeles	100-room hotel
92	1824 N. Highland Ave, Los Angeles	118-unit apartment building
93	5863 W. 3rd St, Los Angeles	60-unit apartment, 5,350 square foot retail
94	1133 N. Vine St, Los Angeles	112-room hotel expansion
95	1057 N. Vine St, Los Angeles	34-unit apartment building, 6,900-square foot office

Source: KOA Corporation 2012.

In addition, future traffic analysis scenarios assume that a new traffic signal would be installed at the intersection of La Brea Avenue and Lexington Avenue as part of the Monarch Project that is currently under construction. Table 3.9-11 shows the future without project LOS calculations for the study intersections.

TABLE 3.9-11 LEVEL OF SERVICE SUMMARY – FUTURE WITHOUT PROJECT CONDITIONS

Intersection		Analysis Methodology	A.M. Peak Hour		Mid-Day Peak Hour		P.M. Peak Hour	
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)
1	Formosa Ave at Fountain Ave[3,a]	HCM	F	336.1	F	90.9	F	666.0
2	Detroit St at Fountain Ave[3,a]	HCM	F	111.7	E	48.3	F	545.4
3	La Brea Ave at Fountain Ave[1]	HCM	D	43.0	D	26.0	D	43.4
	La Brea Ave at Fountain Ave[2]	CMA	E	0.959	E	0.816	E	0.909
4	Formosa Ave at Lexington Ave[1,b]	HCM	A	7.8	A	7.9	A	7.9
5	Detroit St at Lexington Ave[1,b]	HCM	A	7.6	A	7.8	A	7.9
6	La Brea Ave at Lexington Ave[1,a]	HCM	A	7.1	A	10.2	B	10.7
7	Vista St/Gardner St at Santa Monica Blvd[1]	HCM	B	17.2	B	15.9	C	24.6
8	Martel Ave/Plummer Pl at Santa Monica Blvd[1]	HCM	A	7.8	A	10.8	B	12.4
9	Fuller Ave at Santa Monica Blvd[1]	HCM	B	17.3	B	23.3	D	43.4
10	Poinsettia Pl (S) at Santa Monica Blvd[1,a]	HCM	C	19.4	C	372.2	F	271.9
11	Formosa Ave at Santa Monica Blvd[1]	HCM	B	14.1	B	45.2	D	53.3
12	Detroit St at Santa Monica Blvd[1,a]	HCM	B	12.4	B	13.3	C	16.1
13	La Brea Ave at Santa Monica Blvd[1]	HCM	F	80.1	F	90.6	F	128.7
14	Orange Dr at Santa Monica Blvd[2]	CMA	A	0.576	A	0.585	B	0.631
15	Highland Ave at Santa Monica Blvd[2]	CMA	E	0.981	E	1.028	E	0.985
16	Formosa Ave at Romaine St[3,a]	HCM	B	10.7	B	10.6	B	13.1
17	La Brea Ave at Romaine St[1]	HCM	B	16.4	B	40.7	C	29.9
	La Brea Ave at Romaine St[2]	CMA	A	0.482	A	0.765	B	0.666
18	La Brea Ave at Willoughby Ave[2]	CMA	A	0.507	A	0.658	C	0.761
19	La Brea Ave at Melrose Ave[2]	CMA	E	0.991	E	0.882	F	1.007

Notes:
1 Intersection operates under West Hollywood jurisdiction
2 Intersection operates under Los Angeles jurisdiction
3 Intersection operates under both West Hollywood and Los Angeles jurisdiction
a One- or two-way stop sign controlled
b All-way stop controlled
Source: KOA Corporation 2012.

As shown in Table 3.9-11, 11of the 19 study intersections would operate at LOS D or worse during one of the peak hours in 2016. These include the following locations:

- Formosa Avenue at Fountain Avenue (a.m., mid-day, and p.m. peak hours)
- Detroit Street at Fountain Avenue (a.m., mid-day, and p.m. peak hours)
- La Brea Avenue at Fountain Avenue (a.m., mid-day, and p.m. peak hours)
- Fuller Avenue at Santa Monica Boulevard (p.m. peak hours)
- South Poinsettia Place at Santa Monica Boulevard (mid-day and p.m. peak hours)
- Formosa Avenue at Santa Monica Boulevard (mid-day and p.m. peak hours)
- La Brea Avenue at Santa Monica Boulevard (a.m., mid-day and p.m. peak hours)
- Highland Avenue at Santa Monica Boulevard (a.m., mid-day and p.m. peak hours)

- La Brea Avenue at Melrose Avenue (a.m., mid-day and p.m. peak hours)

The remaining eight study intersections are currently operating at LOS C or better during the peak hours.

FUTURE WITH PROJECT CONDITIONS

Intersection Impact Analysis: The project-only peak hour traffic volumes were added to the future without project traffic volumes. The resulting year 2016 future with project study intersection V/C ratios and corresponding LOS were calculated as shown in Table 3.9-12.

When the future with project forecasts were analyzed at the signalized study intersections, the results indicated that the proposed project would create significant traffic impacts at three locations:

- Formosa Avenue at Fountain Avenue (p.m. peak hour)
- Detroit Street at Fountain Avenue (a.m., mid-day, and p.m. peak hours)
- South Poinsettia Place at Santa Monica Boulevard (mid-day and p.m. peak hours)

Under future conditions with the proposed project, the intersection of Formosa Avenue and Fountain Avenue would be significantly impacted during the evening peak hour. This impact is primarily the result of high existing traffic volumes on Fountain Avenue compared to low project-generated traffic volumes on Formosa Avenue. Due to physical constraints to widening the intersection without the acquisition of private property and the City's desire to maintain on-street parking, this intersection is considered to be striped to its maximum capacity within the available curb-to-curb dimensions and right-of-way. No feasible mitigation measures are available to reduce project-related traffic impacts to a less than significant level without property acquisition. As such, impacts at this intersection would remain significant and unavoidable.

Similarly, widening the intersection of Detroit Street and Fountain Avenue cannot be accomplished without the acquisition of property to alleviate the morning, mid-day, and evening peak hour impacts. This intersection is currently striped to its maximum capacity within the available curb-to-curb dimensions and right-of-way. Impacts at this intersection would remain significant and unavoidable.

The combination of future traffic growth in the project vicinity (cumulative traffic) and additional traffic generated during long-term operation of the proposed project would create a significant impact at the intersection of South Poinsettia Place and Santa Monica Boulevard during the mid-day and evening peak hour under future conditions. This same significant intersection impact was identified for Movietown project, as discussed in the Movietown Specific Plan Final EIR (SCH No. 2008071950). As part of the Movietown Specific Plan Final EIR, the City determinate that this intersection is not striped to its maximum capacity within the available curb-to-curb dimensions and right-of-way and could be widened as part of the Movietown Project to mitigate the impact. Because initiation of construction of the Movietown project has not occurred, and because the proposed project would also create a significant project-level impact at this intersection, the proposed project would be required to implement mitigation measure TRANS-A, as identified in the Movietown Specific Plan EIR and approved by City Council, to reduce the impact to a less than significant level.

TABLE 3.9-12 LEVEL OF SERVICE SUMMARY – FUTURE WITH PROJECT CONDITIONS

Intersection		Analysis Methodology	Future Without Project						Future With Project								
			A.M. Peak Hour		Mid-Day Peak Hour		P.M. Peak Hour		A.M. Peak Hour			Mid-Day Peak Hour			P.M. Peak Hour		
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C
1	Formosa Ave at Fountain Ave[3,a]	HCM	F	336.1	F	90.9	F	666.0	F	336.2	0.1	F	95.1	4.2	**F**	**680.5**	**14.5**
2	Detroit St at Fountain Ave[3,a]	HCM	F	111.7	E	48.3	F	545.4	**F**	**146.2**	**34.5**	**F**	**54.4**	**6.1**	**F**	**660.6**	**115.2**
3	La Brea Ave at Fountain Ave[1]	HCM	D	43.0	D	26.0	D	43.4	D	43.6	0.6	C	27.0	1.0	D	44.1	0.7
	La Brea Ave at Fountain Ave[2]	CMA	E	0.959	E	0.816	E	0.909	E	0.963	0.004	D	0.823	0.007	E	0.916	0.007
4	Formosa Ave at Lexington Ave[1,b]	HCM	A	7.8	A	7.9	A	7.9	A	7.8	0.0	A	7.9	0.0	A	7.9	0.0
5	Detroit St at Lexington Ave[1,b]	HCM	A	7.6	A	7.8	A	7.9	A	7.7	0.1	A	8.0	0.2	A	8.1	0.2
6	La Brea Ave at Lexington Ave[1,a]	HCM	A	7.1	A	10.2	B	10.7	A	8.8	1.7	B	12.3	2.1	B	10.9	0.2
7	Vista St/Gardner St at Santa Monica Blvd[1]	HCM	B	17.2	B	15.9	C	24.6	B	17.3	0.1	B	16.1	0.2	C	25.0	0.4
8	Martel Ave/Plummer Pl at Santa Monica Blvd[1]	HCM	A	7.8	A	10.8	B	12.4	A	7.9	0.1	B	10.9	0.1	B	12.6	0.2
9	Fuller Ave at Santa Monica Blvd[1]	HCM	B	17.3	B	23.3	D	43.4	B	17.4	0.1	C	23.5	0.2	D	44.4	1.0
10	Poinsettia Pl (S) at Santa Monica Blvd[1,a]	HCM	C	19.4	C	372.2	F	271.9	C	19.5	0.1	**F**	**391.4**	**19.2**	**F**	**292.4**	**20.5**
11	Formosa Ave at Santa Monica Blvd[1]	HCM	B	14.1	B	45.2	D	53.3	B	14.2	0.1	D	46.6	1.4	E	57.2	3.9

Intersection		Analysis Methodology	Future Without Project						Future With Project								
			A.M. Peak Hour		Mid-Day Peak Hour		P.M. Peak Hour		A.M. Peak Hour			Mid-Day Peak Hour			P.M. Peak Hour		
			LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C	LOS	V/C (Delay)	Change V/C
12	Detroit St at Santa Monica Blvd[1,a]	HCM	B	12.4	B	13.3	C	16.1	B	13.2	0.8	B	14.0	0.7	C	18.6	2.5
13	La Brea Ave at Santa Monica Blvd[1]	HCM	F	80.1	F	90.6	F	128.7	F	84.0	3.9	F	95.9	5.3	F	134.0	5.3
14	Orange Dr at Santa Monica Blvd[2]	CMA	A	0.576	A	0.585	B	0.631	A	0.576	0.000	A	0.587	0.002	B	0.638	0.007
15	Highland Ave at Santa Monica Blvd[2]	CMA	E	0.981	E	1.028	E	0.985	E	0.981	0.000	F	1.031	0.003	E	0.991	0.006
16	Formosa Ave at Romaine St[3,a]	HCM	B	10.7	B	10.6	B	13.1	B	10.7	0.0	B	10.6	0.0	B	13.1	0.0
17	La Brea Ave at Romaine St[1]	HCM	B	16.4	B	40.7	C	29.9	B	16.8	0.4	D	42.6	1.9	C	30.2	0.3
	La Brea Ave at Romaine St[2]	CMA	A	0.482	A	0.765	B	0.666	A	0.487	0.005	C	0.774	0.009	B	0.668	0.002
18	La Brea Ave at Willoughby Ave[2]	CMA	A	0.507	A	0.658	C	0.761	A	0.512	0.005	B	0.661	0.003	C	0.765	0.004
19	La Brea Ave at Melrose Ave[2]	CMA	E	0.991	E	0.882	F	1.007	E	0.996	0.005	D	0.890	0.008	F	1.012	0.005

Notes:
1 Intersection operates under West Hollywood jurisdiction
2 Intersection operates under Los Angeles jurisdiction
3 Intersection operates under both West Hollywood and Los Angeles jurisdiction
a One- or two-way stop sign controlled
b All-way stop controlled
Source: KOA Corporation 2012.

Neighborhood Residential Impact Analysis. Twenty-four hour traffic counts were collected along each study street segment and were used as the baseline volume for the ADT occurring along that street. Future without project traffic conditions resulting from ambient growth in the surrounding area and other pending or approved development projects were then added to the existing volumes. Traffic generated by the proposed project was added to the future without project volumes and compared to the future without project conditions to determine the incremental increase in daily traffic volumes along the study street segments. This incremental increase in ADT was compared to the City's thresholds, as shown in Table 3.9-13.

TABLE 3.9-13 NEIGHBORHOOD IMPACT ANALYSIS – FUTURE WITH PROJECT CONDITIONS

No.	Roadway Segment	Future Without Project ADT	Total Project Only	Future With Project ADT	Change in ADT (%)
1	Formosa Ave between Santa Monica Blvd and Lexington Ave	4,539	65	4,604	1.4
2	Formosa Ave between Lexington Ave and Fountain Ave	2,656	47	2,703	1.8
3	Detroit St between Santa Monica Blvd and Lexington Ave	2,248	519	2,767	**23.1**
4	Detroit St between Lexington Ave and Fountain Ave	1,901	163	2,604	8.6
5	Lexington Ave between Detroit St and La Brea Ave	3,273	383	3,656	**11.7**

Source: KOA Corporation 2012.

The proposed project would create significant neighborhood residential traffic impacts at two of the study roadway segments in the future with project scenario, as follows:

- Detroit Street between Santa Monica Boulevard and Lexington Avenue
- Lexington Avenue between Detroit Street and La Brea Avenue

The proposed project design includes a parking curb at the exit to the ground floor parking area to discourage left-turns out of the project site and into the residential neighborhood. Nonetheless, the residential component of the proposed project would generate a substantial increase in vehicle trips on these two study roadway segments. However, due to physical constraints to widening the intersection without the acquisition of private property and the City's desire to maintain on-street parking, the impact would remain significant and unavoidable.

TRANS-2: *The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards established by the county congestion management agency for designated roads or highways.*

The intersection of Santa Monica Boulevard at Highland Avenue is the closest CMP arterial monitoring intersection to the project site and is included in the intersection-level impact analysis above. As shown in Tables 3.9-8 and 3.9-12, the addition of project-generated traffic to existing and future traffic volumes would not create a significant impact at this intersection. Further, based on the project trip generation and distribution patterns, the proposed project would not add 50 or more net new vehicle trips to any of the

other CMP monitoring intersections during either the morning or evening peak hours. Therefore, the impact would be less than significant, and no mitigation is required.

Additionally, based on the project trip generation and distribution patterns, the proposed project would not add 150 or more trips, in either direction, during the morning or evening peak hours to the nearby CMP mainline freeway segments. Therefore, the impact would be less than significant, and no mitigation is required.

The proposed project is anticipated to add new transit riders to existing transit facilities. Therefore, a transit impact analysis was performed per the CMP guidelines. The proposed project vehicular trip generation shown in Table 3.9-7, not taking into account alternative mode trips, is estimated to be approximately 1,453 net daily vehicle trips including 65 trips during the morning peak-hour, 119 trips during the mid-day peak-hour, and 109 trips during the evening peak-hour. By applying the CMP vehicle-to-person trip conversion factor of 1.4 to these values, the raw vehicle trips were estimated to represent 2,034 daily person trips, including 91 person trips during the morning peak hour, 167 trips during the mid-day peak-hour and 153 person trips during the evening peak hour.

According to the CMP guidelines, it is estimated that approximately 5 percent of the proposed project-generated person trips should be assigned to transit due to the proximity of the proposed project site to Santa Monica Boulevard, a CMP transit corridor. The proposed project is forecast to generate a total demand of transit usage of approximately 102 daily person trips, including 5 person trips during the morning peak hour, 8 person trips during the mid-day peak-hour, and 8 person trips during the evening peak hour.

There are 10 bus routes that traverse the project study area. Due to the number of bus routes in the study area, the level of additional transit usage by the proposed project would not create a significant regional transit impact. The impact would be less than significant, and no mitigation is required.

TRANS-3: *The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).*

The proposed project would have two separate access points, one for the retail/restaurant uses and one for the residential units. The resident-only parking garage entrance would be located on Detroit Street at the northern boundary of the project site. It would provide ingress/egress to the subterranean parking garage, which would be restricted to residents. The parking lot for retail/restaurant patrons would be located on the ground floor level. The entrance/exit would be located on Formosa Avenue at approximately the center of the project site.

All three levels of parking have been designed according to West Hollywood Municipal Code. The parking areas and driveways do not feature sharp curves or other obstacles that would pose a hazard to vehicles entering or exiting. The proposed project would not introduce incompatible uses. By locating the parking garage entrances/exits on the side streets, the proposed project would not create a safety hazard to pedestrians and vehicles traveling along Santa Monica Boulevard. Vehicles exiting the retail/restaurant parking lot would be able to access Santa Monica Boulevard using the signal at the

intersection with Formosa Avenue. Residents wanting to travel east on Santa Monica Boulevard would be able to travel around the block to the signal at Formosa Avenue or turn onto La Brea Avenue to access the protected turn lane at the intersection of La Brea Avenue and Santa Monica Boulevard. As such, the proposed project would not locate entrances/exits on major streets or create dangerous intersections.

Within the residential parking garage, the parking spaces would be striped to provide travel lanes and clearly demarcate parking spaces. Residents would be assigned parking spaces. No congestion-related problems would be expected to occur within the garage or on Detroit Street due to low project-related traffic volumes estimated to occur at this ingress/egress point. Any queuing that may occur at this ingress/egress point can be readily accommodated by the proposed entrance ramp, which would provide approximately 80 feet of queuing area between Detroit Street and the first parking space within the garage. The relatively low volumes of traffic on Detroit Street would not create a safety hazard or interfere with through traffic on Detroit Street when residents enter or exit the project site.

Some vehicle queuing is expected to occur within the ground floor parking area due to vehicles blocking the aisles as they are exiting their parking stalls, attempting to find vacant stalls, and exiting the parking garage. However, the use of a parking attendant would provide the necessary policing of the structure to ensure that aisles are not blocked by normal-sized vehicles parking in compact spaces and reduce the need for vehicles entering the garage to backtrack down the fully-occupied aisles while looking for vacant stalls. The retail/restaurant garage entrance on Formosa Avenue would be located approximately 110 feet north of Santa Monica Boulevard. The relatively low volumes of traffic on Detroit Street would not create a safety hazard or interfere with through traffic on Detroit Street when residents enter or exit the project site.

Therefore, the proposed project would not create a safety hazard through a design feature or incompatible use. The impact would be less than significant, and no mitigation is required.

3.9.3 MITIGATION MEASURES

TRANS-A South Poinsettia Place at Santa Monica Boulevard: As also identified in the Movietown Specific Plan Final EIR (SCH No. 2008071950) and approved by City Council, prior to issuance of a certificate of occupancy by the City, the applicant shall be responsible for restriping Poinsettia Place to provide two northbound turn lanes (an exclusive left-turn lane and an exclusive right-turn lane) with a length of 260 feet, including storage and taper, by removing on-street parking on both sides of Poinsettia Place. In the event that the Movietown project applicant restripes Poinsettia to provide the two-northbound lanes with a length of 260 feet required for both projects before Domain completes this mitigation measure, the Public Works Director may deem this mitigation measure satisfied for this project as well.

3.9.4 SIGNIFICANCE AFTER MITIGATION

As discussed in impact analysis TRANS-1, implementation of the proposed project would result in significant impacts at three study intersections. These include the following:

- Formosa Avenue at Fountain Avenue (p.m. peak hour)
- Detroit Street at Fountain Avenue (a.m. and p.m. peak hours)
- South Poinsettia Place at Santa Monica Boulevard (mid-day and p.m. peak hours)

With implementation of mitigation measures TRANS-A, the project-generated impact to the intersection of South Poinsettia Place at Santa Monica Boulevard would be reduced to a less than significant level. This same significant intersection impact was identified to occur as a result of additional traffic generated by the Movietown Project. Implementation of restriping Poinsettia Place is also required of the Movietown Project as part of the Movietown Specific Plan Final EIR that was approved by City Council. Even though the Movietown Project was approved by City Council in 2010, construction has not begun and the mitigation has not been implemented. Therefore, the proposed project would be required to implement mitigation measure TRANS-A, if not completed by the Movietown applicant prior to the commencement of this project. Implementation of mitigation measure TRANS-A would result in the loss of 23 total on-street parking spaces on Poinsettia Place, including 11 spaces on the west side and 12 spaces on the east side of the roadway. No roadway widening would be required to accomplish re-striping.

Due to physical constraints within the curb-to-curb right-of-way and the City's desire to maintain current on-street parking, no feasible mitigation measures are available to increase the capacity of Formosa Avenue at Fountain Avenue and Detroit Street at Fountain Avenue. Without the acquisition of private property, impacts to these study intersections would remain significant and unavoidable. Similarly, no feasible mitigation measures are available to increase the capacity of Detroit Street between Santa Monica Boulevard and Lexington Avenue, and Lexington Avenue between Detroit Street and La Brea Avenue. Without the acquisition of private property, impacts to these study roadway segments would remain significant and unavoidable.

Impacts to CMP facilities and vehicle safety hazards would be less than significant.

3.10 IMPACT OVERVIEW

This chapter provides an overview of the environmental effects of the proposed project, including significant and unavoidable impacts, impacts not found to be significant, cumulative impacts, significant irreversible environmental changes, and growth-inducing impacts. Cross-references are made throughout this chapter to other sections of the EIR where more detailed discussions of the impacts of the proposed project can be found.

3.10.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section is prepared in accordance with Section 15126.2(b) of the CEQA Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated but cannot be reduced to a less than significant level. An analysis of environmental impacts caused by the proposed project has been conducted and is contained in this EIR. Nine issue areas were analyzed in detail in Chapter 3.0. According to the environmental impact analysis presented in Chapter 3.0 of this Recirculated Draft EIR, the proposed project would result in significant unavoidable impacts related to regional emissions during construction (Chapter 3.1), construction noise and vibration (Chapter 3.7), and transportation and traffic (Chapter 3.9).

As discussed in Chapter 3.1, although the proposed project would be required to implement SCAQMD Rule 403 to control fugitive dust emissions, $PM_{2.5}$ and PM_{10} emissions during the demolition, site preparation, and grading phases of construction would not be reduced below the SCAQMD significance thresholds. Additionally, implementation of the mitigation measures would not reduce regional NOx emissions generated during grading activity below the SCAQMD significance threshold. The short-term construction impact would remain significant and unavoidable.

As discussed in Chapter 3.7, although the proposed project would be required to comply with the City of West Hollywood Noise Ordinance to limit noise during construction, the noise levels at nearby sensitive receptors would exceed acceptable noise levels. Even with implementation of mitigation, the construction impact would remain significant and unavoidable. Similarly, because construction would occur in close proximity to residential uses and a film studio, vibration levels during construction would exceed acceptable standards. Even with implementation of mitigation, the short-term construction noise and vibration impacts would remain significant and unavoidable.

As described in Chapter 3.9, traffic generated by the proposed project and in conjunction with ambient background growth and the cumulative projects would create significant impacts at Formosa Avenue at Fountain Avenue, and Detroit Street at Fountain Avenue. No feasible mitigation measures are available to increase capacity at these impacted intersections without the acquisition of private property to increase roadway width. Traffic generated by the proposed project would also increase the amount of vehicle trips in nearby residential areas creating a significant residential intrusion impact on two street segments that cannot be mitigated to a less than significant level: Detroit Street between Santa Monica Boulevard and Lexington Avenue, and Lexington Avenue between Detroit Street and La Brea Avenue. The long-term operational impact would remain significant and unavoidable.

3.10.2 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires the identification of impacts of a project that were determined not to be significant and that were not discussed in detail in the impact section of the EIR. These issues were eliminated from further review during the Initial Study process (see Appendix A of the Draft EIR). Therefore, the following section presents a brief discussion of environmental issues that were not found to be significant for this project, including agricultural resources, biological resources, mineral resources, and population and housing.

3.10.2.1 AGRICULTURAL RESOURCES

The project site is designated as Commercial in the City General Plan Land Use Element and zoned CA (Commercial, Arterial). Further, no agricultural activities presently occur onsite. The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There are no Williamson Act contracts applicable to the project site (California Department of Conservation 2006). Thus, the proposed project would not convert farmland to non-agricultural uses.

3.10.2.2 BIOLOGICAL RESOURCES

Based on a site reconnaissance survey, the existing on-site vegetation does not provide habitat for sensitive species. According to the City of West Hollywood General Plan, no significant original native chaparral or grassland vegetation, or associated native wildlife, exists in the City (City of West Hollywood 2011). Therefore, no sensitive or special status, riparian habitat, or other sensitive natural community, or wetlands exist on the project site. Because the project site is located in an urbanized area and no wildlife corridors are known to exist on the project site, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife corridors. There are no known sensitive biological resources in the project vicinity. The project site is not located within the boundaries of a habitat conservation plan or other designated resource area. As such, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat plan.

3.10.2.5 MINERAL RESOURCES

There are no known mineral deposits of economic importance underlying the project site (California Geological Survey 2006). Development of the proposed project would not result in the loss of availability of any known mineral resource.

3.10.2.6 POPULATION AND HOUSING

The project would result in increased residential population and economic activity on the site. The proposed project would include a mix of market rate and affordable apartment units with 133 market rate units, 17 moderate income units, and 16 low income units. The City of West Hollywood General Plan states that the need for affordable housing will continue to grow and is a priority issue for the City. As

such, the proposed project would have the beneficial effect of increasing the amount of affordable housing in the City. The proposed 166 net new residential units would not induce substantial population growth. The project site is located within a proposed Mixed Use Overlay Zone that would allow residential development on a commercially-designated parcel. Further, this level of development is within planned growth projections for the City and the region, including within planned growth projections for the City in the General Plan and for the region as developed by SCAG (West Hollywood 2011; SCAG 2012). The proposed project would redevelop an existing urban site and would not construct new infrastructure in a previously undeveloped area that would divide an established community. No residential units would be removed to construct the proposed project. Therefore, the proposed project would not displace existing housing or people, or necessitate construction of replacement housing elsewhere.

3.10.3 CUMULATIVE IMPACTS

According to Section 15355 of the CEQA Guidelines, cumulative impacts refer to:

> "Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

Section 15130(a) of the CEQA Guidelines states that:

> "An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.... When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.... An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact."

According to Section 15130 (b)(1)(A) of the CEQA Guidelines, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis. The "list" approach was used for the cumulative impacts discussion in this Recirculated Draft EIR. The scale or geographic scope of related projects varies for each impact category. For instance, cumulative geology and soils or aesthetics impacts are considered localized, while cumulative traffic and transportation and air quality impacts are considered regional. Table 3.10-1 includes all of the approved, under construction, or proposed development projects within the vicinity of the project site. The list of

development projects is derived from lists provided by the City of West Hollywood and the City of Los Angeles.

TABLE 3.10-1 RELATED PROJECTS

Project No.	Location	Description
1	612 Croft Ave, West Hollywood	11-unit condominium
2	1257 Detroit St, West Hollywood	7-unit condominium
3	920 Fairfax Ave, West Hollywood	Retail/office
4	937 Fairfax Ave, West Hollywood	17-unit condominium
5	1240 Fairfax Ave, West Hollywood	23-unit condominium
6	1216 Flores St, West Hollywood	14-unit condominium
7	1041 Formosa Avenue, West Hollywood	The Lot, office/media support
8	8210 Fountain Avenue, West Hollywood	9-unit condominium
9	1264 Harper Ave, West Hollywood	16-unit condominium
10	1345 Havenhurst Dr, West Hollywood	16-unit condominium
11	1342 Hayworth Ave, West Hollywood	16-unit condominium
12	1211 Horn Ave, West Hollywood	16-unit condominium
13	1217 Horn Avenue, West Hollywood	7-unit condominium
14	1125 Kings Rd, West Hollywood	10-unit condominium
15	1232 Kings Road, West Hollywood	25-unit apartment building
16	1145 La Brea Ave, West Hollywood	Apartment/office
17	1222 La Brea Ave, West Hollywood	187-unit apartment building, 19,559-square foot commercial
18	1201 La Brea Ave, West Hollywood	4,575-square foot restaurant
19	623 La Peer Drive, West Hollywood	Hotel
20	1223 Larrabee St, West Hollywood	8-unit condominium
21	8551 Melrose Ave, West Hollywood	6,500-square foot retail
22	8564 Melrose Ave, West Hollywood	28,67-square foot retail/commercial
23	8583 Melrose Ave, West Hollywood	9,545-square foot retail/commercial
24	8612 Melrose Ave, West Hollywood	9,998-square foot restaurant
25	8650 Melrose Avenue, West Hollywood	7-unit apartment building, 14,571-square foot retail
26	8687 Melrose Ave, West Hollywood	400,000-square foot office building
27	8711 Melrose Ave, West Hollywood	21,565-square foot commercial
28	8008 Norton Ave, West Hollywood	8-unit condominium
29	500 Orlando Ave, West Hollywood	4-unit apartment building
30	507 Orlando Ave, West Hollywood	9-unit apartment building
31	611 Orlando Ave, West Hollywood	5-unit condominium
32	7113 Santa Monica Blvd, West Hollywood	184-unit apartment building, 13,350-square foot retail
33	7302 Santa Monica Blvd, West Hollywood	Movietown
34	8120 Santa Monica Blvd, West Hollywood	Walgreens
35	8350 Santa Monica Blvd, West Hollywood	Kings Road
36	8550 Santa Monica Blvd, West Hollywood	Retail/restaurant
37	8555 Santa Monica Blvd, West Hollywood	Mixed-use project
38	9001 Santa Monica Blvd, West Hollywood	Mixed-use project
39	9040, 9060, 9080, 9098 Santa Monica Blvd, West Hollywood	Melrose Triangle
40	1040 Spaulding Ave, West Hollywood	5-unit condominium
41	944 Stanley Ave, West Hollywood	5-unit condominium

TABLE 3.10-1 RELATED PROJECTS

Project No.	Location	Description
42	8240 Sunset Boulevard, West Hollywood	27-unit condominium
43	8305 Sunset Blvd, West Hollywood	2,972-square foot retail, 10,300-square foot restaurant
44	8418 Sunset Blvd, West Hollywood	Sunset Time
45	8490 Sunset Blvd, West Hollywood	Sunset Millennium
46	8497 Sunset Blvd, West Hollywood	Mixed-use project
47	8873 Sunset Blvd, West Hollywood	9,995-square foot retail
48	8950 Sunset Blvd, West Hollywood	196-unit hotel, 4-apartment units
49	9040 Sunset Blvd, West Hollywood	Hotel
50	1253 Sweetzer Ave, West Hollywood	8-unit condominium
51	8565 West Knoll Dr, West Hollywood	6-unit condominium
52	916 Westbourne Dr, West Hollywood	8-unit condominium
53	2000 N. Fuller Ave, Los Angeles	80-space parking lot
54	6200 W. Hollywood Blvd, Los Angeles	952-unit apartment building, 190,00-square foot retail
55	1538 N. Vine St, Los Angeles	306-unit apartment and 68,000-square foot retail
56	5800 W. Sunset Blvd, Los Angeles	535,396-square foot office/studio expansion
57	5935 W. Sunset Blvd, Los Angeles	311-unit condominium, 53,500-square foot retail/restaurant/office
58	6230 W. Yucca St, Los Angeles	85-unit condominium, 13,890-square foot retail
59	959 N. Seward St, Los Angeles	240,000-square foot office
60	6911 W. Santa Monica Blvd, Los Angeles	374-unit condominium and 15,000-square foot retail
61	6516 W. Selma Ave, Los Angeles	85,000-square foot office
62	6608 W. Hollywood Blvd, Los Angeles	26,900-square foot restaurant, 3,000-square foot office
63	6677 W. Santa Monica Blvd, Los Angeles	787-unit apartment building, 22,200-square foot retail/restaurant
64	6417 W. Selma Ave, Los Angeles	85-room hotel, 12,840-square foot restaurant
65	1149 N. Gower St, Los Angeles	36-unit condominium, 21-unit apartment building
66	6100 W. Hollywood Blvd, Los Angeles	151-unit apartment building, 6,200-square foot retail
67	936 N. La Brea Ave, Los Angeles	88,750-square foot office, 12,000-square foot retail
68	6225 W. Hollywood Blvd, Los Angeles	214,000-square foot office
69	1601 N. Vine St, Los Angeles	121,609-square foot office, 2,613-square foot retail
70	6121 W. Sunset Blvd, Los Angeles	200-unit condominium, 200-unit apartment building, 391,000-square foot office, 125-room hotel, 30,300-square foot retail/restaurant
71	1800 N. Argyle Ave, Los Angeles	225-room hotel
72	956 N. Seward St, Los Angeles	130,000-square foot office
73	6381 W. Hollywood Blvd, Los Angeles	80-room hotel, 15,290-square foot restaurant
74	1460 N. Gordon St, Los Angeles	224-unit student housing, 6,400-square foot retail
75	6311 W. Romaine St, Los Angeles	193,274-square foot gym & dance studio
76	6601 W. Romaine St, Los Angeles	104,155-square foot office
77	1603 N. Cherokee Ave, Los Angeles	66-unit apartment building
78	6523 W. Hollywood Blvd, Los Angeles	10,402-square foot restaurant, 4,074-square foot office
79	1313 N. Vine St, Los Angeles	44,000-square foot museum, 35,231-square foot storage
80	712 N. Wilcox Ave, Los Angeles	100-unit apartment building
81	1610 N. Highland Ave, Los Angeles	248-unit apartment building, 14,710-square foot retail
82	1740 Vine St, Los Angeles	500-unit apartment building, 220,000-square foot office, 87,750-square foot retail/commercial
83	5555 W. Melrose Ave, Los Angeles	2,152,200-square foot office, 4,319,600-square foot retail/studio
84	1411 N. Highland Ave, Los Angeles	90-unit apartment building
85	101 S. La Brea Ave, Los Angeles	118-unit apartment building, 26,400-square foot retail, 3,000-square

TABLE 3.10-1 RELATED PROJECTS

Project No.	Location	Description
		foot restaurant
86	7300 W. Hollywood Blvd, Los Angeles	Temple
87	7045 W. Lanewood Ave, Los Angeles	43-unit apartment building
88	7002 Clinton St, Los Angeles	180-student school
89	7901 W. Beverly Blvd, Los Angeles	71-unit apartment building, 11,454-squae foot retail
90	915 N. La Brea Ave, Los Angeles	179-unit apartment building, 33,500-square foot supermarket
91	1840 N. Highland Ave, Los Angeles	100-room hotel
92	1824 N. Highland Ave, Los Angeles	118-unit apartment building
93	5863 W. 3rd St, Los Angeles	60-unit apartment, 5,350 square foot retail
94	1133 N. Vine St, Los Angeles	112-room hotel expansion
95	1057 N. Vine St, Los Angeles	34-unit apartment building, 6,900-square foot office

Source: KOA Corporation 2012.

AESTHETICS

The related projects within a one-mile radius include various commercial/mixed-use, office, industrial and residential projects that are currently under construction, approved but not built, or proposed for development. This development would occur in an area that has already been impacted by urban development. Due to its size, design, bulk, color, and construction materials, the proposed project would represent a substantial change to the visual setting and quality of views experienced from Santa Monica Boulevard and the adjacent residential neighborhood. Because the proposed structures would replace an industrial area with limited aesthetic value, construction of the proposed project would represent a substantial, though positive change on the landscape. The redevelopment of the project site would be aesthetically consistent with the character and level of development at the eastern gateway to West Hollywood, which is moving towards higher density urban development. The proposed project, like the related projects, would be required to comply with height limits and building setbacks established by the Zoning Code and the General Plan, or the relevant specific plan. In addition, all projects would be subject to design review by the City to ensure that project design is consistent with City standards. Therefore, the proposed project, in conjunction with the listed projects, would not have a cumulative aesthetic impact.

The proposed project would result in significant light and glare impacts if reflective surfaces are used during building construction. Therefore, the proposed project would be required to implement mitigation measures VIS-1 and VIS-2 to reduce the impact to a less than significant level. The related projects would be required to comply with the building materials and lighting standards specified in the City of West Hollywood Municipal Code or implement similar mitigation measures. Therefore, the project's incremental contribution to cumulative light and glare impacts would be less than significant.

Development of the related projects would have the potential to increase shade and shadow in the area as existing structures are demolished and larger structures are put in their place. These projects would be required to comply with height limits applicable to the area. As with the proposed project, taller structures would be expected to increase the amount of shade and shadow. However, even during the shortest day of the year (December 21st) when shadows are the greatest, affected structures would still

receive some sunlight. For the majority of the year, the shadows cast by the proposed project would not affect adjacent properties. Thus, the proposed project's incremental contribution to cumulative shade and shadow impacts would be less than significant.

AIR QUALITY

Cumulative air quality impacts are considered on a regional basis. As such, Table 3.1-5 in this Recirculated Draft EIR is used in the analysis of cumulative air quality impacts. As discussed in Section 3.10.1 above, the proposed project would exceed SCAQMD construction mass daily emission thresholds for criteria pollutants, even with implementation of mitigation measures. Construction emissions would be short-term, and would cease upon completion of the proposed structure; however, as they would exceed SCAQMD significance thresholds for daily emissions, construction-related air quality emissions would contribute to a cumulative impact.

Air quality impacts related to TACs and the impacts to sensitive receptors would be substantially benefited by the redevelopment of the project site and discontinuation of the existing metal plating activities. As such, the proposed project would have a beneficial impact on the community in relation to the existing uses. Other operational air quality impacts would be primarily attributed to the increase in vehicle trips associated with the proposed project, since the proposed project would not create any significant new stationary sources of pollution. As discussed in Section 3.1.3 of this Recirculated Draft EIR, criteria pollutant emissions would not exceed the SCAQMD daily thresholds even when project-related traffic is combined with cumulative traffic. Accordingly, the proposed project would not result in a significant long-term (operational) impact on cumulative regional and local air quality and attainment goals for criteria pollutants.

CULTURAL RESOURCES

The cumulative project list captures the past, present, and probable future projects that would potentially contribute to cumulative cultural resource impacts. The proposed project would not result in cumulative impacts to historic resources in the area. The existing site structures do not qualify for listing as historic resources. The proposed project site is not located in a historic district. The proposed project has been designed to enhance the closest historic structure, the Formosa Café, by creating a view corridor from the entrance of the Formosa Café to the Hollywood sign. Thus, the construction of the proposed project in conjunction with other projects in the area would not create a cumulatively considerable impact to historic resources. No archaeological sites were discovered or are known to exist within the project site. As with the proposed project, all related projects in the vicinity would be required to comply with CEQA Section 15064.5. If resources are uncovered during construction activities, all construction would cease until the find is analyzed. As such, the proposed project would not contribute to a significant cumulative impact to archaeological resources.

GEOLOGY AND SOILS

Geological impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would

be specific to that site and its users, and would not be common or contribute to the impacts on other sites. Additionally, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety and structures. Therefore, cumulative geology and soils impacts would be less than significant.

GREENHOUSE GAS EMISSIONS

Consistency with adopted programs and policies to reduce GHG emissions has been suggested as a method to evaluate the significance of cumulative impacts. CEQA Guidelines Section 15064(h)(3) permits a finding that a project's effects would not be cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program specified by law. For purposes of this analysis, the proposed project's consistency with the City of West Hollywood CAP, adopted September 6, 2011, is used to determine cumulative significance. As discussed in Chapter 3.3 of this Recirculated Draft EIR, the proposed project is calculated to generate approximately 2,484 metric tons per year of CO_2e, or 8.7 metric tons of CO_2e per year per service population. Project-generated GHG emissions would fall below the City's 2008 business-as-usual baseline of 9.7 metric tons of CO_2e per year per service population as defined in the CAP and would not conflict with the City of West Hollywood General Plan and CAP, which is intended to exceed the AB 32 emission reduction targets. Furthermore, the analysis of GHG emissions is, by definition, based on the cumulative impacts of the proposed project. Therefore, the proposed project would not contribute to a cumulatively considerable impact related to GHG emissions.

HAZARDS AND HAZARDOUS MATERIALS

The cumulative project list captures the past, present, and probable future projects that would potentially contribute to cumulative hazardous materials impacts. The proposed project would not result in cumulative impacts to hazardous materials in the area. As discussed in Chapter 3.4 of this Recirculated Draft EIR, the project site is a listed hazardous materials site as of result of the current metal plating activities. As discussed above, this project includes the closing of Faith Plating in December 2012, thus eliminating the plating activities at the project site. Additionally, the applicant entered into a VCA with DTSC and a RAW was prepared under DTSC supervision (approved on March 13, 2009). Pursuant to the RAW, the proposed project would involve environmental remedial actions that would, among other things, remove on-site sources of contamination to soil; obtain unrestricted regulatory site closure for the site; and provide a site ready for the unrestricted construction of residential uses. As such, construction of the proposed project would remove hazardous materials from the cumulative project radius. No long-term impacts associated with hazardous materials would occur from operation of the project site with retail/restaurant and residential uses. The related projects, as with the proposed project, would be required to assess the potential for hazardous materials onsite and comply with DTSC standards for the cleanup of any hazards. Therefore, the proposed project, in conjunction with the listed projects, would not have a cumulative hazardous materials impact.

HYDROLOGY AND WATER QUALITY

The proposed project, in conjunction with the related projects, would not impact storm drainage and water quality in the area. The proposed project is located in an urban area where most of the surrounding properties are developed. The existing storm drainage system serving this area has been designed to accommodate runoff from this built-out environment. Additionally, any potentially significant impacts of the related projects associated with the violation of water quality standards, alteration of drainage patterns, water runoff, and flood hazards, would be assessed on a project-by-project basis. Substantial additional runoff does not generally occur with development of related project since new developments would also be required to control the amount and quality of stormwater runoff coming from their respective sites. Thus, the proposed project would not contribute to a significant cumulative impact in the event that any off-site areas served by local storm drains were to increase peak flows to the system. Additionally, no cumulatively considerable impacts related to water runoff and water quality would occur.

LAND USE AND PLANNING

Development of the proposed project, in conjunction with other cumulative projects in the vicinity of the project site, would result in further urbanization and redevelopment of both West Hollywood and nearby neighborhoods within the City of Los Angeles. Each cumulative project would be subject to independent environmental review, which would include land use conformity analyses, to evaluate potentially significant cumulative impacts related to land use compatibility and consistency. As discussed in Chapter 3.6 of this Recirculated Draft EIR, the proposed project would be consistent with the General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect with approval of the requested Modification Permit, affordable housing density and height bonuses and incentives, and the Mixed-Use Overlay Zone incentives. Therefore, the proposed project would not result in a significant land use impact. When considered in conjunction with the past, present, and reasonably foreseeable projects listed in Table 3.10-1, the proposed project's impacts would not be cumulatively considerable since none of these projects would be expected to result in land use compatibility impacts.

NOISE

Noise impacts are localized in nature. Given the distance of the related projects from the project site, the timing of construction, and the decrease in noise levels with distance, construction activities associated with the related projects when considered together with the proposed project would not be cumulatively significant. Further, the proposed project and related projects would be required to comply with the City of West Hollywood Noise Ordinance for those projects located within City limits and the City of Los Angeles Noise Ordinance for those located in nearby Los Angeles to limit noise during construction.

Vibration impacts associated with construction activities are extremely localized because they are groundborne. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Although the proposed project would result in vibration annoyance at adjacent residential uses, because of the distance between them, ground vibration

associated with the proposed project would not be heightened due to the related projects. Consequently, no cumulative impacts from vibration would result.

As discussed in Chapter 3.7 of this Recirculated Draft EIR, traffic generated by the proposed project would increase traffic noise on adjacent streets. It is assumed that the related projects would generate an increase in the amount of traffic on local roads, as well, and this increased noise was considered as part of the project-specific long-term noise impact to onsite residents in Chapter 3.7 of this Recirculated Draft EIR. When considered together, the proposed project and the related projects would not create a significant cumulative impact on permanent ambient noise levels in the vicinity of the project site. Traffic generated by the proposed project in conjunction with the related projects would not exceed the City's standards for residential and commercial uses, which are 65 dBA and 70 dBA, respectively.

PUBLIC SERVICES, UTILITIES AND RECREATION

The proposed project and each cumulative project listed in Table 3.10-1 would incrementally increase demand for police and fire protection services within the City and could potentially increase emergency response times. The LACoFD reviews fire station placement and fire services for the County through its annual budget process and resources are expanded or reassigned as necessary to meet increased service demands. Similarly, LACoSD evaluates its service needs on an annual basis to keep pace with projected growth. Payment of development fees by all projects is used to offset the costs of increase services as necessary. Therefore, the proposed project, in conjunction with the listed projects, would not have a significant cumulative impact related to police, fire, and emergency services.

The proposed project and each related project listed in Table 3.10-1 would incrementally increase the amount of water used and wastewater generated. These projects, as with the proposed project, would be required to pay a wastewater mitigation fee to offset any net increases in wastewater flow from new construction to the City of West Hollywood per Municipal Code Section 5322. In addition, the Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for connecting directly or indirectly to their sewage system. Payment of this connection fee is required before a permit to connect to the sewer is issued and is used by the Sanitation Districts to construct system-wide improvements as necessary to accommodate increased demand. As discussed in Chapter 3.8 of this Recirculated Draft EIR, the proposed project and some of the related projects listed in Table 3.10-1, may contribute to an existing downstream deficiency that has been identified within the City of Los Angeles. As such, the applicant would required to request a sewer capacity availability report from the City of Los Angeles Bureau of Engineering in order to prove to the satisfaction of the City of West Hollywood Department of Public Works that there is adequate downstream wastewater capacity to serve the proposed project at the time a Certificate of Occupancy is requested by the applicant. If the City of Los Angeles Bureau of Engineering has determined by a subsequent Sewer Capacity Availability Review that the wastewater system no longer has capacity to serve the proposed project, the applicant would design and construct an alternate sewer connection with adequate downstream capacity. Implementation of mitigation measure PS-A would ensure that the proposed project would not contribute to a cumulatively considerable impact to the wastewater system. Similarly, related projects located in the vicinity of the

proposed project site would be required to implement improvements to the wastewater system to accommodate additional flows generated as a result of their projects.

Los Angeles County and other counties in California have limited available landfill capacity remaining. Due to the declining landfill space for disposal, there is a need to divert solid waste. AB 939, or the Integrated Waste Management Act of 1989, mandates cities to divert 50 percent of the total solid waste generated. Additionally, the City's Green Building Ordinance requires that approximately 80 percent of demolition debris and construction waste is diverted away from area landfills. In order to maintain the City's goal of diverting 50 percent of solid waste and 80 percent of demolition debris and construction waste, and to offset impacts associated with solid waste, the proposed project and all related projects would be required to implement waste reduction, diversion, and recycling during both demolition/construction and operation. Compliance with standard City-required solid waste and recycling collection features would reduce the amount of solid waste generated by the project site that would ultimately be disposed of at area landfills. In addition, the proposed project and related projects would be required to implement mitigation measures to further reduce solid waste. Therefore, the proposed project, in conjunction with the related projects, would not have a significant cumulative impact on area landfills with implementation of mitigation.

The City aims to provide 3.0 acres of parkland for every 1,000 residents. With a current population of approximately 37,000 persons, the City provides approximately 0.4 acres of parkland for every 1,000 residents. As such, there is a shortage of parkland in the City. The proposed project and other related residential projects within West Hollywood would further exacerbate the shortage of parkland. However, the payment of fees would ensure that the proposed project and related projects do not result in substantial physical deterioration of existing recreational facilities. The construction of new or expansion of existing parks and recreational facilities would not be required as a result of the proposed project. The cumulative impact would be less than significant.

TRANSPORTATION AND TRAFFIC

As discussed in Chapter 3.9 of this Recirculated Draft EIR, the future traffic conditions take into account the related projects listed in Table 3.10-1 above. Even with implementation of mitigation measures TRANS-A, the proposed project traffic combined with the related projects would create significant and unavoidable cumulative impacts at two of the study intersections: Formosa Avenue at Fountain Avenue, and Detroit Street at Fountain Avenue. In addition, unmitigated cumulative residential neighborhood intrusion impacts would occur on two street segments: Detroit Street between Santa Monica Boulevard and Lexington Avenue, and Lexington Avenue between Detroit Street and La Brea. The long-term operation of the proposed project would create a significant and unavoidable cumulative impact.

3.10.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Public Resources Code section 21100(b)(2)(B) and section 15126.2(c) of the CEQA Guidelines require that an EIR analyze the extent to which the proposed project's primary and secondary effects would

impact the environment and commit nonrenewable resources to uses that future generations will not be able to reverse.

Construction and operation of the proposed project would result in the use of nonrenewable resources during construction, including fossil fuels, natural gas, and water and building materials such as concrete and steel. As described in Chapter 2.0 of this Recirculated Draft EIr, building materials would be recycled to the maximum extent possible. In addition, the proposed facility would be designed to incorporate energy and water efficiency features in accordance with Title 24 standards. The proposed project is not anticipated to consume substantial amounts of energy in a wasteful manner, and it would not result in significant impacts from consumption of utilities. Although irreversible environmental changes would result from the proposed project, such changes would not be considered significant.

3.10.5 GROWTH-INDUCING IMPACTS

According to Section 15126.2 (d) of the CEQA Guidelines, growth-inducing impacts of the proposed project shall be discussed in the EIR. Growth-inducing impacts are those effects of the proposed project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without the implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of a projected level.

The environmental effects of induced growth are secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant environmental impacts, which could include increased demand on community or public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

Implementation of the proposed project would induce growth by providing approximately 166 new apartment units. Further, the proposed project would be expected to increase the City's population by approximately 267 persons (based on a conservative estimate of 1.6 persons per household) (California Department of Finance 2012). This amount of growth is well within the population projections estimated for West Hollywood by SCAG of approximately 35,100 persons in 2020 from a population of 35,716 in 2000. The proposed project would not adversely induce growth because it would provide 17 moderate income and 16 low income units, or 100 percent of the City's current RHNA allocation, and provide needed rental units.

3.11 ALTERNATIVES

CEQA requires that an EIR objectively evaluate a "reasonable" range of alternatives. According to the CEQA Guidelines Section 15126.6(a), "an EIR shall describe a range of reasonable alternatives to the proposed project, or to the location of the proposed project, which would feasibly attain most of the basic objectives of the proposed project, but would avoid or substantially lessen any of the significant effects of the proposed project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines also state that an EIR need not consider every conceivable alternative nor consider alternatives that are infeasible. Under CEQA, the factors that can determine feasibility are site suitability, economic limitations, availability of infrastructure, General Plan consistency, other plan or regulatory limitations, and jurisdictional boundaries. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The alternatives analysis must also include a comparative evaluation of the No Project Alternative per Section 15126.6(e) of the CEQA Guidelines. Through comparison of the alternatives, the advantages and disadvantages of each alternative compared with the proposed project can be weighed and analyzed. Consequently, the No Project Alternative is described below.

3.11.1 PROJECT OBJECTIVES

The overall goal of the Domain Project, formerly the Formosa Specific Plan Project, is to create a mixed-use development that builds upon, complements, and is a catalyst to additional growth within an existing built environment. The primary objectives of the project include the following:

- Provide the financial resources to clean-up existing environmental contamination, to permit the redevelopment of the site with market rate and affordable housing, thereby converting an incompatible industrial use, which generates air and ground pollutants, into an attractive addition to the adjacent residential and retail uses.

- Establish a principal activity center and entry into the City of West Hollywood by the intensification of commercial uses and urban design improvements.

- Provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses that serve adjacent residents and employees and continue the character of specialty uses.

- Enhance pedestrian activity along Santa Monica Boulevard, and provide much needed neighborhood serving retail/restaurant uses along Santa Monica Boulevard that responds to neighborhood needs and market demands.

- Develop a village-like environment by siting and massing buildings around common pedestrian areas and open spaces that are linked to Santa Monica Boulevard.

- Increase housing in West Hollywood and provide affordable housing.

3.11.2 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the CEQA Guidelines requires that an EIR identify any alternatives that were considered by the lead agency, but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among factors that may be used to eliminate alternatives from detailed consideration in the EIR are: (1) failure to meet most of the basic project objectives, (2) infeasibility, and (3) inability to avoid significant environmental impacts.

3.11.2.1 ALTERNATIVE SITES

Section 15126.6(f)(2) of the CEQA Guidelines requires that an EIR consider alternative locations to the project site. The City of West Hollywood is almost entirely built out and there are few remaining vacant parcels remaining in the City. None of the existing vacant parcels are of a comparable size to the project site. Development within West Hollywood primarily occurs from the recycling of developed properties at a higher intensity of use, such as the proposed project. Thus, there are numerous sites within the City of an equivalent size that could be redeveloped with a mixed-use retail/restaurant and residential project. However, there are no other sites located on Santa Monica Boulevard that are owned or controlled by the applicant. Further, redevelopment of a similarly sized property on Santa Monica Boulevard would create the same impacts as the proposed project only those impacts would be shifted to the area immediately surrounding an alternative site. Construction of the same project design would not reduce or avoid significant impacts to transportation and traffic or construction noise.

Development of an alternative site would not result in the clean-up of the project site. Although the tenants have vacated the existing site uses, developing the proposed project on an alternative site would not remove the existing contamination and the site project could be leased to other, similar manufacturing uses. As such, the soil beneath the site would remain contaminated with no plan to clean up these hazards. The environmental benefits of cleaning up the project site that are associated with the proposed project would not be achieved if an alternative site were to be developed.

In addition, an alternative site would not accomplish most of the basic project objectives. For example, the project site is the only listed hazardous waste site in the City. Thus, development of an alternative site would not provide the necessary financial resources to clean-up existing environmental contamination and convert an incompatible industrial use into an attractive addition to the adjacent residential and retail uses. A site that is not located near the gateway to West Hollywood would not help the City establish a principal activity center and entry into the City of West Hollywood by the intensification of commercial uses and urban design improvements. An alternative site that is not located on Santa Monica Boulevard would not provide for the upgrading, infill, recycling, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses which serve adjacent residents and employees and continue the character of specialty uses. Further, it would not act to enhance pedestrian activity along Santa Monica Boulevard or develop a village-like environment by siting and massing of buildings around common pedestrian areas and open spaces which are linked to Santa Monica Boulevard.

3.11.2.2 UNIFORM BUILDING HEIGHT

During the initial design process for the proposed project, a mixed-use building of uniform height was considered. This alternative would provide the same uses as the proposed project: 166 residential units and approximately 9,300 square feet of retail and restaurant uses. The retail and restaurant uses would be restricted to the ground floor level and would front Santa Monica Boulevard. Instead of designing the building with six stories fronting Santa Monica Boulevard and stepping down to three stories on the northern boundary of the project site, this alternative considered a uniform height of five stories across the project site. Nearby residential buildings generally range from one and two stories in height for older buildings and four stories for new construction. The multi-family residential buildings located directly adjacent to the project site along the northern boundary are only two stories in height. As such, a five-story building abutting a two-story building would create additional shade and shadow impacts on these adjacent residences, and it would not have complemented the existing neighborhood character. Thus, this design alternative was eliminated from further consideration.

3.11.3 ALTERNATIVES CARRIED FORWARD FOR DETAILED ANALYSIS

Three alternatives have been carried forward for detailed analysis in this Recirculated Draft EIR, including the "No Project" alternative as required by CEQA. Based on the environmental analysis conducted in the Draft EIR and Recirculated Draft EIR for the proposed project, significant impacts requiring mitigation have been identified regarding Aesthetics, Air Quality, Public Services, Utilities and Recreation, Noise, and Transportation and Traffic. The EIR also identifies less than significant impacts for Cultural Resources, Hazards and Hazardous Materials, and Land Use and Planning.

The alternatives carried forward for detailed analysis in this section include:

- No Project Alternative
- Reduced Density Alternative
- Mixed-Use with Retail Uses Only Alternative

3.11.3.1 OVERVIEW OF ALTERNATIVES AND IMPACTS

Table 3.11-1 at the end of this chapter provides a comparison of the alternatives to the proposed project. In accordance with the CEQA Guidelines Section 15126.6(d), each alternative was evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the proposed project.

3.11.3.2 NO PROJECT ALTERNATIVE

According to the CEQA Guidelines Section 15126.6(e)(3)(b), the No Project Alternative is defined as the "circumstance under which the proposed project does not proceed." The impacts of the No Project Alternative shall be analyzed "by projecting what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services." The purpose of describing and analyzing the No Project Alternative is "to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project." Under the No Project Alternative, the proposed new mixed-use facility would not be constructed. The existing metal plating facility and sound editing studio buildings would remain on-site and continue to be vacant. No new structures would be constructed and no change in land use would occur. The environmental characteristics would be the same as those described in the environmental setting sections of Chapter 3.

Construction impacts associated with the proposed project would be avoided because no development would occur on the project site under the No Project Alternative. The existing structures would not be demolished, but would be reused with other similar manufacturing and office uses. No expansion of these facilities would occur or reuse of the existing structures for other land uses because of the on-site contamination from the metal plating facility. Maintenance activities would occur as needed to maintain the existing structures. There would be no change to cultural resources during project operation as none of the existing structures would be changed and none of them qualify for listing as historic resources. Further, uncovering previously unknown archaeological or paleontological resources would not occur because no excavation of new structures would take place.

Operational impacts associated with air quality, land use and planning, noise, public services, and transportation and traffic would be avoided because no changes to the project site would occur. The number of vehicles trips to/from the project site would not be expected to change substantially because similar uses would be operating at the site. Thus, no increase in mobile emissions or vehicular noise would be expected to occur. No land use changes would occur because similar manufacturing and office uses would be expected to operate on the project site as under current conditions. Impacts to police and fire protection services and emergency response would not be expected to occur. No new uses would operate at the project site and no expansion of existing site uses would occur.

Under the No Project Alternative, the visual setting of the project site would continue to be a series of separate buildings that are not remarkable in style, color, or bulk, and the project site would not stand out as a particularly memorable or remarkable feature in the landscape. As such, the eastern gateway of West Hollywood located on the north side of Santa Monica Boulevard would continue to be characterized by unremarkable wood-framed plaster buildings with zero-lot setbacks and no visual connection between the structures. There would be no unifying visually interesting single new structure erected on the project site as part of this alternative. In addition, the environmental benefits associated with the removal of industrial uses and remediation of the soil contamination at the project site would not be achieved under the No Project Alternative.

This alternative would not achieve any of the basic objectives of the proposed project. As discussed above, the site would continue to operate as manufacturing and office uses. No demolition of existing structures would occur and no new construction would take place. Thus, the existing site contamination would continue to go untreated on the site and uses on the project site could continue to use hazardous materials adjacent to a residential neighborhood. This alternative would not provide the financial resources to clean-up existing environmental contamination and convert an incompatible industrial use into more compatible residential and retail uses. This alternative would not establish a principal activity center and entry into the City of West Hollywood by the intensification of commercial uses and urban design improvements because it would maintain the existing industrial uses and aesthetically unremarkable buildings. This alternative would not provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses which serve adjacent residents and employees and continue the character of specialty uses. No changes at the site would occur that would enhance pedestrian activity along Santa Monica Boulevard. It would not develop a village-like environment by siting and massing buildings around common pedestrian areas and open spaces which are linked to Santa Monica Boulevard. Lastly, it would not increase housing in West Hollywood or provide affordable housing.

3.11.3.3 REDUCED DENSITY ALTERNATIVE

Under the Reduced Density Alternative, the existing site buildings would be demolished and a mixed-use building would be constructed and operated. However, the size of the development would be reduced. The Reduced Density Alternative represents approximately 54 percent of the density of the proposed project. This alternative considers a mixed-use development with approximately 9,000 square feet of retail/restaurant uses and approximately 90 apartment units. The residential and retail uses would be constructed in a single structure at a maximum of four stories and 45 feet in height. The retail/restaurant uses would be located on the ground floor fronting Santa Monica Boulevard and wrapping around to Formosa Avenue. Residential uses would generally be located on the upper stories. As with the proposed project, this alternative would provide a mix of market rate and affordable units. Affordable units would be provided in accordance with the City's Inclusionary Housing Ordinance. Thus, approximately 14 of the 90 residential units would be affordable. This alternative would also provide a view corridor along Santa Monica Boulevard to the Hollywood sign located north of the project site and from a plaza located on the second floor of the building.

Parking for the retail/restaurant uses would be located on the ground floor level and a subterranean parking level would provide parking for the residential uses. Ingress/egress would be the same as for the proposed project. The entrance/exit to the residential parking garage would be located on the northern boundary of the project site on Detroit Street. The entrance/exit to the commercial parking lot would be located in the central portion of the project site along Formosa Avenue.

AESTHETICS

Aesthetic and visual impacts associated with this alternative would be similar to those associated with the proposed project. The design of this alternative would be expected to be consistent with the proposed project and newer development that has occurred in the project vicinity. Therefore, it would not conflict with the existing visual character of the project site or the surrounding area. Shadows cast by the Reduced Density Alternative would be smaller than the proposed project because the building height would be two stories shorter along the Santa Monica Boulevard frontage. However, the building height would be one story taller than the proposed project along the northern boundary. Thus, the shade and shadow cast on the adjacent residences to the north would be longer than the proposed project during the winter solstice. This alternative has the potential to create a significant shade and shadow impact because the adjacent residences would be shadowed for nearly the entire day during the winter months. As with the proposed project, this alternative would not create substantial light and glare impacts with implementation of mitigation measures requiring the use of non-reflective building materials and using low-intensity lighting directed into the site. The Reduced Density Alternative would not have a significant impact on scenic vistas. The project site does not currently have views of the Hollywood sign or the Hollywood Hills. Therefore, construction of a four-story structure would not block these views, similar to the proposed project. Further, this alternative would create a new view corridor of the Hollywood sign that is not currently provided by the existing site uses. Similar to the proposed project, this alternative would have a beneficial impact on scenic vistas.

AIR QUALITY

The amount of grading and type of construction activities required under the Reduced Density Alternative would be similar to the proposed project. Soils within the project site are contaminated by hazardous materials associated with the existing metal plating facility. Thus, the same amount of soil would have to be removed from the project site under the Reduced Density Alternative as the proposed project. Further, this alternative would still involve the construction of a subterranean parking garage. Construction activities would be required to comply with SCAQMD Rule 403 and the same mitigation measures that apply to the proposed project would apply to this alternative. The Reduced Density Alternative would involve the same types and duration of construction activities as the proposed project. Thus, as with the proposed project, construction air quality would exceed the SCAQMD daily emissions thresholds for NO_x even after implementation of mitigation. The short-term regional air quality impact would remain significant and unavoidable. Additionally, as with the proposed project, the Reduced Density Alternative would result in a short-term significant and unavoidable impact related to localized $PM_{2.5}$ and PM_{10} construction emissions associated with site grading activities.

The Reduced Density Alternative would result in construction of 76 fewer residential units than the proposed project and only a four-story building. Because of the reduced building occupancy, air pollutant emissions associated with vehicles trips would be reduced. Fewer people would live at the proposed project site under this alternative. Energy consumption would be reduced compared to the proposed project because less energy would be required for a smaller development. Similar to the proposed project,

operational emissions would not exceed the SCAQMD daily emissions thresholds. The impact would be less than significant.

CULTURAL RESOURCES

Similar to the proposed project, the Reduced Density Alternative would not significantly impact cultural resources. The site buildings do not appear eligible for listing on the California Register of Historic Resources due to a significant loss of historic integrity. Thus, removal of these buildings as part of the proposed project or the Reduced Density Alternative would not result in a significant impact to historic resources. Both the proposed project and the Reduced Density Alternative involve excavation of on-site soils for hazardous materials remediation and construction of the subterranean parking garage. Although no archaeological or paleontological resources are known to exist at the project site, these construction activities have the potential to unearth previously unknown resources. Both the proposed project and the Reduced Density Alternative would be required to comply with existing regulations should previously unknown artifacts or human remains be uncovered during construction. The impact to archaeological and paleontological resources would be less than significant with compliance with existing regulations.

GEOLOGY AND SOILS

Similar to the proposed project, the Reduced Density Alternative would be required to implement the recommendations of the geotechnical investigation and comply with the California Building Code, West Hollywood Municipal Code, and other state and local regulations. The project site contains artificial fill in the upper levels of soil that are not suitable soils for building construction. As with the proposed project, the Reduced Density Alternative would be required to implement the appropriate building foundation and excavate unsuitable soils as specified in the geotechnical investigation (see Appendix B of this Recirculated Draft EIR). Additionally, the project site is subject to seasonal fluctuations of high groundwater levels. Therefore, as with the proposed project, the Reduced Density Alternative would be required to implement a temporary dewatering system during construction and waterproof the building foundation in lieu of a permanent dewatering system during operation, as recommended in the geotechnical investigation (see Appendix B of this Recirculated Draft EIR). Compliance with the California Building Code, West Hollywood Municipal Code, other state and local regulations and implementation of the design recommendations in the geotechnical investigation would be required to ensure a less than significant impact related to geology and soils.

GREENHOUSE GAS EMISSIONS

The Reduced Density Alternative would result in construction of 76 fewer residential units than the proposed project and only a four-story building. Because of the reduced size, GHG emissions associated with vehicles trips would be reduced. In addition, fewer people would live at the project site and energy consumption would be reduced. As with the proposed project, this alternative would comply with the plans and policies in the CAP, comply with mitigation measure 3.15-1 in the General Plan EIR for reducing GHG emissions, and meet the requirements of the City's Green Building Ordinance. GHG emissions would be less than the City's current business-as-usual baseline of 9.7 metric tons of CO_2e per

year per service population 2008 baseline identified in the EIR for the City of West Hollywood General Plan and CAP for the entire City (2010). The CAP features, General Plan measure, and design features would meaningfully reduce GHG emissions. The impact would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Site assessments conducted for the proposed project site concluded that elevated concentrations of VOCs and other metals exist in the soil beneath the project site. The contaminants exceed the allowable thresholds. As part of redevelopment of the site, the contaminated soils must be removed. Removal of onsite soils in accordance with DTSC guidance and the RAW would result in remediation of the site to level suitable for residential habitation. Thus, implementation of the proposed project or the Reduced Density Alternative would have the beneficial impact of cleaning up a known hazardous materials site and removing existing emissions of toxic materials and hazardous solid waste. As with the proposed project, compliance with existing regulations during the clean-up process and monitoring during project operation would ensure that the Reduced Density Alternative would result in a less than significant impact related to hazards and hazardous materials.

HYDROLOGY AND WATER QUALITY

Similar to the proposed project, the Reduced Density Alternative would follow guidelines for BMPs per a SWPPP, which would include erosion and sediment control BMPs. Implementation of these requirements, including preparation of a SWPPP, would ensure that impacts to water quality during construction would be less than significant. Unlike the proposed project, construction dewatering and constructing a waterproof membrane around the building foundation would not be required because the Reduced Density Alternative would only include one level of subterranean parking. Compliance with existing state and local regulations would ensure a less than significant impact to water quality from stormwater runoff during long-term operation of the Reduced Density Alternative, the same as for the proposed project.

LAND USE AND PLANNING

Under this alternative, the proposed project site would be developed to a lesser degree than allowed under the West Hollywood General Plan 2035, adopted in September 2011, and the corresponding Zoning Ordinance development standards. Although the overall amount of development would be reduced, the Reduced Density Alternative would include all of the same design elements as the proposed project, including elements intended to encourage pedestrian activity along Santa Monica Boulevard, as well as reduce the need for automobiles by locating development near public transit. Additionally, this alternative would provide affordable housing in accordance with the City's Inclusionary Housing Ordinance. As with the proposed project, this alternative would not conflict with existing plans. The impact would be less than significant.

NOISE

As stated above, the amount of grading and type of construction activities required under the Reduced Density Alternative would be similar to the proposed project. Thus, construction activities associated with the Reduced Density Alternative, as with the proposed project, would significantly impact the nearby sensitive receptors (adjacent residences) during construction. Due to the proximity of multi-family residences to the project site, the noise levels experienced at these residences would exceed the City Noise Ordinance during project construction. The impact would be significant even with implementation of mitigation. Additionally, as with the proposed project, the proximity of construction equipment to nearby residential uses under the Reduced Density Alternative would create a significant and unavoidable impact to vibration and vibration annoyance, even with implementation of mitigation.

Operational characteristics of Reduced Density Alternative would be similar to the proposed project. However, the number of vehicle trips generated would be less than the proposed project because this alternative provides for fewer residential units. As such, noise levels along affected roadways would be less under this alternative than the proposed project. However, as with the proposed project, operational noise levels would not exceed the City's standards for residential and commercial uses, which are 65 dBA and 70 dBA, respectively. With implementation of mitigation measure NOISE-G, the impact from operational noise to onsite residential would be less than significant. As with the proposed project, the operational noise and vibration impacts to offsite sensitive receptors would be less than significant under the Reduced Density Alternative.

PUBLIC SERVICES, UTILITIES AND RECREATION

The Reduced Density Alternative would result in construction and operation of fewer residential units than the proposed project. As such, the demand for police and fire protection services and recreational amenities would be reduced compared to the proposed project. As with the proposed project, the net increase in residential units would not require the construction of new or expanded police or fire protection facilities in order to maintain acceptable response times. The impact would be less than significant.

Although the Reduced Density Alternative and the proposed project would increase the total population in West Hollywood and add to the existing parkland deficit, the provision of on-site recreational facilities and the payment of park fees would ensure that the Reduced Density Alternative would not result in a substantial physical deterioration of existing recreational facilities. The construction of new or expansion of existing parks and recreational facilities would not be required as a result of the proposed project or the Reduced Density Alternative. The impact to recreation would be less than significant.

As with the proposed project, this alternative would increase the amount of water used and wastewater generated at the project site compared to the existing uses. Thus, this alternative would contribute to an existing deficiency located downstream of the project site within the City of Los Angeles. As with the proposed project, this alternative would be required to design and construct improvements to the

wastewater system if the City of Los Angeles determines that there is not adequate capacity downstream prior to obtaining a Certificate of Occupancy.

The land uses that occupied the project site, particularly the metal plating facility, generated large quantities of solid waste. Redevelopment of the site with a mix of commercial and residential uses would substantially reduce the amount of solid waste generated at the project site. However, landfill capacity in Los Angeles County is limited. Thus, the Reduced Density Alternative would be required to provide the same recycling and solid waste disposal system as the proposed project and the same mitigation measures related to solid waste would apply. With implementation of mitigation measures, the impact on area landfills would be less than significant.

TRANSPORTATION AND TRAFFIC

The trip distribution patterns under the Reduced Density Alternative would be similar to the proposed project. However, the number of vehicle trips would be reduced by approximately 518 fewer weekday daily trips with the reduction in residential uses to 90 units. As with the proposed project, the Reduced Density Alternative would create significant impacts at two of the study intersections when the Reduced Density Alternative-generated traffic is added to existing traffic volumes in the study area, and significant impacts at three of the study intersections when the Reduced Density Alternative-generated traffic is added to future traffic volumes in the study area. As with the proposed project, impacts to two of the study intersections cannot be mitigated due to physical constraints within the existing right-of-way. The traffic intersection impact would remain significant and unavoidable, which is the same as for the proposed project. Similar to the proposed project, the addition of traffic generated by the Reduced Density Alternative would not create a residential neighborhood intrusion on the surrounding street segments or CMP facilities, and these impacts would be less than significant.

CONCLUSION

Under the Reduced Density Alternative, the project site would be developed at approximately 54 percent of the density of the proposed project. Only 90 residential units would be constructed as part of the residential component and 9,000 square feet of retail/restaurant uses would be provided. These uses would be constructed in a single structure at a maximum of four stories and 45 feet in height. Affordable housing would be provided at the project site in accordance with the City's Inclusionary Housing Ordinance.

Compared to the proposed project, the Reduced Density Alternative would result in reduced impacts related to operational air quality, greenhouse gas emissions, operational noise, public services, utilities and recreation, and transportation and traffic. The Reduced Density Alternative would have the same level of impact as the proposed project for construction air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, construction noise, and transportation and traffic. Unlike the proposed project, this alternative has the potential to result in significant shade and shadow impacts.

The Reduced Density Alternative would provide a mechanism to clean-up existing environmental contamination, and convert an incompatible industrial use into an attractive addition to the adjacent residential and retail uses. This alternative would involve the removal of the existing industrial use structures, which would be an environmental benefit to the community. It would provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses, which would serve adjacent residents and employees and continue the character of specialty uses. The addition of landscape features and street-front retail and restaurant uses would enhance pedestrian activity along Santa Monica Boulevard. It would develop a village-like environment by siting and massing the buildings around common pedestrian areas and open spaces which are linked to Santa Monica Boulevard. However, this alternative would not achieve the basic project objectives as well as the proposed project. The Reduced Density Alternative differs from the proposed project in that it would not increase housing in West Hollywood and provide affordable housing to the same extent as the proposed project. It would not build out the site to the full extent envisioned in the City's General Plan 2035. This alternative would not provide the financial return to facilitate clean-up of the existing environmental contamination through removal of an existing industrial use that continues to generate air and ground pollutants.

3.11.3.4 MIXED-USE WITH RETAIL USES ONLY ALTERNATIVE

Under the Mixed-Use with Retail Uses Only Alternative, the project site would be developed with 130 residential units and 9,000 square feet of specialty retail uses. No restaurant uses would be developed along the ground floor Santa Monica Boulevard frontage. As with the proposed project, the Mixed-Use with Retail Uses Only Alternative would be constructed in a single structure at a maximum of six stories along Santa Monica Boulevard and three stories on the northern boundary. Parking for the retail uses would still be located on the ground floor level and a subterranean parking level would provide parking for the residential uses. Ingress and egress would be the same as for the proposed project. This alternative would include the creation of a view corridor along the Santa Monica Boulevard frontage. It would provide street-level views to the Hollywood sign, which is currently obscured by the existing structures.

AESTHETICS

Aesthetic and visual impacts associated with this alternative would be similar to those associated with the proposed project. The design of this alternative would be expected to be consistent with the proposed project and newer development that has occurred in the project vicinity. Therefore, it would not conflict with the existing visual character of the project site or the surrounding area. Shadows cast by the Mixed-Use with Retail Uses Only Alternative would be the same as the proposed project because the building heights and articulation would be the same. As with the proposed project, this alternative would not create substantial light and glare impacts with implementation of mitigation measures requiring the use of non-reflective building materials and using low-intensity lighting directed into the site. The Mixed-Use with Retail Uses Only Alternative would not have a significant impact on scenic vistas. The project site does not currently have views of the Hollywood sign or the Hollywood Hills. As such, construction of a three- and six-story structure would not block these views, similar to the proposed project. Further, this

alternative would create a new view corridor of the Hollywood sign that is currently not provided by the existing development. Similar to the proposed project, this alternative would have a beneficial impact on scenic vistas.

AIR QUALITY

The amount of grading and type of construction activities required under the Mixed-Use with Retail Uses Only Alternative would be similar to the proposed project. Soils within the project site are contaminated by hazardous materials associated with the existing metal plating facility. Thus, the same amount of soil would have to be removed from the project site under the Mixed-Use with Retail Uses Only Alternative as the proposed project. Further, this alternative would still involve the construction of a subterranean parking garage. Construction activities would be required to comply with SCAQMD Rule 403 and the same mitigation measures that apply to the proposed project would apply to this alternative. The Mixed-Use with Retail Uses Only Alternative would involve the same types and duration of construction activities as the proposed project. Thus, as with the proposed project, construction air quality would exceed the SCAQMD daily emissions thresholds for NO_x even after implementation of mitigation. The short-term regional air quality impact would remain significant and unavoidable. Additionally, as with the proposed project, the Reduced Density Alternative would result in a short-term significant and unavoidable impact related to localized $PM_{2.5}$ and PM_{10} construction emissions associated with site grading activities.

The Mixed-Use with Retail Uses Only Alternative would result in construction of 36 fewer residential units than the proposed project and no restaurant uses. Because of the reduced building occupancy, air pollutant emissions associated with vehicles trips would be reduced. Fewer people would live at the proposed project site under this alternative. Energy consumption would be reduced compared to the proposed project because less energy would be required for a smaller development. Similar to the proposed project, operational emissions would not exceed the SCAQMD daily emissions thresholds for the Mixed-Use with Retail Uses Only Alternative. The impact would be less than significant.

CULTURAL RESOURCES

Similar to the proposed project, the Mixed-Use with Retail Uses Only Alternative would not significantly impact cultural resources. The site buildings do not appear eligible for listing on the California Register of Historic Resources due to a significant loss of historic integrity. Thus, removal of these buildings as part of the proposed project or the Mixed-Use with Retail Only Alternative would not result in a significant impact to historic resources. Both the proposed project and the Retail Uses Only Alternative involve excavation of on-site soils for hazardous materials remediation and construction of the subterranean parking garage. Although no archaeological or paleontological resources are known to exist at the project site, these construction activities have the potential to unearth previously unknown resources. Both the proposed project and the Mixed-Use with Retail Uses Only Alternative would be required to comply with existing regulations should previously unknown artifacts or human remains be uncovered during construction. The impact to archaeological and paleontological resources would be less than significant with compliance with existing regulations.

GEOLOGY AND SOILS

Similar to the proposed project, the Mixed-Use with Retail Uses Only Alternative would be required to implement the recommendations of the geotechnical investigation and comply with the California Building Code, West Hollywood Municipal Code, and other state and local regulations. The project site contains artificial fill in the upper levels of soil that are not suitable soils for building construction. As with the proposed project, the Mixed-Use with Retail Uses Only Alternative would be required to implement the appropriate building foundation and excavate unsuitable soils as specified in the geotechnical investigation (see Appendix B of this Recirculated Draft EIR). Additionally, the project site is subject to seasonal fluctuations of high groundwater levels. Therefore, as with the proposed project, the Mixed-Use with Retail Uses Only Alternative would be required to implement a temporary dewatering system during construction and waterproof the building foundation in lieu of a permanent dewatering system during operation, as recommended in the geotechnical investigation (see Appendix B of this Recirculated Draft EIR). Compliance with the California Building Code, West Hollywood Municipal Code, other state and local regulations and implementation of the design recommendations in the geotechnical investigation would be required to ensure a less than significant impact related to geology and soils.

GREENHOUSE GAS EMISSIONS

The Reduced Density Alternative would result in construction of 36 fewer residential units than the proposed project and no restaurant uses. Because of the reduced size, GHG emissions associated with vehicles trips would be reduced. In addition, fewer people would live and work at the project site and energy consumption would be reduced. As with the proposed project, this alternative would comply with the plans and policies in the CAP, comply with mitigation measure 3.15-1 in the General Plan EIR for reducing GHG emissions, and meet the requirements of the City's Green Building Ordinance. GHG emissions would be less than the City's current business-as-usual baseline of 9.7 metric tons of CO_2e per year per service population identified in the EIR for the City of West Hollywood General Plan and CAP for the entire City (2010). The CAP features, General Plan measure, and design features would meaningfully reduce GHG emissions. The impact would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Site assessments conducted for the project site concluded that elevated concentrations of VOCs and other metals exist in the soil beneath the site above applicable thresholds. These contaminants currently exceed the allowable thresholds and the site is listed as a known hazardous waste site. In addition, the existing metal plating facility generates toxic air emissions and hazardous solid waste as part of its operation. As part of this alternative, contaminated soils would be removed. Removal of onsite soils in accordance with DTSC guidance and the RAW would result in remediation of the project site to allow construction of residential uses. Thus, implementation of the proposed project or the Mixed-Use with Retail Uses Only Alternative would have the beneficial impact of cleaning up a known hazardous materials site and removing existing emissions of toxic materials and hazardous solid waste. As with the proposed project, compliance with existing regulations during the clean-up process and monitoring during project operation

would ensure that the Mixed-Use with Retail Uses Only Alternative would result in a less than significant impact related to hazards and hazardous materials.

HYDROLOGY AND WATER QUALITY

Similar to the proposed project, the Mixed-Use with Retail Uses Only Alternative would follow guidelines for BMPs per a SWPPP, which would include erosion and sediment control BMPs. Implementation of these requirements, including preparation of a SWPPP, would ensure that impacts to water quality during construction would be less than significant. Unlike the proposed project, construction dewatering and constructing a waterproof membrane around the building foundation would not be required because the Mixed-Use with Retail Uses Only Alternative would only include one level of subterranean parking. Compliance with existing state and local regulations would ensure a less than significant impact to water quality from stormwater runoff during long-term operation of the Mixed-Use with Retail Uses Only Alternative, the same as for the proposed project.

LAND USE AND PLANNING

Under the Mixed-Use with Retail Uses Only Alternative, fewer residential units would be provided than under the proposed project, and no restaurant uses would be included. All other aspects of the project, including landscaping, open space, height, and massing would be similar to those included under the proposed project. The Mixed-Use with Retail Uses Only Alternative would also take advantage of density bonuses allowed under the Mixed-Use Incentive Overlay Zone and for the provision of on-site affordable housing, as well as inclusionary housing parking standards. As such, the Mixed-Use with Retail Uses Only Alternative would be consistent with applicable plans and policies of the General Plan and Zoning Ordinance, similar to the proposed project, upon receiving a Modification Permit for an additional two feet in height and a reduction in open space. As with the proposed project, this alternative would not conflict with the existing plans. The impact would be less than significant.

NOISE

As stated above, the amount of grading and type of construction activities required under the Mixed-Use with Retail Uses Only Alternative would be similar to the proposed project. Thus, construction activities associated with the Mixed-Use with Retail Uses Only Alternative, as with the proposed project, would significantly impact the nearby sensitive receptors (adjacent residences) during construction. Due to the proximity of multi-family residences to the project site, the noise levels experienced at these residences would exceed the City Noise Ordinance during project construction. The impact would be significant even with implementation of mitigation. Additionally, as with the proposed project, the proximity of construction equipment to nearby residential uses under the Mixed-Use with Retail Uses Only Alternative would create a significant and unavoidable impact to vibration and vibration annoyance, even with implementation of mitigation.

Operational characteristics of Mixed-Use with Retail Uses Only Alternative would be similar to the proposed project. However, the number of vehicle trips generated would be less than the proposed project because this alternative provides for fewer residential units. As such, noise levels along affected

roadways would be less under this alternative than the proposed project. However, as with the proposed project, operational noise levels would not exceed the City's standards for residential and commercial uses, which are 65 dBA and 70 dBA, respectively. With implementation of mitigation measure NOISE-G, the impact from operational noise to onsite residential would be less than significant. As with the proposed project, the operational noise and vibration impacts to offsite sensitive receptors would be less than significant under the Mixed-Use with Retail Uses Only Alternative.

PUBLIC SERVICES, UTILITIES AND RECREATION

The Mixed-Use with Retail Uses Only Alternative would result in construction and operation of 36 fewer residential units and 2,500 less square feet of restaurant uses than the proposed project. As such, the demand for police and fire protection services and recreational amenities, which is based on population, would be the slightly less than the proposed project. As with the proposed project, the increase in net residential units would not require the construction of new or expanded police or fire facilities in order to maintain acceptable response times. The impact to police and fire would be less than significant.

Although the Mixed-Use with Retail Uses Only Alternative and the proposed project would increase the total population in West Hollywood and add to the existing parkland deficit, the provision of on-site recreational facilities and the payment of park fees would ensure that the proposed project does not result in a substantial physical deterioration of existing recreational facilities. The construction of new or expansion of existing parks and recreational facilities would not be required as a result of the proposed project or the Mixed-Use with Retail Uses Only Alternative. The impact to recreation would be less than significant.

As with the proposed project, this alternative would increase the amount of water used and wastewater generated at the project site compared to the existing uses. Thus, this alternative would contribute to an existing deficiency located downstream of the project site within the City of Los Angeles. As with the proposed project, this alternative would be required to design and construct improvements to the wastewater system if the City of Los Angeles determines that there is not adequate capacity downstream prior to obtaining a Certificate of Occupancy.

The land uses that occupied the project site, particularly the metal plating facility, generate large quantities of solid waste. Redevelopment of the site with a mix of commercial and residential uses would substantially reduce the amount of solid waste generated at the proposed project site. However, landfill capacity in Los Angeles County is limited. Thus, the Mixed-Use with Retail Uses Only Alternative would be required to provide the same recycling and solid waste disposal system as the proposed project and the same mitigation measures related to solid waste would apply. With implementation of mitigation measures, the impact on area landfills would be less than significant.

TRANSPORTATION AND TRAFFIC

The trip distribution patterns would be similar under the Mixed-Use with Retail Uses Only Alternative as the proposed project. However, the number of vehicle trips would be reduced. This alternative would be expected to generate 36 fewer daily trips than the proposed project with the reduction in residential units

and elimination of restaurant uses. As with the proposed project, the Mixed-Use with Retail Uses Only Alternative would create significant impacts at two of the study intersections when the Mixed-Use with Retail Uses Only Alternative-generated traffic is added to existing traffic volumes in the study area, and significant impacts at three of the study intersections when the Mixed-Use with Retail Uses Only Alternative-generated traffic is added to future traffic volumes in the study area. As with the proposed project, impacts to two of the study intersections cannot be mitigated due to physical constraints within the existing right-of-way. The traffic intersection impact would remain significant and unavoidable, which is the same as for the proposed project. Similar to the proposed project, the addition of traffic generated by the Mixed-Use with Retail Uses Only Alternative would not create a residential neighborhood intrusion on the surrounding street segments or CMP facilities, and these impacts would be less than significant.

CONCLUSION

Under the Mixed-Use with Retail Uses Only Alternative, the project site would be developed with 130 residential units and 9,000 square feet of retail uses. No restaurant uses would be developed and there would be 36 fewer residential units than the proposed project. As with the proposed project, the Mixed-Use with Retail Uses Only Alternative would be constructed in a single structure at a maximum of six stories along Santa Monica Boulevard and three stories on the northern boundary. Compared to the proposed project, the Mixed-Use with Retail Uses Only Alternative would result in reduced impacts related to operational air quality, greenhouse gas emissions, and operational noise. However, no significance conclusions would be expected to change.

The Mixed-Use with Retail Uses Only Alternative would provide a mechanism to clean-up existing environmental contamination, and convert an incompatible industrial use into an attractive addition to the adjacent residential and retail uses. This alternative would involve the removal of existing industrial use structures, which would be an environmental benefit to the community. It would provide for the upgrading, infill, and new development of uses along Santa Monica Boulevard to create a consistent pattern of development and uses, which would serve adjacent residents and employees and continue the character of specialty uses. It would increase housing in West Hollywood and provide affordable housing to a similar extent as the proposed project. In addition, the Mixed-Use with Retail Uses Only Alternative would result in an intensification of urban uses.

However, this alternative would not achieve all of the basic project objectives as well as the proposed project. This alternative differs from the proposed project in that elimination of the restaurant component would not enhance pedestrian activity along Santa Monica Boulevard to the same extent as a frontage developed exclusively with retail shops. The commercial uses are intended to be developed based on market demands and the needs of neighborhood in order to generate pedestrian activity along Santa Monica Boulevard. Retail uses would not provide a reason to linger at the project site and it would not attract as many pedestrians. Specifically, it would not achieve the goal of providing economically viable neighborhood serving retail/restaurant uses along Santa Monica Boulevard. Sit-down restaurant uses, or coffee houses would all provide valuable services that complement the neighborhood. Restricting the type of permissible commercial uses would undermine the project's economic viability and thereby

potentially hinder the basic project objective of redeveloping an environmentally compromised site with vibrant retail and housing. This alternative would not provide the financial return to facilitate clean-up of the existing environmental contamination through removal of an existing industrial use that continues to generate air and ground pollutants.

3.11.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Due to the reduction in vehicle trips associated with the Mixed-Use with Retail Uses Only Alternative compared to the proposed project, and the resultant reduction in operational noise, operational air quality, and global climate, this alternative would be considered the environmentally superior alternative. The Reduced Density Alternative would provide 76 fewer residential units than the proposed project and 40 fewer residential units than the Mixed-Use with Retail Uses Only Alternative, resulting in the lowest number of daily trips of all of the alternatives. However, the Reduced Density Alternative, with its uniform building height, has the potential to create greater shade and shadow impacts than the proposed project and the Mixed-Use with Retail Uses Only Alternative. Therefore, the Mixed-Use with Retail Uses Only Alternative is considered the environmentally superior alternative. It would allow for the remediation of the project site, which would be an environmental benefit to the community. However, as stated above, this alternative would not achieve all of the basic project objectives as well as the proposed project. It would provide fewer affordable units and would not activate the street as well as the proposed project. Further, this alternative would not provide the financial return to facilitate clean-up of the existing environmental contamination through removal of an existing industrial use that continues to generate air and ground pollutants. Table 3.11-1 provides a comparison of the impacts of the alternatives to the proposed project.

TABLE 3.11-1 COMPARISON OF IMPACTS FOR THE PROPOSED PROJECT AND THE ALTERNATIVES

Impact Area	Proposed Project	No Project Alternative	Reduced Density Alternative	Mixed-Use with Retail Uses Only Alternative
Aesthetics	II	IV (Less)	I (Greater)	II (Similar)
Air Quality: Construction	I	IV (Less)	I (Similar	I (Similar)
Operation	III	I (Less)	III (Less)	III (Less)
Cultural Resources	III	IV (Less)	III (Similar)	III (Similar)
Geology and Soils	III	IV (Less)	III (Similar)	III (Similar)
Greenhouse Gas Emissions	III	III (Less)	III (Less	III (Less)
Hazards and Hazardous Materials	III	I (Greater)	III (Similar)	III (Similar)
Hydrology and Water Quality	III	IV (Less)	III (Similar)	III (Similar)
Land Use and Planning	III	IV (Less)	III (Greater)	III (Similar)
Noise/Vibration: Construction	I	IV (Less)	I (Similar)	I (Similar)
Operation	II	IV (Less)	II (Less)	II (Similar)
Public Services, Utilities and Recreation	II	I (Less)	II (Less)	II (Similar)
Transportation and Traffic	I	IV (Less)	I (Similar)	I (Less)

Notes:

I: Significant and Unavoidable Impact
II: Potentially Significant Impact Unless Mitigated
III: Less Than Significant Impact
IV: No Impact

Less: Impact is lower in magnitude than impacts of the proposed project
Similar: Impact is similar in magnitude to impacts of the proposed project
Greater: Impact is greater in magnitude than impacts of the proposed project
Mixed: Some impacts are less than, similar to, and/or greater in magnitude than impacts of the proposed project

4.0 CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period for those section of the Draft EIR that are not being recirculated within this Recirculated Draft EIR. None of these revisions made to the Draft EIR have not resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. None of the criteria for recirculation have been met, and recirculation of these portions of the Draft EIR is not warranted.

The changes to the Draft EIR are listed by section, page number, and paragraph number if applicable. Text which has been removed is shown with a ~~strikethrough~~ line, while text that has been added is shown underlined, as shown herein.

Page — Clarification/Revision

3.3-2 — Second paragraph, 3rd sentence:

By the 1950s, the area had been subdivided and heavily developed as the movie industry flourished in this part of the City and entertainment workers moved into nearby housing. West Hollywood also served as a center of production associated with the continuous use of the Lot as a movie studio and the City as a whole often served as a backdrop for location filming. The eastern portion of the City became a regional population center for Jews from the Former Soviet Union beginning in the last decades of the twentieth century and into the twenty-first century (City of West Hollywood 2008c).

3.3-6 — *Last paragraph:*

The City of West Hollywood Municipal Code Section 19.58.020 (b) states that one of the purposes of the Historic Preservation Ordinance is to "develop and maintain an appropriate setting and environment for cultural resources, cultural resource sites, and historic districts." In accordance with Section 19.58.040 (h), the Historic Preservation Commission has the authority of "Reviewing all applications for permits, environmental assessments, environmental impact reports, environmental impact statements, and other similar documents pertaining to designated and potential cultural resources, or related neighboring property within public view. Neighboring properties within public view shall mean any property that can be seen from a public right-of-way and which is within the same street block (on either side of the street) as a cultural resource." Because the proposed project is located directly across the street from the Formosa Café, which is a locally-designated historic resource, this EIR shall be subject to the review of the Historic Preservation Commission.

10-2 *5th paragraph, 10th entry*:

2008c *Draft City of West Hollywood R2, R3, R4 Multifamily Survey Report*. February 2008.

10-3 *1st paragraph*:

County Sanitation Districts of Los Angeles County
2008 Letter from Ruth I. Frazen, Customer Service Specialist, Facilities Planning Division to David DeGrazia, Senior Planner, Community Development Department, City of West Hollywood. August 19, 2008

10-5 *4th paragraph*:

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10-6 *5th paragraph*:

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5.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	asbestos-containing material
ADT	average daily traffic
AQMP	Air Quality Management Plan
AST	above ground storage tank
bgs	below ground surface
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	methane
CHHSLs	California Human Health Screening Levels
City	City of West Hollywood
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COCs	chemicals of concern
CTTL	California's Total Threshold Limit
CUP	Conditional Use Permit

CUPA	Certified Unified Program Agencies
db	decibel
dBA	A-weighted decibel
diesel PM	diesel particulate matter
DTSC	Department of Toxic Substances Control
du	dwelling unit
EIR	Environmental Impact Report
EMI	Emissions Inventory Data
EPA	United States Environmental Protection Agency
°F	Fahrenheit
FAR	floor-to-area ratio
FINDS	Facility Index Registry System
FTA	Federal Transit Administration
GHG	greenhouse gases
HCM	Highway Capacity Manual
I-10	Interstate 10, Santa Monica Freeway
ICIS	Integrated Compliance Information System
ksf	1,000 square feet
LACoFD	Los Angeles County Fire Department
LACoSD	Los Angeles County Sheriff's Department
LADOT	Los Angeles Department of Transportation
LBP	lead-based paint
L_{dn}	Day-Night Noise Level
L_{eq}	Equivalent Noise Level

LOS	levels of service
LST	localized significance threshold
LUST	leaking underground storage tank
$\mu g/m^3$	micrograms per cubic meter
MMT	million metric tons
MRF	material recovery facility
MSL	mean sea level
NFA	No Further Action
NO	nitric oxide
N_2O	nitrogen dioxide
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NOV	Notice of Violation
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OSHA	Occupational Safety and Health Act
PAH	polycyclic aromatic hydrocarbons
Pb	lead
PCE	perchloroethylene
$PM_{2.5}$	fine particulate matter
PM_{10}	inhalable particulate matter

ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRGs	Preliminary Remediation Goals
RAW	remedial action workplan
RCRA	Resource Conservation and Recovery Act
RHNA	regional housing needs allocation
ROA	removal action objectives
ROC	reactive organic compounds
ROG	reactive organic gases
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SO_2	sulfur dioxide
STLC	Soluble Threshold Limit Concentration
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
TCE	trichlorethylene
US 101	United States Route 101, Hollywood Freeway
UST	underground storage tank
V/C	volume-to-capacity
VCA	Voluntary Cleanup Agreement
VCP	Voluntary Cleanup Program

VdB	vibration decibel
VI	chromium
VOC	volatile organic compound
WESD	City of Los Angeles Bureau of Sanitation Wastewater Engineering Services Division

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