

City of West Hollywood

8555 Santa Monica Boulevard Mixed-Use Project

Initial Study

April 2013



Environmental Scientists Planners Engineers

8555 Santa Monica Boulevard Mixed-Use Project

Initial Study

Prepared by:

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April 2013

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8555 SANTA MONICA BOULEVARD MIXED-USE PROJECT

INITIAL STUDY

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Site Plans



INITIAL STUDY

1. Project title:

8555 Santa Monica Boulevard Mixed-Use Project

2. Lead agency name and address:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069-6216

3. Contact Person and Phone Number:

Laurie Yelton
Associate Planner
Community Development Department
(323) 848-6890

4. Project location:

The project site is located at 8555 Santa Monica Boulevard in the City of West Hollywood. The project site is 45,268 square feet (sf) (approximately 1.04 acres) and spans three lots (APNs: 4339-005-012, 4339-005-013, and 4339-005-025). Figure 1 shows the location of the site within the region and Figure 2 shows the site location within West Hollywood. Existing conditions onsite are illustrated on Figure 3.

5. Project sponsor's name and contact information:

Soto Capital, LP - Jeff Seymour
PO Box 17119
Beverly Hills, CA 90209
(818) 905-0283

6. General plan designation/zoning:

The project site is mostly zoned as Commercial, Community 1 (CC1) with a small portion of the project site zoned Residential, Multi-Family High Density (R4B). It is within the General Plan's Commercial Subarea 2 and has a land use designation of Commercial, Community 1 and is within the Transit Overlay Zone.

7. Description of project:

The project would involve the demolition of three existing two-story commercial structures (approximately 20,500 square feet), an existing one-story single-family residence, and surface parking areas and the construction of a mixed-use development. The mixed-use development would be five stories in height and would include: 93 apartment units (19 of which would be designated as affordable housing), approximately



6,720 sf of restaurant and cafe uses, approximately 4,708 sf of live/work use, and approximately 27,840 sf of retail. Commercial and live/work uses would be on the first two floors and residential units would be on levels 3, 4, and 5. The project also includes four levels of parking with 308 vehicle parking spaces as well as 45 bicycle parking spaces. One level of the parking structure would be subterranean. Table 1 summarizes the project characteristics.

**Table 1
 Project Characteristics**

Project Site Size	45,268 sf (1.04 acres)
Parcel Numbers	4339-005-012 4339-005-013 4339-005-025
Building Footprint	Restaurant/Café: 6,720 sf Live/work space: 4,708 sf (5 units) Retail: 27,840 sf Residential area: 74,710 sf
Parking Provided	Commercial: 157spaces Live/work: 16 spaces Residential:135 Total Vehicles: 308 spaces Bicycle: 45
Unit Summary	1-bedroom: 51 2-bedroom: 41 3-bedroom: 1 Total: 93 units
Number of floors	5
Height	55 feet (at tallest point)
Density	93 units/acre
Floor Area Ratio (FAR)	2.7

Site Access. Primary commercial access to the project site would be located along Santa Monica Boulevard and primary residential access would be located along West Knoll Drive.

Landscaping. The proposed project would involve a “green” roof that would reduce the amount of heat caused by reflection, reduce stormwater runoff, and filter pollutants from the air and rain. Vegetation would include climate-appropriate, drought-tolerant and native plants.

Utilities. Electricity would be provided by Southern California Edison, solid waste and wastewater service would be provided by the City of West Hollywood, water service would be provided by the Los Angeles Department of Water and Power.



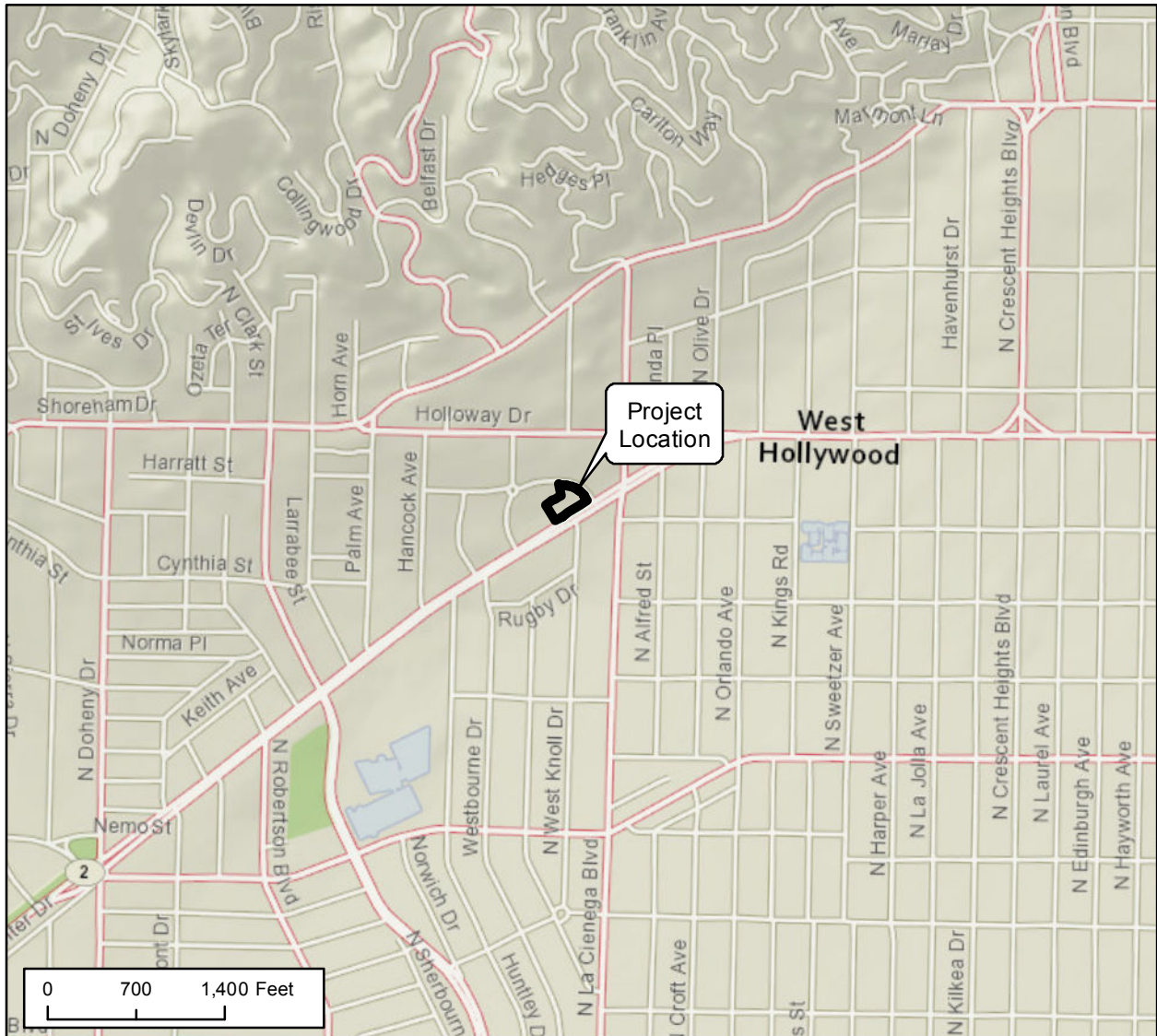
8. Surrounding land uses and setting:

The project site is bounded by West Knoll Drive, single-family residences and condominium buildings to the north, West Knoll Drive to the east, Santa Monica Boulevard to the south, and the Ramada Hotel to the west.

9. Other public agencies whose approval is required:

None.



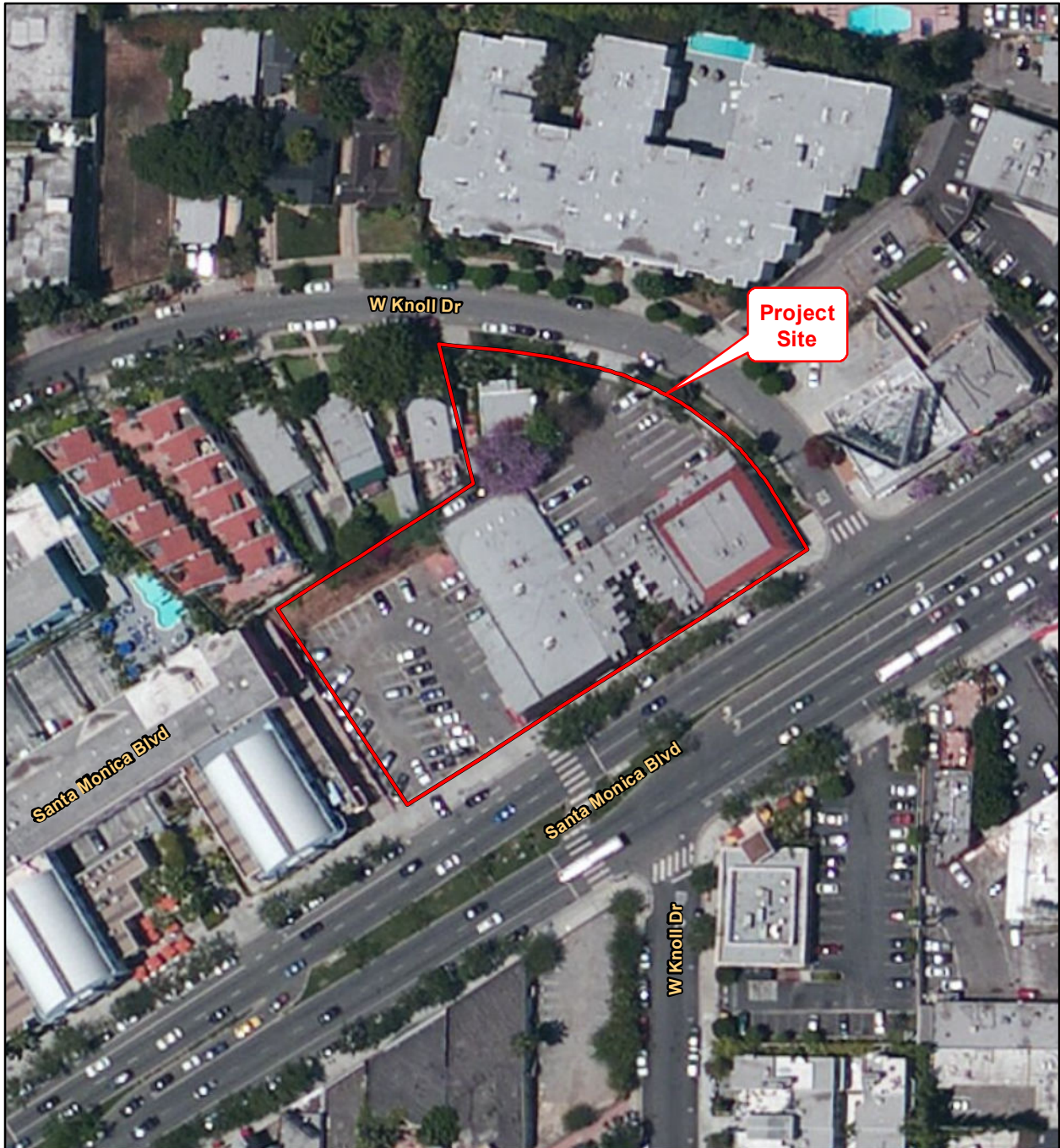


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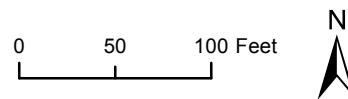


Regional Location

Figure 1



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Project Location

Figure 2
City of West Hollywood





Photo 1: Existing retail/commercial uses on the project site.



Photo 2: Existing single-family residence located on the northeast corner of the project site.



ENVIRONMENTAL FACTORS AFFECTED

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

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



DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Laurie Yelton
Signature

April 11, 2013
Date

Laurie Yelton
Printed Name



Environmental Checklist

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

a-b) The 2035 West Hollywood General Plan does not identify any designated scenic vistas. However, the Hollywood Hills lie just to the north of the City and are visible throughout the City. The Los Angeles Basin is also visible throughout the City. The Hollywood Hills cannot be seen from the project site or from adjacent parcels through the project site due to site topography and existing structures; therefore, the proposed project would not alter views of the Hollywood Hills from the project site. Views across the Los Angeles basin are not available from the project site vicinity. Scenic vistas would not be adversely affected by the project.

The project site is currently a paved surface parking lot and commercial buildings that contains minimal non-native vegetation and trees. The project does not include any historic resources (see Section III, *Cultural Resources*), scenic highways, or scenic resources that would be damaged by the project. The project would have a **less than significant** impact on aesthetic resources, including scenic vistas and scenic resources.

c-d) The project site is located in the area known as Santa Monica Boulevard West. Santa Monica Boulevard is West Hollywood’s main commercial corridor, running the length of the City. This area offers a variety of restaurants, retail, entertainment, and neighborhood-serving uses. The areas to the north and south of Santa Monica Boulevard are occupied by commercial, office, multiple family residential, and single family residential uses. The visual character of the area is diverse; the surrounding buildings have varying architectural styles, massing, and heights.

The existing visual character of the project site is of two-story commercial buildings and surface parking lots. The commercial buildings south of the project site are one to two stories in height, the residential buildings north of the project site are one to three stories in height, and the hotel west of the project site is four stories tall.



The proposed project involves infill structures at a scale that would increase the massing and intensity of development on the project site and would introduce one of the larger structures in the immediate vicinity. As such, the proposed project would represent a change in the visual character of the project site, which is located in an important commercial corridor within West Hollywood. **Impacts to visual character will be analyzed further in the EIR.**

Currently, primary sources of light and glare on the project site include building mounted lighting, headlights from vehicles in the parking lot, building windows, and metallic and glass surfaces on vehicles in the parking lot. The project site is in a highly urbanized area and primary sources of light and glare in the vicinity of the site include headlights from vehicles on Santa Monica Boulevard, and lighting around the hotel and residents north and west of the project site. The proposed project would introduce additional sources of light and glare. The five-story building would include building-mounted lighting, glass surfaces, and windows on the building façades that could affect surrounding uses. **Impacts would be potentially significant and light and glare impacts will be analyzed further in an EIR.**

The project site contains commercial buildings. The proposed project would include construction of a five-story building, which may create shadows on and off-site. **Impacts would be potentially significant and shadow impacts will be analyzed further in an EIR.**

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The project site is within a highly urbanized area in the City of West Hollywood. The City does not contain any agricultural land, agriculturally zoned land, or land under Williamson Act contract (2035 General Plan; California Department of Conservation, 2010). The project would have no effect on forestland or the conversion of farmland to non-agricultural uses. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD, the local air quality management agency, is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met, the air basin is classified as being in “attainment” or “nonattainment.” The South Coast Air Basin is in nonattainment for both the federal and state standards for ozone, nitrogen dioxide, and PM₁₀. Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local air shed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin.

The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards. The South Coast Air Basin is classified as being in “attainment” for federal and state carbon monoxide standards. According to the AQMP, all areas within the South Coast Air Basin have been in attainment of federal carbon monoxide standards since 2003 and no area exceeded state standards in 2005. The highest levels of carbon monoxide concentrations listed in SCAQMD’s most recent AQMP (2007) were 5.9 parts per million (ppm), substantially lower than the California 8-hour standard of 9.0 ppm. (Greenhouse gas emissions are addressed below in Section VII, *Greenhouse Gas Emissions*.)

a) Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. According to the Southern California Association of Governments growth forecasts, the City of West Hollywood is projected to have a population of 35,100 in 2020. Development of



92 new dwelling units on the project site (93 new residential units minus the one existing residence that would be demolished as part of the proposed project) could cause a direct increase in the City's population. Using the California State Department of Finance average household size for West Hollywood of 1.529 persons, the 92 dwelling units would generate an average resident population of 141 persons (92 units x 1.529 persons/unit). The current City population is approximately 34,681, according to the most recent (May 2012) California Department of Finance estimate. Therefore, the proposed project would result in a total population of approximately 34,822 persons (34,681 + 141). This increase in population would be within the City's projected 2020 population of 35,100. Since project-generated population growth would be within SCAG population growth forecasts for the City, the project would be consistent with the AQMP. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

b, c, d) Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions.

Construction activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM₁₀) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. Emissions could exceed SCAQMD significance thresholds.

Long-term emissions associated with operational impacts would include emissions from vehicle trips, natural gas and electricity use, landscape maintenance equipment, and consumer products and architectural coating associated with onsite development. Emissions could exceed SCAQMD significance thresholds. Long-term vehicular emissions could also result in elevated concentrations of carbon monoxide (CO) at congested intersections in the project site vicinity.

Impacts related to both temporary construction-related air pollutant emissions and long-term emissions would be potentially significant and will be analyzed further in an EIR.

e) The proposed mixed-use project would not generate objectionable odors. Residential and retail uses are not identified on Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people. **No impact** would occur.



IV. <u>BIOLOGICAL RESOURCES</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f. The project site is located in a highly urbanized area of West Hollywood. The project site lacks native biological habitats, including wetlands. Therefore, site development would not adversely affect sensitive plant or animal species, nor would it interfere with wildlife movement or the provisions of any adopted habitat conservation plan. **No impact to biological resources would occur and further analysis of this issue in an EIR is not warranted.**

V. <u>CULTURAL RESOURCES</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<u>V. CULTURAL RESOURCES</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The project site currently consists of commercial buildings and a single-family residence. The existing structures have not been identified as historic resources in any State register, nor does the site contain any historic resources defined under the California Public Resources Code § 15064.5 (California State Parks, 2012). The existing residence that would be demolished as part of the proposed project was built in 1924, but it is not designated as a historic or cultural resource or a potential historic or cultural resource by the City of West Hollywood (West Hollywood Cultural and Historic Resources Map, 2011; Tony Castillo, personal communication, October 2012). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

b-d) The project site is within a highly urbanized area. In addition, it has been disturbed to accommodate past and present onsite development and is currently covered with structures and surface parking lots. There is no evidence that archaeological or paleontological resources or human remains are present onsite. In the unlikely event that such resources are unearthed during excavation and grading, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If archaeological or paleontological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

<u>VI. GEOLOGY AND SOILS</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				



VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a.i) The project site is not located within an Alquist-Priolo earthquake fault zone as defined by the State Geologist (Beverly Hills Quadrangle, California Department of Conservation, 1986) nor is it located within a known fault. According to the geotechnical study completed by GeoDesign, Inc. in 2011, the closest active fault to the site capable of surface rupture is the Hollywood fault, approximately 700 feet north of the site. A state-designated Alquist-Priolo Earthquake Zone is not established for the active Hollywood Fault. For planning purposes, the City of West Hollywood has established a Fault Precaution (FP) zone along the Hollywood Fault zone. FP Zone 1 requires a site-specific surface fault rupture evaluation and FP Zone 2 requires either a site-specific surface fault rupture evaluation or foundation strengthening to mitigate up to 2 inches of ground displacement. The project site is not located in FP zone 1 or FP zone 2 (GeoDesign, 2011). Therefore, the project would not be exposed to hazards associated with surface fault rupture. No impact would occur and further analysis of this issue in an EIR is not warranted.				



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

Onsite structures would be required to be constructed to comply with the California Building Code (CBC). With adherence to the CBC, design and construction of the proposed mixed-use development would be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for the site would take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. In addition, project construction would be subject to review and approval by City building and safety officials. Seismic hazard impacts would be **less than significant and further analysis of this issue in an EIR is not warranted.**

a.iii) The project site is within a potential liquefaction zone as identified on the State Hazards map (California Department of Conservation, Beverly Hills Quadrangle, 1999). According to the geotechnical report conducted by GeoDeisign Inc. in 2011, the potential for liquefaction exists on-site. **Liquefaction impacts are potentially significant and will be analyzed further in an EIR.**

a.iv) The project is located in a highly urbanized area. The site is not listed or shown as an area prone to slope instability or landslides in the City of West Hollywood 2035 General Plan Safety and Noise Element or the California Department of Conservation Seismic Hazards map (1999). The probability of landslides (seismically-induced or otherwise) occurring on the project site is low. **Impacts related to landslide hazards would be less than significant and further analysis of this issue in an EIR is not warranted.**

b) Temporary erosion could occur during project construction. However, construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. This Section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. The following requirements would apply to the site:

- *Sediment, construction wastes, trash and other pollutants from construction activities shall be reduced to the maximum extent practicable.*
- *Structural controls such as sediment barriers, plastic sheeting, detention ponds, filters, berms, and similar controls shall be utilized to the maximum extent practicable in order to minimize the escape of sediment and other pollutants from the site.*
- *Between October 1 and April 15, all excavated soil shall be located on the site in a manner that minimizes the amount of sediment running onto the street, drainage facilities or adjacent properties. Soil piles shall be bermed or covered with plastic or similar materials until the soil is either used or removed from the site.*
- *No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction vehicle or equipment on the construction site is permitted to run off the construction site and enter the municipal storm water system.*



- *Trash receptacles must be situated at convenient locations on construction sites and must be maintained in such a manner that trash and litter does not accumulate on the site nor migrate off site.*
- *Erosion from slopes and channels must be controlled through the effective combination of best management practices.*

The requirements listed above would reduce temporary erosion-related impacts to less than significant. Further analysis of this issue in an EIR is not warranted.

c) Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks.

The project site is located in an area with a high water table potential liquefaction area and therefore may be located on a geologic unit or soil that is unstable. **Impacts are potentially significant and will be analyzed further in an EIR.**

d) Expansive soils are generally clays which increase in volume when saturated and shrink when dried. According to the City's General Plan FEIR, expansive soils exist in the City but are more prevalent in the southern part of the City, south of Santa Monica Boulevard. In addition, compliance with the California Building Code requirements would ensure protection of structures and occupants from expansive soils. **Therefore, expansive soil impacts would be less than significant.**

e) The proposed project would be connected to the local wastewater treatment system. Septic systems would not be used. **No impact would occur and further analysis of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. Emissions could potentially exceed locally adopted significance thresholds and the project could potentially conflict with local and regional plans adopted for the purpose of reduce GHG emissions, including the City’s Climate Action and the regional Sustainable Communities Strategy (SCS). **Greenhouse gas emissions are potentially significant and will be analyzed further in an EIR.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<u>VIII. HAZARDS AND HAZARDOUS MATERIALS</u> – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) The proposed project would involve replacement of commercial uses with a mix of residential and commercial uses. The proposed uses would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. However, construction of the project would involve demolition of the existing onsite structures which, due to their age, may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). In addition, the proposed project would be required to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. **Compliance with applicable standards would reduce impacts related to hazardous materials to a less than significant level. Further analysis of this issue in an EIR is not warranted.**

c) The school closest to the project site is the Pacific Hills School, which is approximately 0.15 miles northwest of the project site. Operation of the proposed project would not involve the use or transport of hazardous materials. However, construction of the project would involve demolition of the existing onsite structures, which as described in subsection (a), due to their age, may contain asbestos and lead-based paints and materials. As stated above, the removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) and CalOSHA regulations regarding lead-based materials. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. **Therefore, impacts**



related to hazardous emissions or materials affecting school sites would be less than significant and further analysis of this issue in an EIR is not warranted.

d) The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5. The following databases were checked (October 22, 2012) for known hazardous materials contamination at the project site:

- *GeoTracker (California State Water Resources Control Board): list of leaking underground storage tank sites*
- *EnviroStor (California Department of Toxic Substances Control): list of hazardous waste and substances sites*
- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database*
- *Cortese list of Hazardous Waste and Substances Sites*
- *EnviroMapper (U.S. Environmental Protection Agency)*

The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The closest listings were two leaking underground storage tank (LUST) cleanup sites located at 1107 La Cienega Boulevard and 958 Hancock Avenue. These properties are approximately 700 and 800 feet from the project site, respectively. However, the status for both listings is “completed-case closed,” indicating that no hazards remain. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

e, f) The project site is not located in the vicinity of a public or private airstrips. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

g) The proposed project involves infill development in a highly urbanized area of West Hollywood. Project implementation would not interfere with emergency response or evacuation. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

h) The project site is in an urbanized area and is not within a wildland fire hazard area as defined by the City of West Hollywood 2035 General Plan Safety and Noise Element. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

<u>IX. HYDROLOGY AND WATER QUALITY –</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, c -f) The proposed project would not involve alteration of a stream or river and would not substantially alter drainage patterns in the area. During construction of the project, the drainage pattern could be temporarily altered and erosion could occur. However, as discussed under Section VI, Geology and Soils, Item b, construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. This Section requires storm water



runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. This requirement would reduce temporary erosion-related effects.

The project site is currently highly urbanized and almost entirely impervious, and would remain so under the proposed project. Therefore, the project would not substantially increase surface runoff from the site. In addition, the project would be required to comply with the NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles Regional Water Quality Control Board, which would require implementation of Best Management Practices (BMPs). BMPs would be required to reduce polluted runoff from the project site by retaining, treating, or infiltrating polluted runoff onsite. Further, the proposed project involves a “green” roof which would capture and filter a portion of runoff from the project site. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

b) The proposed project involves the construction of a mixed-use development on a site currently occupied for commercial uses and would incrementally increase water consumption. Water would be provided by the Los Angeles Department of Water and Power, which receives approximately 15% of its water from groundwater sources. However, the water demand associated with the proposed project would not be enough to substantially deplete groundwater supply. (Refer to Section XVI, *Utilities and Service Systems*, for further discussion of this impact.)

The project site is located in an area with a high water table. Groundwater was found at depths of 30-49 feet below ground surface (GeoDesign, 2011). The proposed project involves a subterranean parking garage. Excavation and use of the subterranean parking garage may impact groundwater resources. **Impacts related to intrusion of site structures into the groundwater table would be potentially significant and this will be further analyzed in an EIR.**

g-j) Part of the project site is in Flood Zone X, which is an area outside of the 100-year flood zone, and part of the project site is in Flood Zone X shaded, meaning it is either outside the 100-year flood hazard area or protected by levees from 100-year floods (FEMA FIRM Map No. 06037C1585F, 2008). The project would not involve construction of a structure that would impede flood flows. The site is not located within a potential inundation area (City of West Hollywood, 2035 General Plan Safety and Noise Element). The project site is approximately nine miles from the Pacific Ocean and is not located within a seiche or landslide/mudslide hazard zone (California Department of Conservation, 1999). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>X. LAND USE AND PLANNING</u> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>X. LAND USE AND PLANNING</u> – Would 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?				

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

a) The proposed project involves intensification of the existing land use on the site (commercial and residential), and would not divide an established community. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

b) The project site is zoned and has a General Plan land use designation of Commercial, Community 1 (CC1). A small portion of the project site (the residence in the northeast corner of the project site) is zoned and has a General Plan land use designation of Residential, Multi-Family High Density (R4B). The CC1 designation identifies areas for mixed-use development. R4B designates high-density, multi-family housing types.

The project site is also within the General Plan’s Commercial Subarea 2 (Santa Monica Boulevard West). The vision for Santa Monica Boulevard West is to support neighborhood serving uses that encourage pedestrian activity. General Plan Goal LU-12 aims to “Enhance Santa Monica Boulevard West as a destination for nightlife and entertainment, a focus of the LGBT community, and a center for neighborhood-serving retail and restaurants.” Policies in the General Plan encourage ground floor retail uses and residential uses on the upper floors of buildings in the Santa Monica Boulevard West area (LU-12.3 and LU-12.5). Policy LU-12.6 encourages mixed use development near the intersection of Santa Monica Boulevard and La Cienega Boulevard. The proposed project would implement these General Plan Goals and Policies by providing neighborhood-serving retail and restaurants on the ground floor, residential uses on upper floors, and activities within walking distance of residential, retail, and other commercial uses.

The proposed project is also in the General Plan Mixed-Use Incentive Overlay Zone and in a Transit Overlay District. The Mixed-Use Incentive Zone allows for new development with a mix of residential and commercial uses to receive an additional 0.5 FAR and ten feet in height. The Transit Overlay District identifies sites close to major transit nodes for which modifications to the General Plan’s permitted density, height, parking requirements, or other development standards may be considered when projects provide Transportation Demand Management programs.

Further, the proposed project is consistent with SB 1818 requirements and the City of West Hollywood’s affordable housing ordinance as it would 20% of the baseline units as affordable units.



The project applicant is seeking a density bonus based on the percentage of affordable units, as well as two associated regulatory “concessions” pursuant to state law. The requested concessions are:

- An additional story (adding not more than 10 feet to overall project height) above the allowed maximum; and
- A 10% reduction in minimum rear yard setback above 35’ height between commercial and residential.

The applicant is also seeking height and FAR bonuses based on the proposed mixed-use nature of the project in accordance with the Mixed-Use Development Overlay Zone, and modifications to setbacks and loading spaces. With the exception of the requested modifications for setbacks and loading spaces, the proposed project is generally consistent with the existing land use and zoning designations as modified by applicable state laws pertaining to the density bonus and regulatory concessions.

The proposed project is consistent with the definitions of the CC1 zone, R4B zone, Transit Overlay District, Mixed-Use Incentive Overlay Zone, is consistent with the goals and policies in the 2035 General Plan, and is consistent with the City’s affordable housing ordinance. In accordance with the density bonuses granted for FAR and height for mixed-use projects and affordable housing projects, the project is consistent with permitted FAR and height requirements in the CC1 and R4B zones. **Impacts related to conflicts with land use plans would be less than significant and further analysis of this issue in an EIR is not warranted.**

c) The project site is in a highly urbanized area of West Hollywood. There are no adopted habitat conservation plans or natural community conservation plans within the City of West Hollywood (General Plan FEIR, 2010). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

XI. MINERAL RESOURCES -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) The project site is in a highly urbanized area of West Hollywood that is not used for mineral resource extraction. No state-designated or locally designated mineral resource zones exist in the City (City of West Hollywood General Plan Final EIR, October 2010). The proposed project would not affect mineral resources. **No impact would occur and further analysis of this issue in an EIR is not warranted.**



XII. <u>NOISE</u> – Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically



absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

The City of West Hollywood adopted the 2035 General Plan Safety and Noise Element in September 2011. The Noise Element provides a description of existing noise levels and sources and incorporates comprehensive goals, policies, and implementing actions. The Noise Element includes several policies on noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.), and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). The Noise Element also establishes land use compatibility categories for community noise exposure. The maximum “normally acceptable” noise level for the exterior of residential areas is 60 dBA CNEL or Ldn. The maximum “normally acceptable” noise level for commercial and professional uses is 65 dBA CNEL or Ldn.

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

a) The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are automobiles traveling on Santa Monica Boulevard immediately south of the Project site as well as automobile traffic on West Knoll Drive, which borders the project site on its eastern and northern sites. According to the City of West Hollywood General Plan, new construction in the “normally unacceptable” range must include noise insulation features. Due to existing traffic noise levels, project residents may be exposed to unacceptable noise levels. **Impacts would be potentially significant and will be further analyzed in an EIR.**

b) The proposed project would involve construction activities such as demolition, asphalt removal, grading, and excavation activities. Each of these is anticipated to result in some vibration that affect nearby residential sensitive receptors. Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions, due to the proposed mixed-use nature of the project.



The City has not adopted any thresholds or regulations addressing vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 72 VdB for residences and hotels, as these are the only sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Table 2 identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

Table 2
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

Based on the information presented in Table 2, vibration levels could temporarily and intermittently reach up to approximately 87 VdB at the residences immediately north of the project site and the hotel west of the project site. Therefore, vibration levels would exceed the groundborne velocity threshold level of 72 vibration decibels (VdB) established by the Federal Railway Administration for residences where people normally sleep. However, as discussed above, the WHMC prohibits construction activities between the hours of 7:00 pm and 8:00 am on weekdays and Saturdays, and all day Sundays, and City holidays. Therefore, construction would not occur during recognized sleep hours for residences. In addition, the vibration levels would not be anticipated to exceed 100 Vdb, which is the threshold where minor damage can occur in fragile buildings. As such, vibration effects would be **less than significant**.



c, d) The project could generate temporary noise increases during construction and long-term increases associated with operation of the proposed uses.

Construction Noise

Noise levels from construction of the project would result from demolition and removal of the existing commercial buildings, residence and surface parking lots currently located on the site, grading and trenching for the proposed structure, construction of the structure, and traffic noise from construction vehicles. As shown in Table 3, noise levels on the project site could reach 89 dBA at 50 feet from the source during construction (Harris, Miller, Miller, and Hanson Inc., May 2006).

Table 3
Typical Noise Levels at Construction Sites

Equipment Onsite	Average Noise Level at 50 Feet
Air Compressor	81 dBA
Concrete Mixer	85 dBA
Saw	76 dBA
Scraper Laying	89 dBA

Source: Transit Noise and Vibration Impact Assessment, Harris Miller, Miller & Hanson Inc., May 2006.

Temporary noise levels shown in Table 3 could affect sensitive receptors near the project site, particularly the multi-family residential uses located immediately to the north of the project site. **Construction noise impacts would be potentially significant and will be analyzed further in the EIR.**

Operational Noise

Noises associated with operation of the proposed project may be periodically audible at adjacent uses. Noise events that are typical of residential developments include music, conversations, and children playing. Commercial, restaurant, and market noise levels would vary depending on how the commercial and retail space is filled. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling.

General noise that would be associated with the proposed parking garage includes the movement of vehicles through the garage, the slamming of doors, conversations, and similar activities. It is anticipated that these noises would be reduced due to the placement of most of these activities within the parking garage. Nevertheless, noise associated with the parking garage could potentially be audible at adjacent properties.

Increased traffic on the roadway system would also increase local traffic noise levels. Such increases could be audible at nearby receivers.



Impacts related to operational noise increases would be potentially significant and will be further analyzed in the EIR.

e, f) The project site is not in the vicinity of any public or private airport. The closest airport is the Santa Monica Airport, located approximately 8 miles southwest of the project site.

Therefore, no impact related to aircraft noise would occur and further analysis of this issue in an EIR is not warranted.

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

a) Using the California State Department of Finance average household size for West Hollywood of 1.529 persons, the 92 new dwelling units (93 new dwelling units minus the 1 housing unit that would be demolished as part of the project) would generate an average resident population of 141 persons (92 units x 1.529 persons/unit). The current City population is approximately 34,681, according to the most recent (May 2012) California Department of Finance estimate. Therefore, the proposed project would result in a total population of approximately 34,822 persons (34,681 + 141). The Southern California Association of Governments projects the population of the City of West Hollywood will be 35,100 in 2020. The level of population increase associated with the proposed project would be within the citywide population forecast. The proposed project is urban infill so it would not substantially indirectly induce population growth. **Therefore, a less than significant impact would occur and further analysis of this issue in an EIR is not warranted.**

b, c) The project site is currently occupied by a commercial uses, parking areas, and one residence. The proposed project would involve demolition of one existing occupied housing unit, but would involve the construction of 93 housing units. The proposed project would not displace housing or people or necessitate the construction of replacement housing, as the project itself involves housing. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**



<u>XIV. PUBLIC SERVICES</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of West Hollywood, which is within LACFD’s Battalion 1 service area. The LACFD operates six fire stations within the Battalion 1 area, with 2 fires stations, #7 and #8 located within West Hollywood. The closest fire station to the project site is Fire Station #7, located at 864 N. San Vicente Blvd approximately 0.5 miles west of the project site. The proposed project would involve removal of existing commercial and residential uses and construction of a mixed-use project. The proposed project would increase density on the project site, which would incrementally increase demand for fire protection services.

As identified in Section 14.04.010 of the Municipal Code, the City of West Hollywood has adopted the Los Angeles County Title 32 (Fire Code), an amended California Fire Code (2010 edition), and an amended International Fire Code (2009 edition). The City’s Fire code is based on the Los Angeles County Fire Code supplemented by the other fire codes identified. The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The project would be required to comply with applicable Fire Codes. With adherence to existing regulations, the proposed project would not result in the need for new or expanded fire facilities (City of West Hollywood General Plan Final EIR, 2010; Capt. Salmo, personal communication, March 6, 2013). **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.ii) Law enforcement services in West Hollywood are provided by contract with the Los Angeles County Sheriff’s Department (LACSD). Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The LACSD has established the West Hollywood Sheriff’s Department and operates two stations: the headquarters for West Hollywood, located at 780 N. San Vicente Boulevard, and a sub-station at Universal City Walk.



LACSD has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments.

The proposed project involves removal of existing commercial uses and construction of a mixed-use project. The addition of residential uses on the project site would incrementally increase demand for police protection services compared to existing uses. According to the City’s General Plan FEIR, the City has a ratio of 3.6 sworn officers per 1,000 residents, which far exceeds the average for cities in the Western United States of 1.7 officers per 1,000 residents. The proposed project would not affect service ratios such that new or expanded police facilities are needed. At present time, there are no plans for a new police station (City of West Hollywood General Plan Final EIR, October 2010). **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.iii) The Los Angeles Unified School District (LAUSD) provides public school services to West Hollywood residents. The proposed project would involve the construction of 93 multi-family residential units. Based on LAUSD’s student generation rates (see Table 4), the proposed project would generate an estimated 19 elementary school students, 9 middle school students, and 11 high school students.

**Table 4
 Student Generation Rates**

Type of Use	Quantity	Generation Factor	Students Generated
Multi-Family Residential	93 Units	0.1966 Elementary School Students Per Unit	19
		0.0935 Middle School Students Per Unit	9
		0.1106 High School Students Per Unit	11
Total Students			39

Source: City of West Hollywood 2035 General Plan FEIR, 2010

The proposed project would be served by West Hollywood Elementary School, Bancroft Middle School, and Fairfax Senior High School (LAUSD, 2012). As shown in Table 5, the schools have adequate capacity to serve new students generated as a result of the proposed project.

**Table 5
 School Capacity and Enrollment**

School	Capacity ^a	2011-2012 Enrollment ^b
West Hollywood Elementary School	398	363
Bancroft Middle School	1,601	961
Fairfax Senior High School	3,600	2,407

^a Source: City of West Hollywood 2035 General Plan FEIR, 2010

^b Source: California Department of Education. DataQuest:
<http://dq.cde.ca.gov/dataquest/dataquest.asp>



In accordance with State law the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees “...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Thus, payment of the development fees is considered full mitigation for the proposed project's impacts under CEQA. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.iv) The proposed project would involve the addition of 141 residents and would incrementally increase the demand for usage of existing parks in the City (see Section XV, *Recreation*). The City assesses Quimby Act and public open space development fees for new residential and non-residential development (West Hollywood Municipal Code Chapter 19.64). These fees are intended to be used for the acquisition, improvement, and expansion of public parks and/or recreational facilities. **With payment of park fees, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

a.v) The proposed project would contribute incrementally toward impacts to City Public Services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities and Service Systems*). The project’s contribution would be offset through payment of fees that are used to fund storm drain improvements, school facility expansions, etc., as well as by the project specific features described in the individual resource section analyses described in this Initial Study. **The project’s contribution, taking into account existing capacities and assuming compliance with existing ordinances, would be less than significant. Further analysis of this issue in an EIR is not warranted.**

<u>XV. RECREATION</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) West Hollywood has six parks totaling 15.3 acres of parkland (West Hollywood 2035 General Plan FEIR, 2010). Using the City’s current population of 34,681, this amounts to a park ratio of 0.4 acres per 1,000 residents. West Hollywood does not specify a park acreage standard.



However, the desired standard stated in the 1975 Quimby Act is 3 acres per 1,000 residents. By this standard, West Hollywood is park deficient.

The proposed project would involve 93 residential units, increasing the City population by approximately 141 residents (see Section XIII, Population and Housing). The proposed project would incrementally increase the use of and demand for parks and recreational facilities. However, the project applicant would be required to pay Quimby Act and Public Open Space Development fees that would be used by the City to acquire parkland as it becomes available and/or to expand and maintain existing recreational facilities (West Hollywood Municipal Code Section Chapter 19.64). Payment of required impact mitigation fees would reduce impacts to a less than significant level; therefore, further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION / TRAFFIC --

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION / TRAFFIC --

Would the project:

programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

a, b, d, e, f) The proposed project would increase traffic compared to existing conditions. Trips generated as a result of the proposed project have the potential to impact area intersections and roadway segments and contribute to cumulative traffic increases. The proposed project may also result in hazards, inadequate emergency access, or conflict with applicable plans and policies including the Los Angeles Congestion Management Plan. **Traffic impacts would potentially significant and will be analyzed further in an EIR.**

c) No airport or airstrip is located within the City of West Hollywood. The proposed project would not affect air traffic patterns. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

XVII. UTILITIES AND SERVICE SYSTEMS –

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<u>XVII. UTILITIES AND SERVICE SYSTEMS –</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, e) The sewer collection within West Hollywood contains City-owned local sewers and County-owned trunk sewer links. Within the City, there are 39 miles of gravity piping providing sewer service to every parcel in the City. None of the regional trunk sewers are at or near capacity (2035 General Plan FEIR, 2010). Wastewater from the City is carried to the Hyperion Treatment Plant (HTP) in Playa Del Rey. This wastewater treatment plant provides full secondary treatment (LADWP website, 2013). The HTP has a dry-weather flow capacity of 450 million gallons per day (MGD). Currently, the average wastewater flow to the plant is 299 MGD and this is projected to increase to 340 MGD in 2035 (LADWP, 2011). Therefore, the current available capacity of the HTP is 151 MGD and the projected available capacity in 2035 is 110 MGD.

As shown in Table 6, the proposed project would generate a net increase of approximately 20,227 gallons of wastewater per day. This increase would be well within the existing unused capacity of the HTP. Therefore, the proposed project would not be expected to significantly affect the City’s wastewater conveyance system or result in the construction of new treatment facilities. Further, the City requires developers to pay a wastewater mitigation fee to offset any net increases in wastewater flow from new construction. **Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**



**Table 6
Estimated of Wastewater Generation**

Type of Use	Quantity	Generation Factor (per day)	Amount (gpd)
Proposed			
Residential Apt 1 BD	56 units*	120 gallons/unit	6,720
Residential Apt 2 BD	41 units	160 gallons/unit	6,560
Residential Apt 3 BD	1 units	200 gallons/unit	200
Restaurant Full Service, Indoor Seat	224 seats**	30/seat	6,720
Retail	27,840 SF	80 gallons/1000 SF	2,227
Existing			
Retail	25,000 SF	80 gallons/1000 SF	(2,000)
Single Family Residence	1 unit	200 gallons/ unit	(200)
Net Increase in Wastewater Demand			20,227

Source: City of Los Angeles CEQA Thresholds Guidelines (2006)

Notes: gpd = gallons per day, bd= bedroom, SF=square feet

* For the purposes of this analysis, the five live/work units are considered 1 bedroom units. This is a conservative estimate as residential uses generate more wastewater than commercial or retail uses.

** Assuming 6,720 SF of restaurant space, 50% of restaurant has seating, and 1 seat per 15 SF

c) Storm drain infrastructure in the City is owned and operated by the City of West Hollywood or the County of Los Angeles. Currently, the project site contains three commercial buildings, parking areas, and one residential unit. The project site is almost entirely impervious except for the yard associated with the residential unit, limited landscaping on the sidewalk along West Knoll Avenue, and a small undeveloped slope on the northwest project boundary line. The proposed project would include impervious surfaces comparable to existing conditions and would include a green roof that would filter and store rainfall to reduce runoff. Therefore, the amount and rate of runoff from the project site would not increase as a result of the proposed project and existing storm drain facilities would not be adversely affected.

The proposed project would be required to comply with Chapter 15.56 and Chapter 19.20.190 of the West Hollywood Municipal Code. These sections require stormwater runoff to be minimized and require Standard Urban Storm Water Mitigation Plans (SUSMP) for new development. The proposed project would be required to implement Best Management Practices to reduce runoff. **With adherence to applicable regulations, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

d) Water service to the project site would be provided by the Los Angeles Department of Water and Power (LADWP). LADWP provides water service to approximately 4 million people in the City of Los Angeles, portions of West Hollywood, Culver City, and other areas. The primary sources of water supply for LADWP are the Los Angeles Aqueduct (average of 36% of total water supply), local groundwater (average 12%), and purchased imported water from the Metropolitan Water District (MWD, approximately 52%) (LADWP, 2011). LADWP also delivers recycled water for parkland irrigation.



Assuming water use is 120% of wastewater generation, the proposed project would use approximately 24,272 gallons of water per day, which equates to 8.9 million gallons a year or 27 acre feet per year.

The LADWP attempts to address issues of water supply in its 2010 Urban Water Management Plan (UWMP). According to the Plan, LADWP has analyzed three different hydrological conditions to determine the reliability of water supplies for the City: average year (50 year average hydrology from FY 1596/57 to 2005/06), single dry-year, and multiple dry-year period. In each of the three hydrological conditions, the projected water demand was calculated taking into account growth in billing data, water conservation efforts, and demographics. The UWMP states that LADWP can reliably meet the projected water demand in each of the hydrological conditions through 2035 (LADWP, 2011). The UWMP states that if a proposed development is consistent with the City's General plan, the projected water demand of the development is considered to be accounted for in the most recently adopted UWMP. The UWMP incorporates the projected demographic data from SCAG. As stated in Sections IV, *Land Use and Planning*, and XIII, *Population and Housing*, the proposed project would be consistent with the West Hollywood 2035 General Plan and the SCAG RTP/SCS growth forecast. Thus, the project would not consume water in excess of the water supplies available to the City.

Further, the LADWP, in coordination with the City, would be required to review the proposed project for consistency with water infrastructure requirements established in development plans and agreements, and to ensure that sufficient water infrastructure capacity is available to serve new development prior to approval of the project (General Plan FEIR, 2010). **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

f, g) The City of West Hollywood contracts with a private company to collect, transport, and dispose of solid waste for all residential and commercial uses (2035 General Plan FEIR, 2010). Waste generated in the City is currently taken to the Puente Hills Landfill. However, the Puente Hills Landfill is scheduled to close in 2013. After closure, solid waste will be transferred by rail to the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County (2035 General Plan FEIR, 2010). The Mesquite Regional Landfill is permitted to accept 20,000 tons per day. It is not yet operational, but it is expected to receive up to 12,000 tons per day. The Eagle Mountain Landfill is also not yet operational, but is permitted to accept 10,000 tons per day in its first 10 years of operation (Los Angeles County, 2011).

Senate Bill (SB) 1016 requires that the 50% diversion requirement mandated by Assembly Bill (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. In 2011 the per capita disposal rate per day per resident in West Hollywood was 4.5 and 5.1 per employee. West Hollywood has achieved both the resident and employee targets set by CalRecycle.

As shown in Table 7, the proposed project would generate 0.155 tons of solid waste per day. This does not take into account removal of existing uses. The Eagle Mountain Landfill and the Mesquite Regional Landfill have adequate capacity to dispose of waste generated by the



proposed project. Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

**Table 7
Estimated Solid Waste Generation**

Land Use	Size	Generation Factor*	Total (lbs/day)	Total (tons/day)
Residential - Multifamily	98 units**	5.31 lbs /unit/ day	520.4	0.26
Restaurant	6,720 sf	0.005 lbs/sf/day	33.6	0.02
Retail	27,840 sf	2.5 lbs/1000 sf/day	69.6	0.03
Total Net Solid Waste Generation Increase			623.6	0.31
Total Solid Waste Sent to Landfill (Assuming 50% diversion rate)			311.8	0.155

Notes: SF = square feet, lbs= pounds

* CalRecycle Waste Generation Rates, available at: <http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm>

** For the purposes of this analysis, the five live/work units are considered 1 bedroom units.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

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

a) The project site is located within an urbanized area that lacks native biological habitats, as discussed under item IV, *Biological Resources*. As discussed under item V, *Cultural Resources*, there are no historic resources onsite. The proposed project would not significantly degrade the



quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. **No impact would occur and further analysis of these issues in an EIR is not warranted.**

b) In combination with other planned and pending development in the area, the proposed project could contribute to significant cumulative impacts. In particular, cumulative impacts could occur with respect such issues as transportation, air quality, greenhouse gases, and noise. **The cumulative effects of the project, in combination with other planned projects in the vicinity, will be evaluated in an EIR.**

c) The proposed project may result in potential adverse impacts to human beings. Impacts related to Hazards and Hazardous Materials were found to be less than significant. **However, impacts to Aesthetics, Air Quality, Geology and Soils, Hydrology, Transportation, and Noise would be potentially significant. These impacts will be analyzed further in an EIR.**



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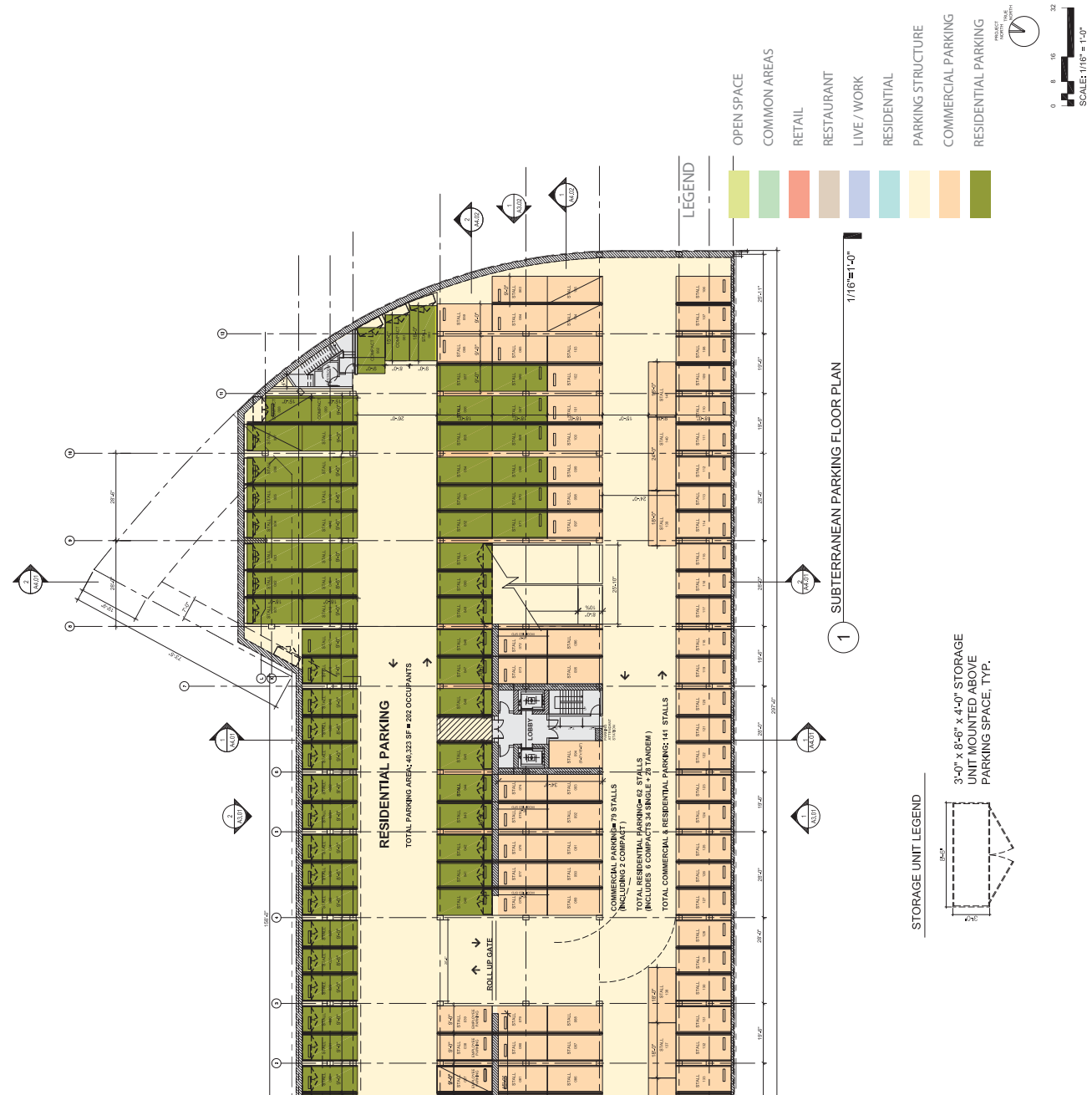
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Appendix
Site Plans

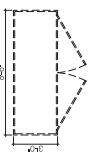




- LEGEND**
- OPEN SPACE
 - COMMON AREAS
 - RETAIL
 - RESTAURANT
 - LIVE / WORK
 - RESIDENTIAL
 - PARKING STRUCTURE
 - COMMERCIAL PARKING
 - RESIDENTIAL PARKING

1 SUBTERRANEAN PARKING FLOOR PLAN
 1/16" = 1'-0"

STORAGE UNIT LEGEND



3'-0" x 8'-6" x 4'-0" STORAGE UNIT MOUNTED ABOVE PARKING SPACE, TYP.

	LEVEL 1	LEVEL 1.5	LEVEL 2	TOTAL
CONCRETE PARKING SPACES	73	30	31	134
COMMERCIAL	20	0	0	20
RESIDENTIAL	53	30	31	114
SEMI-TRUCK TANDERS	0	0	0	0
TOTAL	141	48	31	220
PER INCLEMENT ABOVE				
COMMERCIAL STANDARD	77	26	0	103
SEMI-TRUCK TANDERS	0	0	0	0
RESIDENTIAL TANDERS	24	0	0	24
TOTAL PER INCLEMENT ABOVE	141	26	0	167
COMMERCIAL, RETAIL, ABOVE	0	1	0	1
RESIDENTIAL, ABOVE	0	0	0	0
TOTAL PROVIDED	282	74	31	387
REQUIRED	141	48	31	220
EXCESS	141	26	0	167

LOADING SPACE REQUIREMENTS W/ 4.5, 6.0, 8.0, 10.0	
Total Gross Floor Area	10,000 sq ft
Required Loading Space	10,000 sq ft
Available Loading Space	10,000 sq ft
Net Available Loading Space	10,000 sq ft
Net Available Loading Space (Less 10,000 sq ft)	0 sq ft
TOTAL AVAILABLE LOADING SPACE	10,000 sq ft

NOT FOR CONSTRUCTION

JOB TITLE
SANTA MONICA & WEST KNOLL
BAMES USE BUILDING

JOB ADDRESS
8555 SANTA MONICA BLVD
WEST HOLLYWOOD, CA 90069

SHEET TITLE

ISSUED FOR
DEVELOPMENT PERMIT
APPLICATION

JOB NO.
01020

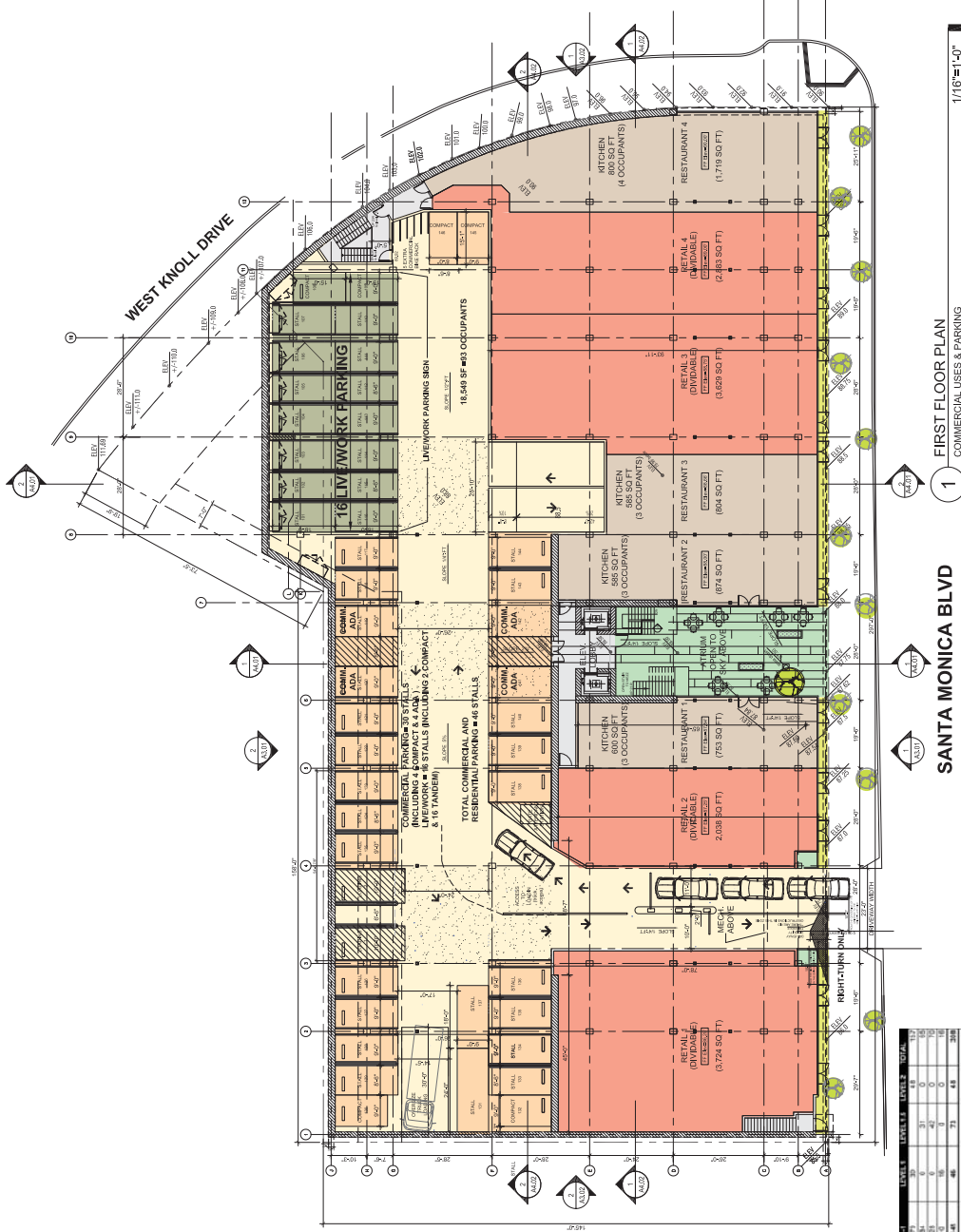
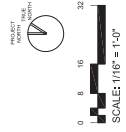
DATE
FEBRUARY 12, 2015

SCALE

SHEET

DATE PLOTTED: 02/12/2015 11:56:34 AM
PLOTTER: HP DesignJet T1200

- LEGEND
- OPEN SPACE
 - COMMON AREAS
 - RETAIL
 - RESTAURANT
 - LIVE / WORK
 - RESIDENTIAL
 - PARKING STRUCTURE
 - COMMERCIAL PARKING
 - RESIDENTIAL PARKING
 - LIVE / WORK PARKING



1 FIRST FLOOR PLAN
COMMERCIAL USES & PARKING

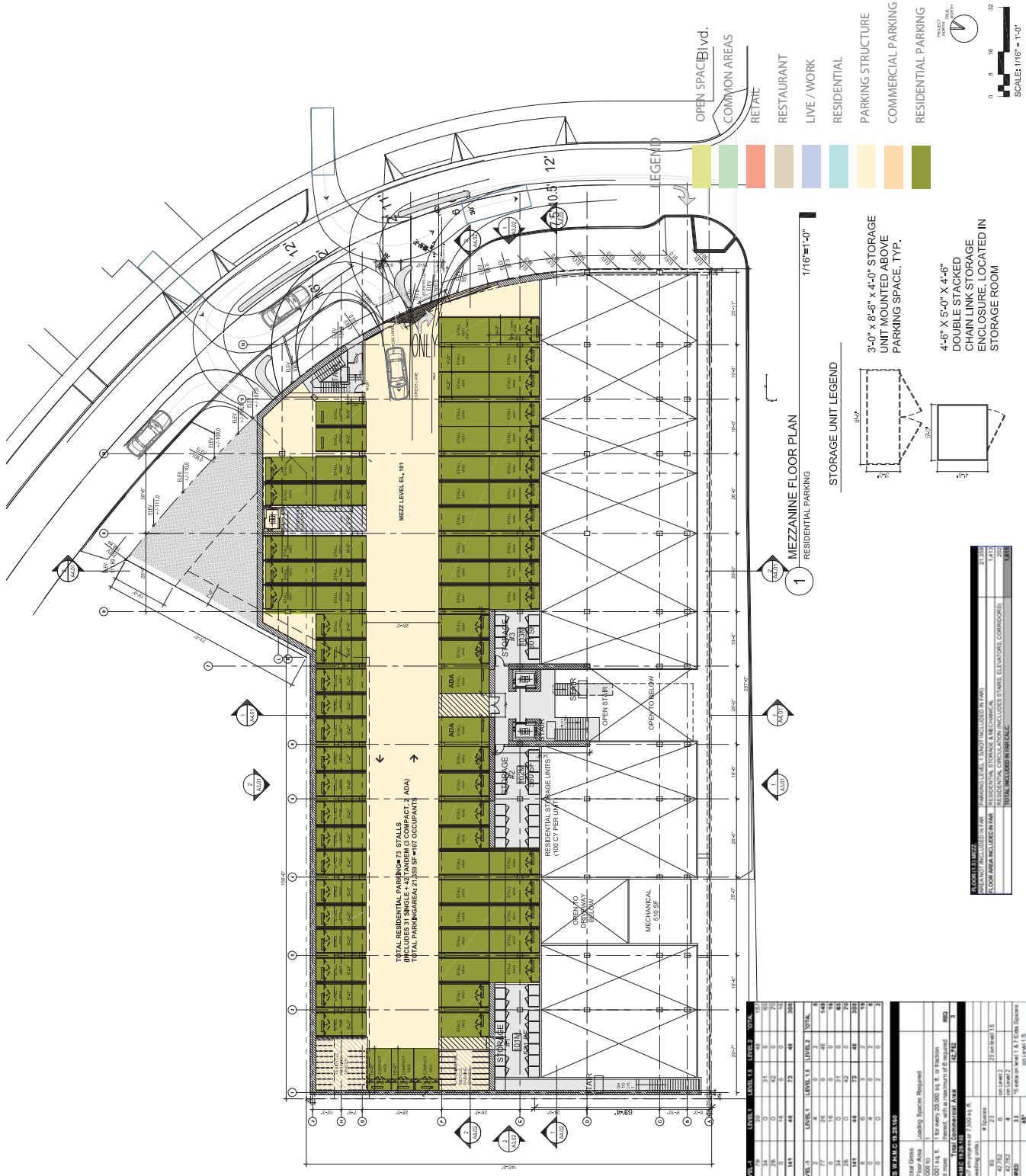
1
SANTA MONICA BLVD

PACKAGE PLAN/TYPE	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
COMMERCIAL SPACE	33	30	33	30	33	30	189
RESIDENTIAL	33	30	33	30	33	30	189
MECHANICAL	3	3	3	3	3	3	18
MECHANICAL	3	3	3	3	3	3	18
TOTAL	69	66	69	66	69	66	408

TYPE	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
TYPE INCLUDES ABOVE							
COMMERCIAL STANDARD	33	30	33	30	33	30	189
COMMERCIAL PREMIUM	33	30	33	30	33	30	189
RESIDENTIAL STANDARD	33	30	33	30	33	30	189
RESIDENTIAL PREMIUM	33	30	33	30	33	30	189
TOTAL	69	66	69	66	69	66	408
MECHANICAL	3	3	3	3	3	3	18
MECHANICAL	3	3	3	3	3	3	18
TOTAL	75	72	75	72	75	72	444

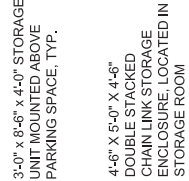
LOADING SPACE REQUIREMENTS W/ 6 C. B. 20' 0"	TRUCKS	TRUCKS	TRUCKS	TRUCKS	TRUCKS	TRUCKS	TOTAL
TYPE OF TRUCK	10,000 to 14,000 lbs	14,000 to 20,000 lbs	20,000 to 26,000 lbs	26,000 to 33,000 lbs	33,000 to 40,000 lbs	40,000 to 48,000 lbs	
LOADING STATION REQUIRED	1	1	1	1	1	1	6
LOADING STATION REQUIRED	1	1	1	1	1	1	6
LOADING STATION REQUIRED	1	1	1	1	1	1	6
LOADING STATION REQUIRED	1	1	1	1	1	1	6
LOADING STATION REQUIRED	1	1	1	1	1	1	6
LOADING STATION REQUIRED	1	1	1	1	1	1	6
TOTAL TRUCKS	6	6	6	6	6	6	36

LOOK-UP	AREA	AREA	AREA	AREA	AREA	AREA
1	RETAIL	2,038 SQ FT	2,038	8.27%	18,747	73.26%
2	RESTAURANT	800 SQ FT	800	3.17%	8,272	32.09%
3	KITCHEN	800 SQ FT	800	3.17%	8,272	32.09%
4	MECHANICAL	33 SQ FT	33	0.13%	1,259	4.87%
5	TOTAL	2,871 SQ FT	2,871	11.25%	28,570	111.29%



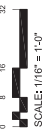
MEZZANINE FLOOR PLAN
 1/16" = 1'-0"

STORAGE UNIT LEGEND

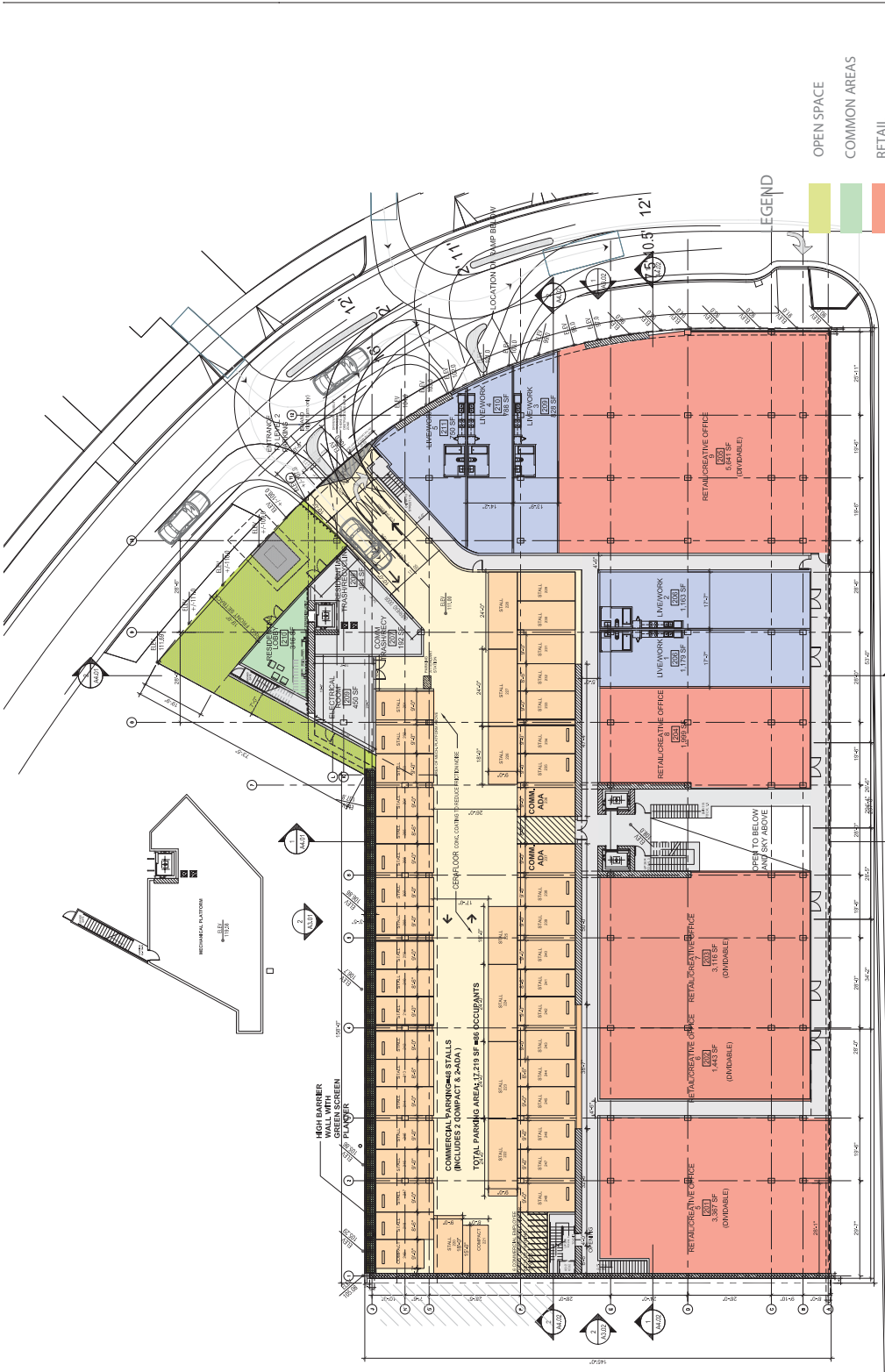


3-0" X 8-6" X 4-0" STORAGE UNIT MOUNTED ABOVE PARKING SPACE, TYP.

4-6" X 5-0" X 4-6" DOUBLE STACKED CHAIN LINK STORAGE ENCLOSURE, LOCATED IN STORAGE ROOM



CATEGORY	LEVEL 1.5				LEVEL 2				TOTAL			
	1	2	3	4	1	2	3	4	1	2	3	4
PARKING SPACES												
COMMERCIAL	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FLOOR AREA												
COMMERCIAL	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTIAL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
LOADING SPACE REQUIREMENTS												
Total Gross Floor Area	15,000 sq ft											
Required	15,000 sq ft											
Available	15,000 sq ft											
CONCRETE REQUIREMENTS												
Required	15,000 sq ft											
Available	15,000 sq ft											



- LEGEND
- OPEN SPACE
 - COMMON AREAS
 - RETAIL
 - RESTAURANT
 - LIVE / WORK
 - RESIDENTIAL
 - PARKING STRUCTURE
 - COMMERCIAL PARKING
 - RESIDENTIAL PARKING

1 SECOND FLOOR PLAN
 COMMERCIAL USES & PARKING
 RESIDENTIAL LOBBY

1/16"=1'-0"

ROOM #	AREA	TYPE	AREA
1000	13,000	COMMERCIAL CIRCULATION (INCLUDES STAIRS, ELEVATOR CORRIDORS)	2,427
1001	100	COMMERCIAL ELECTRICAL	100
1002	100	COMMERCIAL MECHANICAL	100
1003	100	COMMERCIAL TRANSPORTATION AREA	100
1004	100	RESIDENTIAL LOBBY	100
1005	100	RESIDENTIAL CIRCULATION (INCLUDES STAIRS, ELEVATOR CORRIDORS)	100
1006	100	RESIDENTIAL ELECTRICAL	100
1007	100	RESIDENTIAL MECHANICAL	100
1008	100	RESIDENTIAL TRANSPORTATION AREA	100
TOTAL INCLUDED IN THIS CALC.			24,000

TYPE	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	TOTAL
COMMERCIAL CIRCULATION	2,427	0	0	0	0	2,427
COMMERCIAL ELECTRICAL	100	0	0	0	0	100
COMMERCIAL MECHANICAL	100	0	0	0	0	100
COMMERCIAL TRANSPORTATION AREA	100	0	0	0	0	100
RESIDENTIAL CIRCULATION	100	0	0	0	0	100
RESIDENTIAL ELECTRICAL	100	0	0	0	0	100
RESIDENTIAL MECHANICAL	100	0	0	0	0	100
RESIDENTIAL TRANSPORTATION AREA	100	0	0	0	0	100
TOTAL INCLUDED IN THIS CALC.						24,000

TYPE OF LOAD	LOADING SPACE REQUIRED	LOADING SPACE PROVIDED	STATUS
10,000 TO 15,000 LB	100	100	OK
15,000 TO 20,000 LB	0	0	OK
20,000 TO 25,000 LB	0	0	OK
25,000 TO 30,000 LB	0	0	OK
30,000 TO 35,000 LB	0	0	OK
35,000 TO 40,000 LB	0	0	OK
40,000 TO 45,000 LB	0	0	OK
45,000 TO 50,000 LB	0	0	OK
50,000 TO 55,000 LB	0	0	OK
55,000 TO 60,000 LB	0	0	OK
60,000 TO 65,000 LB	0	0	OK
65,000 TO 70,000 LB	0	0	OK
70,000 TO 75,000 LB	0	0	OK
75,000 TO 80,000 LB	0	0	OK
80,000 TO 85,000 LB	0	0	OK
85,000 TO 90,000 LB	0	0	OK
90,000 TO 95,000 LB	0	0	OK
95,000 TO 100,000 LB	0	0	OK
TOTAL PROVIDED			400

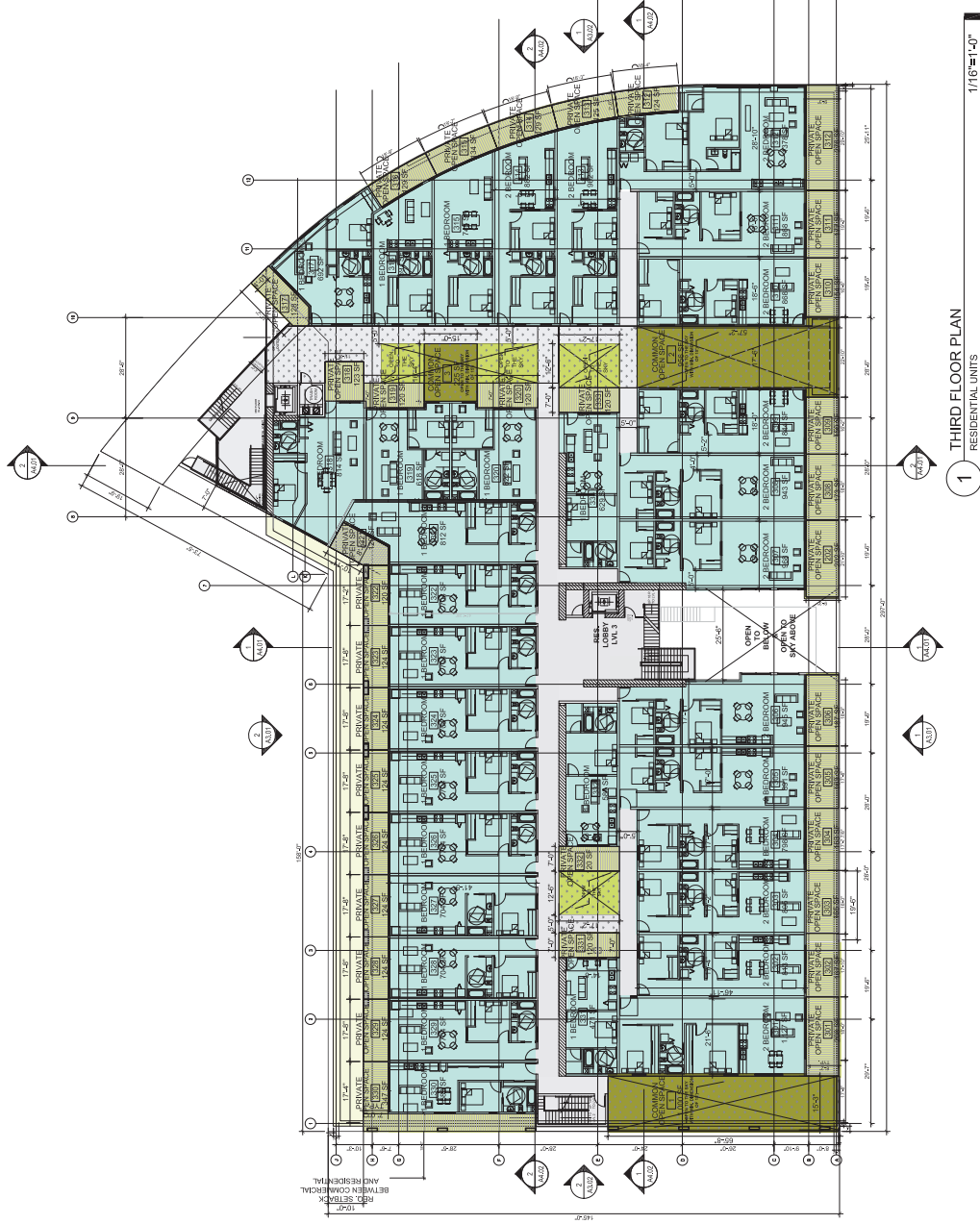
OPEN SPACE REQUIRED BY I.C. 18.23.290	
COMMON OPEN SPACE	
LOCATION	AREA (SQ FT)
Level 3 - Common Open Space 1	1,000
Level 3 - Common Open Space 2	2,225
Level 3 - Common Open Space 3	2,225
TOTAL	5,450

TOTAL REQ'D - 2,000	
LOCATION	AREA (SQ FT)
Level 3 - Additional Open Space 1	1,788
Level 3 - Additional Open Space 2	212
TOTAL	2,000

TOTAL AREA	
UNIT TYPE	AREA (SQ FT)
1-BEDROOM	11,150
2-BEDROOM	1,150
3-BEDROOM	41
TOTAL	12,341

PRIVATE OPEN SPACE PROVIDED	
UNIT #/SQ	AREA (SQ FT)
1-BEDROOM	1,000
2-BEDROOM	1,000
3-BEDROOM	1,000
TOTAL	3,000

UNIT #/SQ	UNIT #/SQ	OPEN	PRIVATE
1-BEDROOM	301	1,027	1,027
2-BEDROOM	301	1,027	1,027
3-BEDROOM	301	1,027	1,027
TOTAL	903	3,081	3,081



1 THIRD FLOOR PLAN
 RESIDENTIAL UNITS
 1/16" = 1'-0"

- LEGEND**
- COMMON OPEN SPACE
 - REQ. OPEN TO THE SKY W/ MIN. 15' DIMENSION
 - ADDITIONAL SPACE OPEN TO THE SKY
 - OPEN SPACE
 - COMMON AREAS
 - RETAIL
 - RESTAURANT
 - LIVE / WORK
 - RESIDENTIAL
 - PARKING STRUCTURE
 - COMMERCIAL PARKING
 - RESIDENTIAL PARKING

UNIT #/SQ	AREA (SQ FT)
1-BEDROOM	1,027
2-BEDROOM	1,027
3-BEDROOM	1,027
TOTAL	3,081

FLOOR AREA INCLUDED IN TAKE	RESIDENTIAL UNITS
201	201
202	202
203	203
TOTAL	606

FLOOR AREA INCLUDED IN TAKE	RESIDENTIAL UNITS
201	201
202	202
203	203
TOTAL	606

NOT FOR CONSTRUCTION

JOB TITLE
 SANTA MONICA & WEST KNOLL
 BUREAU USE BUILDING

JOB ADDRESS
 8565 SANTA MONICA BLVD
 WEST HOLLYWOOD, CA 90069

SHEET TITLE
 THIRD FLOOR PLAN

ISSUED FOR
 DEVELOPMENT PERMIT
 APPLICATION

JOB NO.
 01020

DATE
 FEBRUARY 12, 2015

SCALE
 SCALE

NOT FOR CONSTRUCTION

JOB TITLE
 SANTA MONICA & WEST KNOLL
 BARRED USE BUILDING

JOB ADDRESS
 8555 SANTA MONICA BLVD
 WEST HOLLYWOOD, CA 90069

SHEET TITLE
 FOURTH FLOOR PLAN

ISSUED FOR
 DEVELOPMENT PERMIT
 APPLICATION

JOB NO.
 01020

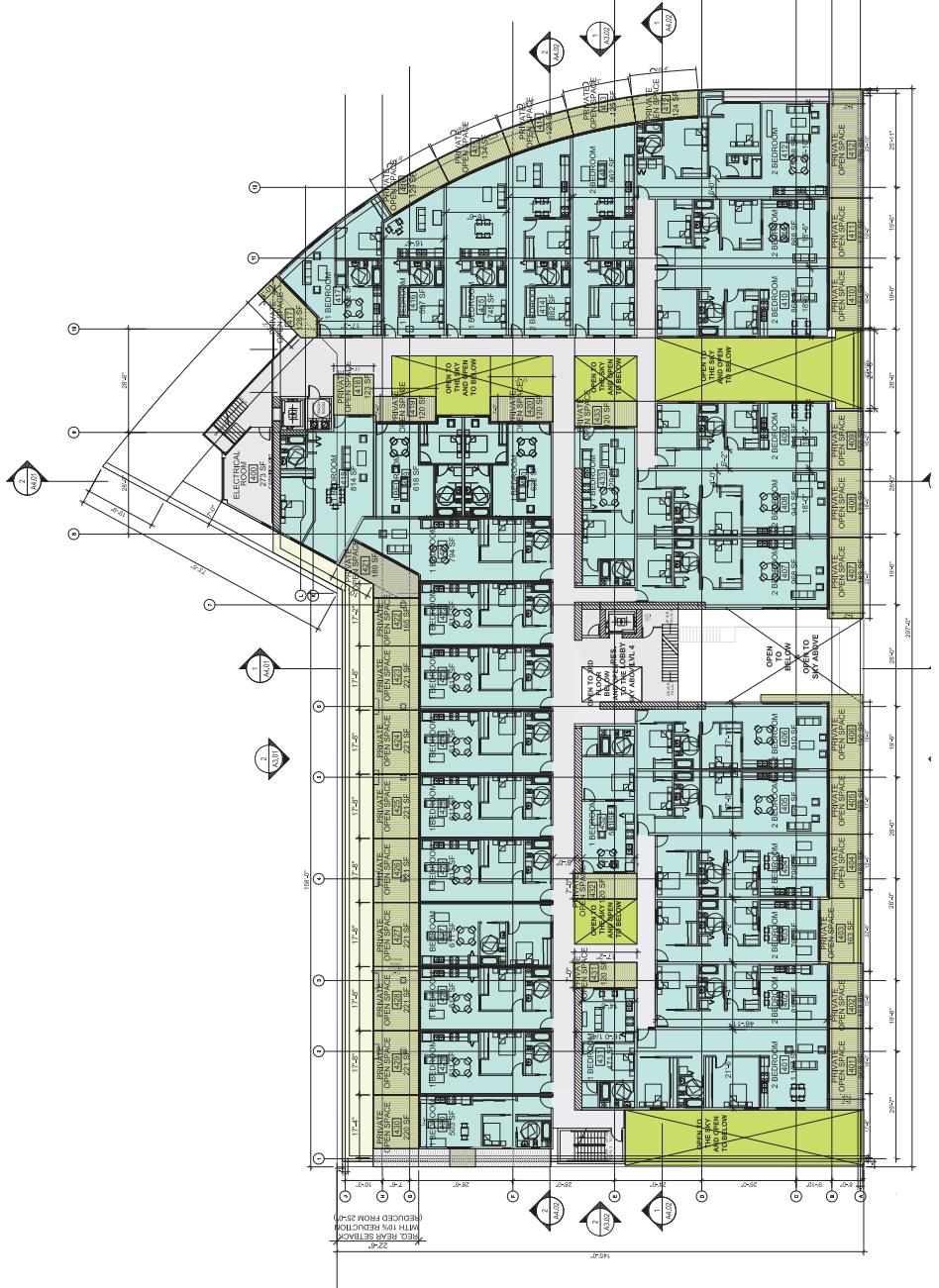
DATE
 FEBRUARY 12, 2013

SCALE
 AS SHOWN

OPEN SPACE REQUIRED W.H.C. 18.31.20	
Common Open Space	2,981
Private Open Space	11,159
TOTAL	14,140
Private Open Space Provided	14,140
DIFFERENCE	0

AREA OPEN TO SKY	
Level 1 - Common Open Space 1	1,000
Level 2 - Common Open Space 2	225
Level 3 - Common Open Space 3	251
TOTAL	1,476
Level 1 - Additional Open Space 1	1,791
Level 2 - Additional Open Space 2	1,791
TOTAL	3,582

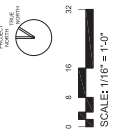
UNIT TYPE	# UNITS	AREA	TOTAL SF
1-BEDROOM	81	1,129	91,725
2-BEDROOM	41	1,129	46,305
3-BEDROOM	41	1,129	46,305
4-BEDROOM	41	1,129	46,305
5-BEDROOM	41	1,129	46,305
6-BEDROOM	41	1,129	46,305
7-BEDROOM	41	1,129	46,305
8-BEDROOM	41	1,129	46,305
9-BEDROOM	41	1,129	46,305
10-BEDROOM	41	1,129	46,305
11-BEDROOM	41	1,129	46,305
12-BEDROOM	41	1,129	46,305
13-BEDROOM	41	1,129	46,305
14-BEDROOM	41	1,129	46,305
15-BEDROOM	41	1,129	46,305
16-BEDROOM	41	1,129	46,305
17-BEDROOM	41	1,129	46,305
18-BEDROOM	41	1,129	46,305
19-BEDROOM	41	1,129	46,305
20-BEDROOM	41	1,129	46,305
21-BEDROOM	41	1,129	46,305
22-BEDROOM	41	1,129	46,305
23-BEDROOM	41	1,129	46,305
24-BEDROOM	41	1,129	46,305
25-BEDROOM	41	1,129	46,305
26-BEDROOM	41	1,129	46,305
27-BEDROOM	41	1,129	46,305
28-BEDROOM	41	1,129	46,305
29-BEDROOM	41	1,129	46,305
30-BEDROOM	41	1,129	46,305
31-BEDROOM	41	1,129	46,305
32-BEDROOM	41	1,129	46,305
33-BEDROOM	41	1,129	46,305
34-BEDROOM	41	1,129	46,305
35-BEDROOM	41	1,129	46,305
36-BEDROOM	41	1,129	46,305
37-BEDROOM	41	1,129	46,305
38-BEDROOM	41	1,129	46,305
39-BEDROOM	41	1,129	46,305
40-BEDROOM	41	1,129	46,305
41-BEDROOM	41	1,129	46,305
42-BEDROOM	41	1,129	46,305
43-BEDROOM	41	1,129	46,305
44-BEDROOM	41	1,129	46,305
45-BEDROOM	41	1,129	46,305
46-BEDROOM	41	1,129	46,305
47-BEDROOM	41	1,129	46,305
48-BEDROOM	41	1,129	46,305
49-BEDROOM	41	1,129	46,305
50-BEDROOM	41	1,129	46,305
51-BEDROOM	41	1,129	46,305
52-BEDROOM	41	1,129	46,305
53-BEDROOM	41	1,129	46,305
54-BEDROOM	41	1,129	46,305
55-BEDROOM	41	1,129	46,305
56-BEDROOM	41	1,129	46,305
57-BEDROOM	41	1,129	46,305
58-BEDROOM	41	1,129	46,305
59-BEDROOM	41	1,129	46,305
60-BEDROOM	41	1,129	46,305
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86-BEDROOM	41	1,129	46,305
87-BEDROOM	41	1,129	46,305
88-BEDROOM	41	1,129	46,305
89-BEDROOM	41	1,129	46,305
90-BEDROOM	41	1,129	46,305
91-BEDROOM	41	1,129	46,305
92-BEDROOM	41	1,129	46,305
93-BEDROOM	41	1,129	46,305
94-BEDROOM	41	1,129	46,305
95-BEDROOM	41	1,129	46,305
96-BEDROOM	41	1,129	46,305
97-BEDROOM	41	1,129	46,305
98-BEDROOM	41	1,129	46,305
99-BEDROOM	41	1,129	46,305
100-BEDROOM	41	1,129	46,305



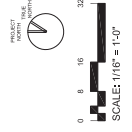
1 FOURTH FLOOR PLAN
 RESIDENTIAL UNITS
 1/16" = 1'-0"

LEGEND

- OPEN BELOW & TO THE SKY
- OPEN SPACE
- COMMON AREAS
- RETAIL
- RESTAURANT
- LIVE /WORK
- RESIDENTIAL
- PARKING STRUCTURE
- COMMERCIAL PARKING
- RESIDENTIAL PARKING



FLOOR PLAN	RESIDENTIAL UNITS	TOTAL
FLOOR AREA INCLUDE IN I/M	251	251
RESIDENTIAL MECHANICAL	36	36
RESIDENTIAL ELECTRICAL	273	273
TOTAL INCLUDE IN I/M CALC	560	560



1 ROOF PLAN
 1/16" = 1'-0"

LEGEND
 OPEN BELOW &
 TO THE SKY