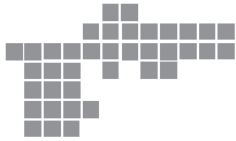


City of West Hollywood

Avenues Streetscape Master Plan



City of West Hollywood

CEQA INITIAL STUDY & NEGATIVE DECLARATION

May 2, 2013

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I. PROJECT DESCRIPTION

The project is a streetscape master plan to improve the overall aesthetics and mobility of the commercial district known as *The Avenues* in the City of West Hollywood, California (“City” or “West Hollywood”). This commercial district includes portions of Beverly Boulevard, Robertson Boulevard, Melrose Avenue, and Almont and La Peer Drives (North of Melrose Ave only) within the City of West Hollywood. The project area is characterized by the intimate and compact scale of the commercial buildings and streetscape, in contrast with larger landmarks such as the Pacific Design Center, West Hollywood Library, and Cedars-Sinai Medical Center (Cedars-Sinai is located outside of the City boundary). This project area is adjacent to single family/low density residential neighborhoods.

The Avenues Streetscape Master Plan (“Plan”) is a blueprint for the City to implement in phases and portions will be coordinated with the undergrounding of overhead utility lines by Southern California Edison in 2014. The undergrounding project will bury overhead utility lines on the northern segment of Robertson Boulevard and the western segment of Melrose Avenue in 2014 and 2015. This project is being managed separately by Southern California Edison. While funding has been allocated for these portions of the project, future phases of the Plan will be constructed as funding permits. The Plan calls for new landscaped medians on Melrose Avenue, new street trees, new crosswalks, bulb outs/sidewalk extensions where feasible, landscaped medians and bicycle lanes along Beverly and Beverly Boulevard, a new public gathering place on Beverly Boulevard in an existing City-owned parking lot at Bonner Drive. The Plan calls for 15’ sidewalks on both sides of Melrose Avenue with the exception of a segment between West Knoll Drive and Huntley Drive where 10’ sidewalks would occur on the south side of the street to maintain the center turn lane. The Plan also calls for a more consistent roadway width throughout the project area, with excess right-of-way converted to new public gathering places in areas where the roadway has been widened over time. An underlying goal of the project is to re-design streets to function better for all travel modes. Bicycle ‘sharrow’ (shared lane) markings are included as part of this project on all project streets aside from Beverly Boulevard, which will have a striped bicycle lane in each direction.

The segment of Melrose Avenue in front of the Pacific Design Center (between San Vicente Blvd and Norwich Dr.) will be realigned to be consistent with other sections of Melrose Avenue. Presently in this area the width of the street is greater than other segments of Melrose Avenue, and extra travel lanes (2 in total) appears for a one block distance. The project will move the southern curb line up to make the street width consistent with the rest of Melrose Avenue, eliminating the need for motorists to merge. This will alleviate congestion related to merging in this area while simultaneously providing a much larger public right-of-way that can be put to different uses on the south side of the street. Creating a smoother, calmer traffic flow will also create safer conditions for pedestrians crossing Melrose Avenue, and for cyclists using Melrose Avenue as a bicycle route.

At the intersection of Melrose Avenue with La Cienega Boulevard, the Plan calls for installing a double-left turn lane on Melrose Avenue in the westbound direction onto La Cienega Boulevard heading southbound, current turn movements at this intersection merit this feature. The street design will change on Melrose Avenue east of La Cienega Boulevard, where the Plan calls for a landscaped median in addition to a new crosswalk to improve pedestrian mobility and the realignment of traffic lanes to queue vehicles into their appropriate lanes prior to reaching the intersection. This will alleviate the current condition where merging occurs shortly after the intersection of Melrose Avenues with La Cienega Boulevard, causing a bottleneck that often causes traffic to “back up” into the intersection itself on Melrose Avenue – obstructing traffic in the southbound direction on La Cienega Boulevard.

On Robertson Boulevard (south of Melrose Avenue extending to Beverly Boulevard) the Plan calls for widening sidewalks to 15’ while maintaining one vehicle lane in each direction with curbside parking. On Robertson Boulevard north of Melrose Avenue the Plan calls for the elimination of curbside parking on the west side of the street to accommodate wider 15’ sidewalks while maintaining curbside parallel parking on the east side of the street, with one travel lane in each direction. An alternative option in the Plan would maintain the current sidewalk width and parking configuration and upgrade sidewalks and lighting as feasible given the constrained public right-of-way.

On Beverly Boulevard, the plan calls for reducing the overall sidewalk width by 2.5 feet on both sides to add a bicycle lane. Unused portions of the center-left turn lane area will be used to accommodate small landscaped medians, as well as pedestrian refuge areas.

The project also includes preferences for the characteristics of tree species to be planted throughout the district, as well as the style of pedestrian scale lighting, street furniture, wayfinding and district signage, it identifies locations for public art installations, and other essential components of a commercial neighborhood.

The project includes a small pedestrian plaza/garden on Beverly Boulevard at the northeast corner of Robertson Boulevard at a City-owned parking lot. The existing triangular parking lot will be re-configured into a small garden/pedestrian gathering place with actual design to be determined in future project phases with additional public input.

The project implementation will include the reconfiguration of sidewalks, re-striping of streets, construction of landscaped medians, installation of street trees, signalized crosswalks, new and replacement street lighting, etc. The project will be constructed in phases, and construction will be phased to minimize disturbance to daily operations of the commercial and residential neighborhoods. The City will follow its standard protocols for work hours and noise abatement during construction. (West Hollywood Municipal Code Chapter 9.08 regulates the hours of construction activities; construction activities are prohibited as follows: exterior construction activities between the hours of 7:00 p.m. and 8:00 a.m. on weekdays and all day on Saturdays, Sundays, and City holidays).

Project Information

Project Title: Avenues Streetscape Master Plan

Project Location: Melrose Avenue (from Doheny Drive to Croft Avenue)
Robertson Boulevard (from Santa Monica Boulevard to Beverly Boulevard)
Beverly Boulevard (from Doheny Drive to San Vicente Boulevard)
Almont Drive (from Santa Monica Boulevard to Melrose Avenue)
La Peer Drive (from Santa Monica Boulevard to Melrose Avenue)
La Cienega Boulevard (at the intersection with Melrose Avenue only)

Project Applicant: City of West Hollywood

Lead Agency: City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard, 2nd Floor
West Hollywood, CA 90069

Christopher Corrao, Associate Planner (323) 848-6868

General Plan/Zoning: This project is fully within the public right-of-way. Adjacent zoning districts include: CN1, CN2, CC1, CC2, PDCSP, PF

Location

The project area is located in West Hollywood, in western Los Angeles County. West Hollywood encompasses 1.9 square miles east of the City of Beverly Hills and west of the Hollywood community of the City of Los Angeles. The Project Area includes the West Hollywood portions of Melrose Avenue (1 mile in length), Robertson Boulevard, Beverly Boulevard, Almont Drive, La Peer Drive and a short segment of La Cienega Boulevard.

See figure I-1 for the Regional and Project Vicinity Map; Figure I-2 for the West Hollywood General Plan Land Use Designations Map.

Figure I-1, Regional and Project Vicinity Map

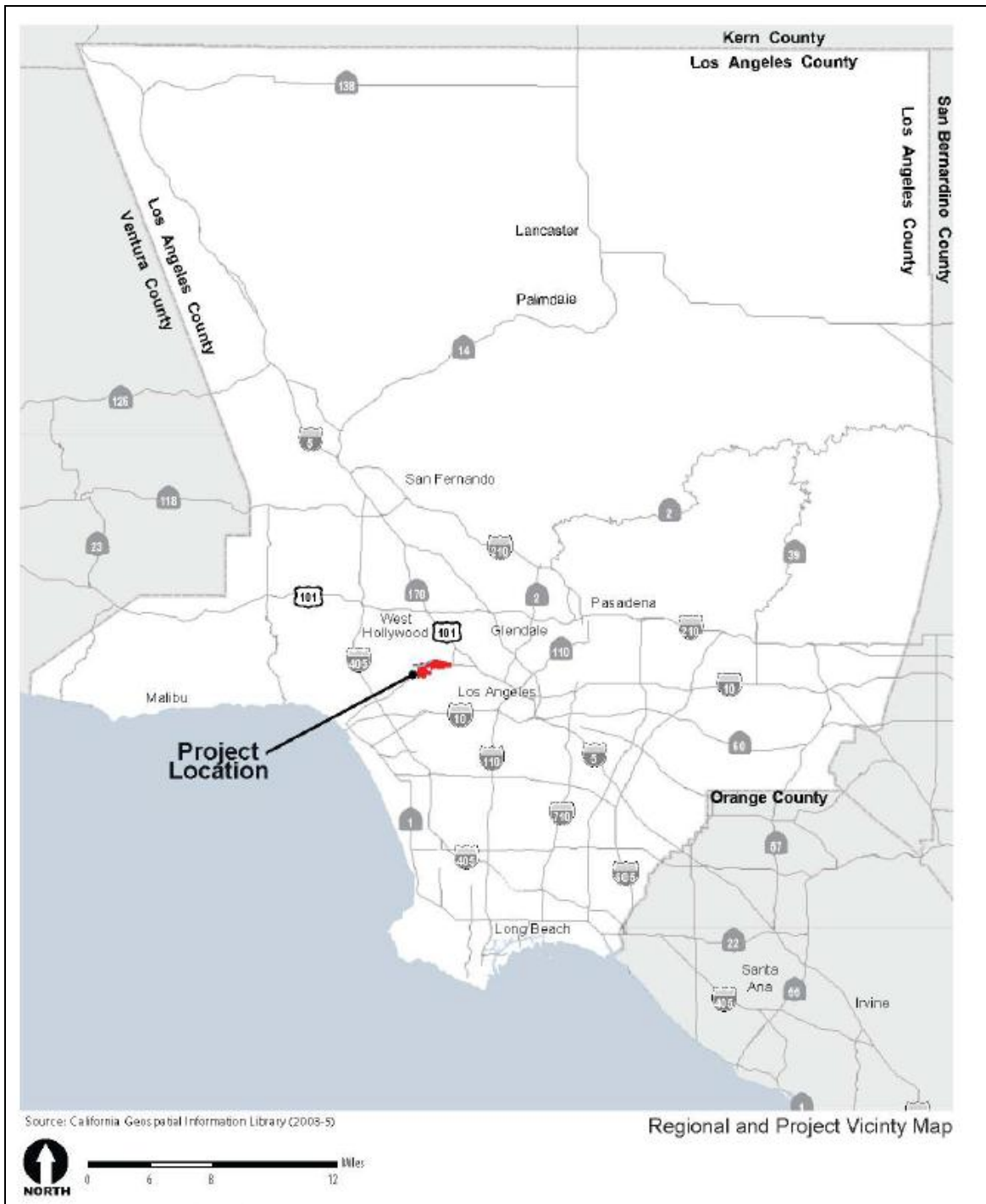


Figure I-2, Project Area Map

Avenues Streetscape Project Area Map



City of West Hollywood



Map Date: August 7, 2012

Figure I-3, West Hollywood General Plan Land Use Designations Map

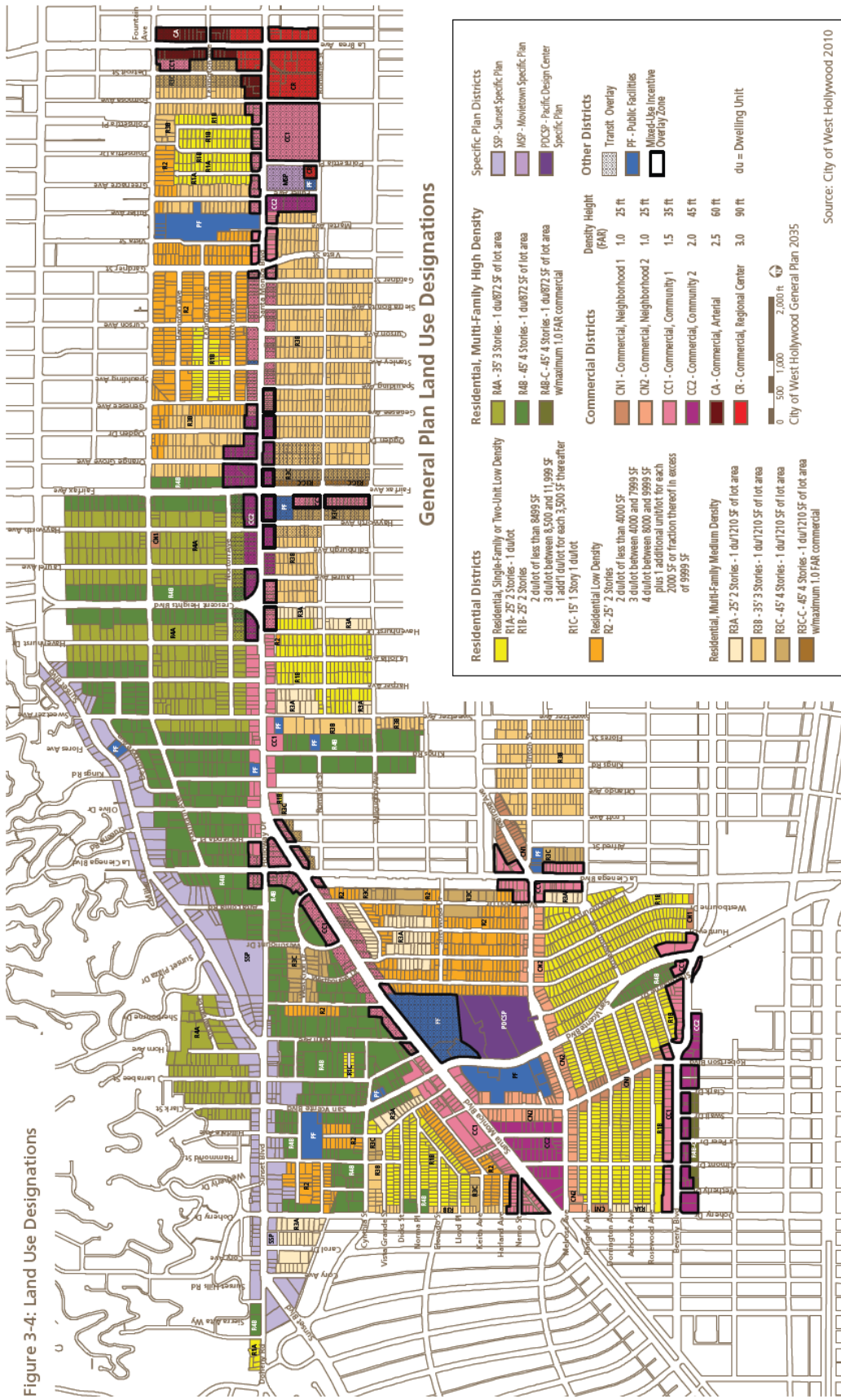


Figure 3-4: Land Use Designations



CITY OF WEST HOLLYWOOD ENVIRONMENTAL CHECKLIST FORM

1. Project Title:	Avenues Streetscape Master Plan
2. Lead agency name and address:	City of West Hollywood 8300 Santa Monica Boulevard. West Hollywood, CA 90069
3. Contact person and phone number:	Chris Corrao Associate Planner 323.848.6868
4. Project location:	West Hollywood, CA
5. Project sponsor's name and address:	City of West Hollywood 8300 Santa Monica Boulevard West Hollywood, CA 90069
6. General plan designation:	Public right-of-way
7. Zoning:	Public right-of-way
8. Description of project:	The Avenues Streetscape Master Plan is an area streetscape plan that includes: landscaping, street lighting, pedestrian treatments, way-finding signage, sidewalk enhancements, public art, street furniture, and roadway alignments to improve the mobility of all modes of transportation.
9. Surrounding land uses and setting:	CN1 (Commercial, Neighborhood 1); CN2 (Commercial, Neighborhood 2), CC1 (Commercial, Community 1); CC2 (Commercial, Community 2) PF (Public Facilities) PDCSP (Pacific Design Center Specific Plan)
10. Other public agencies whose approval is required:	Los Angeles County Fire Department; City of West Hollywood Building and Safety Division

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/ Water Quality	<input type="checkbox"/>	Land Use/ Planning
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/ Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/ Traffic
<input type="checkbox"/>	Utilities/ Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance		

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.

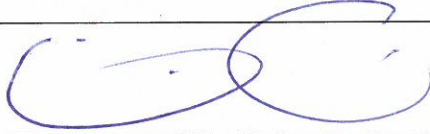
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:



Date: May 2, 2013

Printed name: Christopher Corrao

For: City of West Hollywood

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) the explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

II. AGRICULTURAL 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. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Agency, to non-agricultural use? | <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
(b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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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:

(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

IV. BIOLOGICAL RESOURCES -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a) <i>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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</i>	<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"/>

V. CULTURAL RESOURCES -- Would the project:

(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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"/>
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	_____	_____	_____	_____

VI. GEOLOGY AND SOILS -- Would the project:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Be located on expansive soil, as identified 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Create a significant hazard to the public or the environment through the routine | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

transport, use, or disposal of hazardous materials?

- | | _____ | _____ | _____ | _____ |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) Create 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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"/> |
| (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 emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (g) Impair implementation or of 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, | <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
--	--------------------------------------	--	------------------------------------	--------------

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

- | | | | | | |
|-----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) | <i>Violate any water quality standards or waste discharge requirements?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 alternation 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 of 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 type="checkbox"/> | <input checked="" 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"/> |
|-----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|-----|---|--------------------------------|--|------------------------------|-------------------------------------|
| (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"/> |

X. LAND USE AND PLANNING -- Would the project:

- | | | | | | |
|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) | Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XI. MINERAL RESOURCES -- Would the project:

- | | | | | | |
|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XII. NOISE -- Would the project result in:

- | | | | | | |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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- | | | | | | |
|-----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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?

XIII. POPULATION AND HOUSING -- Would the project:

- (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)?

- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES --

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the public services:

- (a) Fire protection?
- _____

(b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Other government services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. RECREATION --

(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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. TRANSPORTATION/CIRCULATION -- Would the project:

(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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 type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Have significant 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 type="checkbox"/>	<input checked="" type="checkbox"/>
(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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Comply with federal, state, and local statutes and regulations related to solid waste?	<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
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

- | | | | | | |
|-----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EXPLANATION OF ENVIRONMENTAL DETERMINATIONS

I. AESTHETICS. Would the project:

a. Have a substantial adverse effect on a scenic vista?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the West Hollywood-segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of at-grade, surface-level paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities that would not have an adverse effect on a scenic vista. There are no designated scenic vistas in West Hollywood. Any new signage would be of a scale that would not obstruct scenic views.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a city-designated scenic highway?

NO IMPACT. The project does not involve the construction of buildings or features that have the potential to damage scenic resources. Instead the project involves the construction of improvements in the public right-of-way. Therefore, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway. The project includes the construction of at-grade, surface-level improvements (e.g., re-aligned sidewalks) and the planting of new street trees on all streets within the project area to create a more substantial tree canopy and improve the visual character of the neighborhood. The project does include the replacement of street trees, however none are listed on the City's Heritage Tree list. West Hollywood does not contain any city-designated scenic highways.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities that will alter the visual character of certain streets in the City; however, the construction aims to improve, not degrade, the existing visual character or quality of the site/project area and its surroundings.

d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

LESS THAN SIGNIFICANT IMPACT. The project includes the replacement of overhead street lighting and addition of pedestrian scale lighting in the form of both low level bollards and mid heights pedestrian pole lights. This varies from street to street in the project area to create a uniform aesthetic unique to each street. New light-emitting diode (LED) fixtures that are designed to reduce light spill or glare will be used in both overhead street lighting and pedestrian scale lighting. Although the project will create a new source of light, the new light sources would be shielded and directed downward and away from property lines to prevent excessive glare beyond the public right-of-way. New LED fixtures are also more energy efficient than the fixtures they will replace. Thus, the project will not create substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURAL 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 Department of

Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

NO IMPACT. The California Department of Conservation Division of Land Protection lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland.” The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the West Hollywood is not included in the “Important Farmland” category. The City of West Hollywood does not contain any farmland or agricultural use. Therefore, the project would not involve any changes in the existing environment that could result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

- b. **Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?**

NO IMPACT. There are no sites in the City of West Hollywood zoned or utilized for agricultural production nor are there properties subject to a Williamson Act Contract. Therefore, the project would not involve any changes in the existing environment that could result in a conflict with the existing zoning for agricultural use, or a Williamson Act Contract.

- c. **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

NO IMPACT. The City of West Hollywood is located in an existing urbanized area and there are no sites in the City of West Hollywood or adjacent areas that are used as Farmland. Therefore, the project would not involve any changes in the existing environment that could result in the conversion of Farmland to non-agricultural use.

III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

- a. **Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility of all travel modes and overall aesthetics within the project area. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities that will not conflict with, or obstruct, implementation of SCAQMD or Congestion Management Plan. Please refer to Section XV (Transportation/Circulation) for additional information about the project’s potential effects on traffic volumes.

- b. **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility of all travel modes and overall aesthetics within the project area. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Although the construction of pedestrian improvement projects could result in temporary air quality impacts as ground disturbance occurs to install new pedestrian features, such as sidewalks and signage, these impacts will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. None of the recommended projects in the Plan would increase traffic congestion such that there would be a substantial increase in vehicular pollutants or greenhouse gas emissions. Projects that would be implemented under the Plan are intended to enhance the pedestrian environment, with the larger objective of making walking a more attractive mode of transportation within the City, which could thereby reduce overall vehicular emissions in the City and improve regional air quality.

- c. **Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as ‘The Avenues,’ which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of at-grade, surface-level improvements and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities that would not result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard.

d. Expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as ‘The Avenues,’ which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

e. Create objectionable odors affecting a substantial number of people?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as ‘The Avenues,’ which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not create objectionable odors affecting a substantial number of people.

IV. BIOLOGICAL RESOURCES. Would the project:

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as ‘The Avenues,’ which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as ‘The Avenues,’ which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The City of West Hollywood is an existing urbanized area with no identified sensitive natural species or riparian habitats. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- 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?**

NO IMPACT. The City of West Hollywood contains no identified federally protected wetlands. Therefore, the proposed project would not affect any wetland habitat and would not require a Section 404 permit and would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.

- 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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The City of West Hollywood is an existing urbanized area with no identified fish or wildlife corridors. Therefore, implementation of the proposed project would not affect 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.

- e. **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not have an adverse effect on any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- 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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES: Would the project:

- a. **Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Locations for projects that would be implemented under the Plan are primarily paved, disturbed areas that are not known to contain (or are unlikely to contain) historical resources. Therefore, the project would not cause a

substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks), or above-grade, streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities, implementation of which would require no excavation or earthworking activities and which would have little potential to affect unidentified archaeological resources. The City of West Hollywood is a highly urbanized area with few, if any, undisturbed sites. Therefore, the project would not cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) or above-grade streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities. The City of West Hollywood is a highly urbanized area with few, if any, undisturbed sites. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

d. Disturb any human remains, including those interred outside of formal cemeteries?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements, or above-grade streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not disturb any human remains, including those interred outside of formal cemeteries.

VI. GEOLOGY AND SOILS. Would the project result in:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to pedestrian use. The project involves the construction of surface-level, at-grade paving improvements and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project would not expose people or structures to substantial adverse effects as a result of rupture of a known earthquake fault.

ii. **Strong seismic ground shaking?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project would not expose people or structures to substantial adverse effects resulting from strong seismic ground shaking.

iii. **Seismic-related ground failure, including liquefaction?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project would not expose people or structures to substantial adverse effects resulting from seismic-related ground failure, including liquefaction.

iv. **Landslides?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project would not expose people or structures to substantial adverse effects resulting from landslides.

b. **Result in substantial soil erosion or the loss of topsoil?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities. Exposed soils could be subject to erosion during construction and grading activities for projects that would be implemented under the Plan. The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. .

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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to pedestrian use, and these projects would not introduce new uses or structures to these locations. The project involves the construction of surface-level, at-grade paving improvements and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d. **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project area may contain expansive soil conditions, however the project does not involve the reconstruction of existing roadways, but rather the rebuilding and reconfiguration of existing sidewalks and parkways, therefore, the project construction would not create substantial risks to life or property.

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

NO IMPACT. All of the City of West Hollywood is served by a wastewater collection, conveyance and treatment system operated by the City of West Hollywood, the City of Los Angeles, and the County of Los Angeles, with adequate capacity to serve expected development. Therefore, the project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, no significant hazard with respect to greenhouse gas emissions is expected.

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

- b. **NO IMPACT.** The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, no significant hazard with respect to greenhouse gas emissions is expected.

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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Although small quantities of commercially available hazardous materials could be used during project construction activities (e.g, oil, gasoline, paint) and for landscape maintenance within project areas, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, no significant hazard with respect to the use of hazardous materials is expected.

- 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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, no significant hazard with respect to the release of hazardous materials into the environment is expected.

- c. **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not create a significant hazard to the public or the environment.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

NO IMPACT. There are no airports in or within two miles of West Hollywood, and the City of West Hollywood is not located within an airport land use plan. Therefore, the development of the project would not result in a safety hazard for the people residing or working in the project area.

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

NO IMPACT. There are no private airstrips in or in the vicinity of West Hollywood. Therefore, the development of the project would not result in a safety hazard for the people residing or working in the area.

- g. **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The Avenues Streetscape Master Plan will be subject to review and approval by the Los Angeles County Fire Department. Therefore, the project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Please refer to Section XV

(Transportation/Circulation) for additional information about the project's impacts (if any) on an adopted emergency response plan or emergency evacuation plan.

- 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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No wildland areas are located near the project area.

IX. HYDROLOGY AND WATER QUALITY. Would the proposal result in:

- a. Violate any water quality standards or waste discharge requirements?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities. Best Management Practices will be followed during project construction to avoid violation of water quality standards or water discharge requirements. In some cases for certain project elements such as curb extensions and bulb-outs the construction of new storm drains may be required. Projects would be within existing rights-of-way which are already paved. Therefore, the project would not have impacts regarding violation of water quality standards or waste discharge requirement.

- b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?**

.LESS THAN SIGNIFICANT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities. Although some projects could introduce new impervious surfaces, the locations of these projects are within existing rights-of-way which are already paved. On Beverly Boulevard there will be a reduction in the width of the landscaped parkway to accommodate bicycle lanes in the project. However the existing layout of parkways is sporadic and inconsistent along the street, with sidewalks entirely paved in many segments. While slightly narrower, the new parkways will be consistent along the entirety of Beverly Boulevard aiding in groundwater recharge and reduction in stormwater runoff. Therefore, the project would not result in substantial impacts to groundwater depletion or interfere with groundwater recharge.

- 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?**

LESS THAN SIGNIFICANT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of

Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Although some projects would slightly change drainage patterns at certain locations, these alterations would be minor and would not change the course of a river or stream, or otherwise substantially alter the existing drainage pattern of the site or area.

- 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?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Specific elements such as curb extensions and bulb-outs and intersections often necessitate the installation of new catch basins and/or storm drains. However, the project would not substantially alter the existing drainage pattern of the site or area. The project contains more tree wells than currently exist, and more street trees, along with and pedestrian designated areas, creating more areas of permeability for stormwater capture.

- 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?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project contains more tree wells than currently exist, and more street trees, along with and pedestrian designated areas, creating more areas of permeability for stormwater capture. Therefore, the project would not 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.

- f. **Otherwise substantially degrade water quality?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not substantially degrade water quality.

- g. **Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

- h. **Place within a 100-year flood plain structures, which would impede or redirect flood flows?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson

Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not place structures within a 100-year flood plain which would impede or redirect flood flows.

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?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not 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.

j. Inundation by seiche, tsunami, or mudflow?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The City of West Hollywood is located more than nine miles from the ocean. Therefore, development of the project would not result in a significant risk due to inundation by seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not physically divide an established community.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not conflict with the land use plans, policies, and regulations of the City of West Hollywood, or any other agency with jurisdiction over the project.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-

aligned sidewalks, and other pedestrian amenities. The City of West Hollywood is an existing urbanized area with no local habitat or natural community conservation plan. Therefore, the proposed project would not conflict with any habitat conservation plan or natural community conservation plan.

XI. MINERAL RESOURCES. Would the project:

- a. **Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- b. **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

NO IMPACT. No local general plan, specific plan or other land use plans delineate any locally important mineral resource recovery site. Therefore, the project would not 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.

XII. NOISE. Would the project result in:

- a. **Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

LESS THAN SIGNIFICANT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of surface-level, at-grade paving improvements (e.g., re-aligned sidewalks) and streetscape elements such as street lighting, landscaped medians, and other pedestrian amenities. Recommended improvements are located within existing public rights-of-way already subject to motor vehicle use and associated noise. Although the installation of certain improvements could result in short-term noise increases during the construction phase, such improvements will not permanently increase area noise levels and would not be considered significant. In addition, the City will follow its standard protocols for noise abatement during construction (West Hollywood Municipal Code Chapter 9.08 regulates the hours of construction activities; construction activities are prohibited as follows: exterior construction activities between the hours of 7:00 p.m. and 8:00 a.m. on weekdays and all day on Saturdays, Sundays, and City holidays). Therefore, the project would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.

- c. **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- d. **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Although the installation of certain improvements could result in short-term increases in ambient noise levels during the construction phase, such improvements will not permanently increase area noise levels and would not be considered significant. In addition, the City will follow its standard protocols for noise abatement during construction (West Hollywood Municipal Code Chapter 9.08 regulates the hours of construction activities; construction activities are prohibited as follows: exterior construction activities between the hours of 7:00 p.m. and 8:00 a.m. on weekdays and all day on Saturdays, Sundays, and City holidays). Therefore, the project would not result in a temporary or periodic increase in ambient noise levels above levels existing without the project.

- 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?**

NO IMPACT. The City of West Hollywood is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels.

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

NO IMPACT. The City of West Hollywood is not within the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels.

XIII. POPULATION AND HOUSING. Would the project:

- 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)?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The improvements are unlikely to directly or indirectly induce substantial population growth.

- b. **Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not displace any existing housing.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not displace any people necessitating the construction of replacement housing elsewhere.

XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

a. Fire protection?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The projects under the Plan would not substantially impair emergency access, and fire truck access will be maintained on all roads. Overall, the City would continue to be served by the L.A. County Fire Department. Therefore, the project would have no impact on the provision of fire protection services.

b. Police protection?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The projects under the Plan would not substantially impair emergency access, and fire truck access will be maintained on all roads. Overall, the City would continue to be served by the L.A. County Sheriff's Department. Therefore, the project would have no impact on the provision of police protection services.

c. Schools?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not contribute to school overcrowding or have a significant impact on the provision of educational services.

d. Parks?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not generate an increase in the demand for parks and recreational services.

e. Other governmental services (including roads)?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project may generate an increased demand for governmental services particularly in the area of landscape maintenance as the project includes more street trees and tree wells than currently exist. Additionally public gathering spaces create larger areas within the public right-of-way that may require additional maintenance.

XV. RECREATION. Would the project:

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?

LESS THAN SIGNIFICANT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities, including a small garden/pedestrian gathering place. Therefore, the project would not have a significant impact on the use of parks, and would not increase any such use that substantial physical deterioration of any park or other recreational facility would occur or be accelerated.

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?

LESS THAN SIGNIFICANT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities, including a small garden/pedestrian gathering place. Therefore, the project would not require the construction or expansion of recreational facilities.

XVI. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

LESS THAN SIGNIFICANT IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. The project includes

a westbound double left turn lane at the traffic signal located at Melrose Ave and La Cienega Blvd to accommodate current traffic demand. Therefore, the project does not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Some of the pedestrian features of the project such as curb extensions are anticipated to cause a slight increase in delay at some intersections, but the additional delays are minor and do not result in impacts to level of service standards established by the county congestion management agency for designated roads or highways.

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?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. All design features of the project are intended to improve safety for motorists, pedestrians and cyclists. Therefore, there are no design features or incompatible uses associated with the project that would substantially increase hazards.

e. Result in inadequate emergency access?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not result in inadequate emergency access.

f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, it supports them.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

c. **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not require additional water resources beyond the supplies available.

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?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not result in the need for the construction of new wastewater treatment facilities or expansion of existing facilities.

f. **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district

known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project would not exceed the capacity of locally serving landfills.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

NO IMPACT. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project is expected to comply with all federal, state, and local statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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. The project consists of a streetscape master plan to improve mobility and aesthetics within the project area. The project area includes all commercial streets in the district known as 'The Avenues,' which includes the City of West Hollywood segments of Robertson Boulevard, Melrose Avenue, Beverly Boulevard, La Peer and Almont Drives. The project involves only the construction of streetscape elements such as street lighting, landscaped medians, re-aligned sidewalks, and other pedestrian amenities. Therefore, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of 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 an individual 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).

LESS THAN SIGNIFICANT. As determined in the Initial Study analysis above, the project does not have impacts which are considered significant. The CEQA Guidelines state that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

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

NO IMPACT. As determined in the Initial Study analysis above, the project does not have the potential to result in environmental impacts that could cause substantial adverse effects on human beings, either directly or indirectly.