

Draft
Environmental Impact Report
8899 Beverly Boulevard Project



Prepared For:

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TABLE OF CONTENTS

I.	INTRODUCTION & SUMMARY	I-1
1.	Purpose and Intent	I-1
2.	Proposed Project	I-1
3.	EIR Process, Scope and Content	I-2
A.	Initial Study and Notice of Preparation	I-2
B.	Areas of Controversy and Issues To Be Resolved	I-2
C.	Environmental Issues to be Analyzed in the EIR	I-3
D.	Environmental Issues Determined Not to be Significant	I-3
E.	Environmental Review Process	I-4
F.	Organization of the Draft EIR	I-5
4.	Alternatives	I-5
5.	Environmental Impacts and Mitigation Measures	I-7
II.	PROJECT DESCRIPTION	II-1
1.	Project Applicant	II-1
2.	Project Location	II-1
3.	Existing Site Conditions	II-1
4.	Project Characteristics	II-9
5.	Specific Plan	II-17
6.	Operational Characteristics	II-17
7.	Project Construction	II-18
8.	Project Objectives	II-19
9.	Discretionary Actions	II-20
10.	Intended Uses of the EIR	II-21
III.	ENVIRONMENTAL SETTING	III-1
1.	Overview of Environmental Setting	III-1
2.	Related Projects	III-2
IV.	ENVIRONMENTAL IMPACT ANALYSIS	IV.A-1

A.	Aesthetics	IV.A-1
B.	Air Quality	IV.B-1
C.	Cultural Resources	IV.C-1
1.	Historic.....	IV.C-1
2.	Archaeology.....	IV.C-19
3.	Paleontology.....	IV.C-25
D.	Geology and Soils.....	IV.D-1
E.	Greenhouse Gas Emissions.....	IV.E-1
F.	Hydrology and Water Quality	IV.F-1
G.	Land Use and Planning.....	IV.G-1
H.	Noise	IV.H-1
I.	Population/Housing.....	IV.I-1
J.	Public Services	IV.J-1
1.	Fire.....	IV.J-1
2.	Police	IV.J-12
3.	Schools.....	IV.J-21
4.	Recreation & Parks	IV.J-30
3.	Libraries	IV.J-39
K.	Transportation/Traffic	IV.K-1
L.	Utilities.....	IV.L-1
1.	Wastewater	IV.L-1
2.	Water.....	IV.L-12
3.	Solid Waste	IV.L-25
4.	Electricity/Natural Gas.....	IV.L-36
V.	GENERAL IMPACT CATEGORIES.....	V-1
1.	Summary of Significant Unavoidable Impacts	V-1
2.	Growth Inducing Impacts of the Proposed Projects.....	V-1
3.	Significant Irreversible Environmental Changes	V-1
VI.	ALTERNATIVES TO THE PROPOSED PROJECT.....	VI-1

1.	Introduction	VI-1
2.	Alternatives Analysis	VI-1
3.	Environmentally Superior Alternative	VI-1
VII.	EFFECTS FOUND NOT TO BE SIGNIFICANT	VIII-1
VIII.	PREPARERS OF THE EIR AND PERSONS CONSULTED	VIII-1
IX.	ACRONYMS AND ABBREVIATIONS	IX-1
X.	REFERENCES	X-1

APPENDICES

Appendix A: NOP and Initial Study

Appendix B: Comment Letters in Response to the NOP

Appendix C: Tree Survey

Appendix D: Air Quality Report

Appendix E: Cultural Resources – 8899 Beverly Blvd Historic Report; South Central Coastal Information Archaeological Resources Records Search; Natural History Vertebrate Paleontological Records Search; and Native American Heritage Commission Sacred Lands Search

Appendix F: Geotechnical – Final Geotechnical Exploration and Recommendations Report; Phase I Environmental Site Assessment

Appendix G: Greenhouse Gas Emissions Report

Appendix H: Environmental Noise Impact Analysis

Appendix I: Draft Transportation Study

Appendix J: Sewer Capacity Study

Appendix K: Public Service and Utilities Communication

LIST OF FIGURES

Figure II-1, Regional Map.....	II-3
Figure II-2, Project Vicinity Map	II-5
Figure II-3, Aerial Map	II-7
Figure II-4, Project Site Plan	II-23
Figure II-5, Rendered Rosewood Elevations	II-25
Figure II-6, Existing Building Rendered South Elevation.....	II-27
Figure II-7, Existing Building Rendered North Elevation.....	II-29
Figure II-8, Existing Building Rendered East and West Elevations.....	II-31
Figure II-9, Existing Building Technical Elevations	II-33
Figure II-10, Rosewood Avenue Perspective	II-35
Figure II-11, Existing Building Perspective	II-37
Figure III-1, Views of Project Site.....	III-5
Figure III-2, Views of Surrounding Land Uses on Beverly Boulevard (A)	III-7
Figure III-3, Views of Surrounding Land Uses on Beverly Boulevard (B)	III-9
Figure III-4, Views of Surrounding Land Uses on Rosewood Avenue	III-11
Figure III-5, Related Projects Location Map.....	III-13
Figure IV.A-1, Views of Project Site (Views 1 & 2)	IV.A-3
Figure IV.A-2, Views of Project Site (Views 3 & 4)	IV.A-5
Figure IV. A-3 Views of Project Site (Views 5 & 6)	IV.A-9
Figure IV. A-4 Views of Project Site (Views 7 & 8)	IV.A-11
Figure IV. A-5 Views of Project Site Landscaped Areas (Views 9 & 10)	IV.A-13
Figure IV. A-6 Views of Surrounding Land Uses on Beverly Boulevard (Views 11 & 12)	IV.A-17
Figure IV. A-7 Views of Surrounding Land Uses on Beverly Boulevard (Views 13 & 14)	IV.A-19
Figure IV. A-8 Views of Surrounding Land Uses on Rosewood Avenue (Views 15 & 16).....	IV.A-21
Figure IV. A-9 Views of Surrounding Land Uses on Rosewood Avenue (Views 17 & 18)	IV.A-23
Figure IV. A-10 Views of Surrounding Land Uses on Rosewood Avenue (Views 19 & 20)	IV.A-25
Figure IV. A-11 Existing Building Perspective	IV.A-43

Figure IV. A-12 Existing Building Rendered South Elevation	IV.A-45
Figure IV. A-13 Existing Building Rendered North Elevation	IV.A-47
Figure IV. A-14 Existing Building Rendered East and West Elevations	IV.A-49
Figure IV. A-15 Existing Building Design Details	IV.A-51
Figure IV. A-16 Rosewood Avenue Perspective.....	IV.A-53
Figure IV. A-17 Rosewood Ground Floor Plans & Elevations.....	IV.A-55
Figure IV. A-18 Rendered Rosewood Elevations	IV.A-57
Figure IV. A-19 Rendered Site Section A.....	IV.A-59
Figure IV. A-20 Rendered Site Section B.....	IV.A-61
Figure IV. A-21 Rendered Site Section C.....	IV.A-63
Figure IV.D-1, Soil Boring Location Map	IV.D-5
Figure IV.G-1, City of West Hollywood Zoning Districts	IV.G-7
Figure IV.G-2, Proposed 8899 Beverly Specific Plan Area	IV.G-15
Figure IV.H-1, Noise Measurement Locations	IV.H-9
Figure IV.H-2, Human Response to Levels of Ground-Borne Vibration.....	IV.H-3
Figure IV.H-3, Ground-Borne Vibration Damage Potential Criteria.....	IV.H-4
Figure IV.I-1, Noise Measurement Locations	IV.I-6
Figure IV.J-1, Fire Station Location Map.....	IV.J-3
Figure IV.J-2, Police Station Location Map	IV.J-17
Figure IV.J-3, School Location Map.....	IV.J-29
Figure IV.J-4, Park Location Map	IV.J-41
Figure IV.J-5, Library Serving the Project Site.....	IV.J-51
Figure IV.K-1, Existing Transit Service.....	IV.K-3
Figure IV.K-2, Study Area Intersections and Roadway Segments Map.....	IV.K-7
Figure IV.K-4, Park Location Map	IV.K-29
Figure IV.K-5, Library Location Map	IV.K-36
Figure IV.L-1 Wastewater Line Location Map.....	IV.L-3
Figure IV.L-2, Water Main Location Map	IV.L-17

Figure IV.L-3, Athens Material Recovery Facility and
Transfer Station Location.....IV.L-33

Figure IV.L-4, Electricity Distribution Map.....IV.L-49

Figure IV.L-5, Gas Line Location MapIV.L-53

LIST OF TABLES

Table I-1, Summary of Impacts/Mitigation Measures	I-8
Table II-1, Project Square Footage Summary	II-9
Table II-2, WHMC (Section 19.28.040) Project Parking Requirements.....	II-13
Table II-3, Project Parking Requirements with Density Bonus Parking Code	II-13
Table II-4, Open Space Square Footage Summary.....	II-14
Table II-5, Existing Building Construction Schedule.....	II-18
Table II-6, Rosewood Avenue Development Construction Schedule	II-19
Table III-1, Related Projects List	III-3
Table IV.A-2, Monument Signage Summary.....	IV.A-26
Table IV.A-3, Wall Signage Summary.....	IV.A-26
Table IV.B-1, Regional Average Emissions in 2008	IV.B-8
Table IV.B-2, Local Ambient Air Quality.....	IV.B-9
Table IV.B-3, Estimated Existing Site Uses Mass Daily Emissions	IV.B-10
Table IV.B-4, Estimated Mass Daily Construction Emissions	IV.B-15
Table IV.B-5, Estimated Mass Daily Project Emissions	IV.B-16
Table IV.B-6, Estimated Daily Localized Construction Emissions.....	IV.B-17
Table IV.B-7, Estimated Daily Localized Operational Emissions	IV.B-18
Table IV.C-1, Designated Modern Buildings in West Hollywood	IV.C-4
Table IV.C-2, Known Commercial and Multi-Family Dorman Buildings.....	IV.C-5
Table IV.E-1, West Hollywood Baseline and Projected GHG Emissions.....	IV.E-6
Table IV.E-2, Existing Project Site Uses GHG Emissions.....	IV.E-7
Table IV.E-3, Estimated Project Annual GHG Emissions	IV.E-9
Table IV.G-1, Consistency of the Proposed Project with the Applicable Goals of the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy.....	IV.G-11
Table IV.G-2, Consistency of the Proposed Project with the Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan	IV.G-20
Table IV.H-1, Representative Environmental Noise Levels.....	IV.H-2
Table IV.H-2, Human Response to Levels of Ground-Borne Vibration	IV.H-3

Table IV.H-3, Ground-Borne Vibration Damage Potential Criteria.....	IV.H-4
Table IV.H-4, Existing Daytime Noise Levels.....	IV.H-11
Table IV.H-5, Existing Roadway Noise Levels at Locations Off Site	IV.H-11
Table IV.H-6, Vibration Levels for Typical Construction Equipment.....	IV.H-15
Table IV.H-7, Project Roadway Noise Impacts.....	IV.H-16
Table IV.H-8, Typical Construction Equipment Noise Levels	IV.H-18
Table IV.H-9, Typical Outdoor Construction Noise Levels	IV.H-18
Table IV.H-10, Year 2015 Cumulative Roadway Noise Impacts.....	IV.H-19
Table IV.I-1, SCAG Population and Housing Housing Forecasts for the City of West Hollywood	IV.I-4
Table IV.I-2, Current and Estimated Project Employees.....	IV.I-7
Table IV.I-3, Consistency of the Proposed Project with the Applicable Goals and Policies of the Housing Element of the General Plan	IV.I-8
Table IV.I-4, Cumulative Employment and Population Increase	IV.I-11
Table IV.J.1-1, LACFD 2012 Fire Response Incidents	IV.J-2
Table IV.J.2-1, RD 0972 and West Hollywood, Crime Statistics for 2012	IV.J-19
Table IV.J.3-1, LAUSD School Capacity and Enrollment.....	IV.J-30
Table IV.J.3-2, Proposed Project Student Generation	IV.J-33
Table IV.J.3-3, Cumulative Student Generation	IV.J-36
Table IV.J.4-1, Parks and Recreational Facilities.....	IV.J-39
Table IV.J.4-2, Open Space Square Footage Summary	IV.J-46
Table IV.K-1 Existing Transit Service.....	IV.K-5
Table IV.K-2, Level of Service Definitions for Signalized and Unsignalized Intersections.....	IV.K-9
Table IV.K-3, West Hollywood Significant Impact Criteria For Intersections.....	IV.K-11
Table IV.K-4, West Hollywood Significant Impact Criteria For Residential Street Segments.....	IV.K-11
Table IV.K-5, Existing Conditions (Year 2013) Intersection Peak Hour Levels of Service	IV.K-12
Table IV.K-6, Existing With Construction Conditions (Year 2013) - Existing Building Intersection Peak Hour Levels Of Service	IV.K-16

Table IV.K-7, Existing With Construction Conditions (Year 2013) – Rosewood Avenue Townhomes – Intersection Peak Hour Levels Of Service.....	IV.K-18
Table IV.K-8, Future Without Project Conditions (Year 2015) I Intersection Peak Hour Levels of Service.....	IV.K-21
Table IV.K-9, Trip Generation	IV.K-22
Table IV.K-10, Existing With Project Conditions (Year 2013) I Intersection Peak Hour Levels Of Service	IV.K-23
Table IV.K-11, Future With Project Conditions (Year 2015) Intersection Peak Hour Levels Of Service	IV.K-26
Table IV.K-12, Street Segment Analysis Existing With Project Conditions (Year 2013)	IV.K-26
Table IV.K-13, Street Segment Analysis Future With Project Conditions (Year 2015)	IV.K-27
Table IV.K-14, WHMC Project (Section 19.28.040) Parking Requirements	IV.K-30
Table IV.K-15, WHMC Project (Section 19.330.50(F)) Parking Requirements	IV.K-31
Table IV.L.1-1, Existing Average Daily Wastewater Generation	IV.L-5
Table IV.L.1-2, Proposed Project Wastewater Generation.....	IV.L-10
Table IV.L.1-3, Summary of Sewer Capacity Analysis	IV.L-12
Table IV.L.1-3, Cumulative Wastewater Generation	IV.L-13
Table IV.L.2-1, Existing Average Daily Water Consumption	IV.L-17
Table IV.L.2-2, Proposed Project Water Consumption.....	IV.L-26
Table IV.L.2-3, Cumulative Water Consumption	IV.L-28
Table IV.L.3-1, San Bernardino County Landfills.....	IV.L-35
Table IV.L.3-2, Existing Average Daily Solid Waste Generation.....	IV.L-36
Table IV.L.3-3, Estimated Project Construction and Demolition and Demolition Debris Generation	IV.L-39
Table IV.L.3-4, Proposed Project Solid Waste Generation	IV.L-40
Table IV.L.3-5, Cumulative Solid Waste Generation.....	IV.L-43
Table IV.L.4-1, Existing Average Yearly Electricity Consumption.....	IV.L-49
Table IV.L.4-2, Existing Average Yearly Natural Gas Consumption.....	IV.L-51

Table IV.L.4-3, Proposed Project Electricity ConsumptionIV.L-58

Table IV.L.4-4, Proposed Project Natural Gas ConsumptionIV.L-59

Table IV.L.4-5, Cumulative Electricity Consumption.....IV.L-60

Table IV.L.4-6, Cumulative Natural Gas ConsumptionIV.L-62

Table VI-1, Alternatives Comparison VI-51

I. INTRODUCTION & SUMMARY

1. PURPOSE AND INTENT

The California Environmental Quality Act (CEQA) was enacted in 1970 with the objective to inform the public and decision makers of the potential environmental impacts of a proposed project. This environmental impact report (EIR) analyzes the potential impacts that may result from the implementation of the proposed mixed-use development located at 8899 Beverly Boulevard and 8646-8908 Rosewood Avenue (APN 4336-019-033) in the City of West Hollywood (Project). The EIR is intended to provide this information to the general public and other interested parties, agencies and organizations and allow them to comment on relevant issues of concern. Under the provisions of CEQA, an EIR is also required to identify alternatives to the Project and to indicate the manner in which the Project's significant effects can be mitigated or avoided. Thus, the EIR is an important document for use by decision makers when considering whether or not to approve, modify, or deny a project.

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Project requires discretionary approval from the City of West Hollywood (City) and, therefore, is subject to CEQA. For purposes of CEQA compliance, the City is identified as the Lead Agency for this Project. The Lead Agency is responsible for preparing this EIR in accordance with CEQA and the CEQA Guidelines. As mandated by the CEQA Guidelines, the EIR has been subject to the City's internal review process and reflects the Lead Agency's independent review and judgment and objectivity with regard to the scope, content, and adequacy of analysis.

2. PROPOSED PROJECT

The proposed Project is a mixed-use development of the adaptive re-use of an existing 10-story (including basement and penthouse), approximately 125-foot tall retail/commercial office building at 8899 Beverly Boulevard (Existing Building) and development of new residential uses along Rosewood Avenue on an existing surface parking lot serving the Existing Building. The total number of units within the Project would be 81, including 69 market-rate units and 12 affordable units.

The Existing Building would be a mixed-use of 64 residential units (56 condominium units and eight affordable apartment units) and approximately 39,728 square feet (sf) of office, street front retail and restaurant space. The Existing Building would be expanded on the north, east and west elevations by approximately 53,401 sf to accommodate the proposed condominium uses. In addition, the third floor of the building currently used as parking would be enclosed and converted to office space and eight affordable apartments. The Project also includes new construction on the surface parking lot (at the rear of the Existing Building, fronting Rosewood Avenue) of 17 residential units (including 13 townhomes and four affordable apartment units) totaling approximately 38,175 sf and an approximate 4,417 sf indoor pool house. Total new construction on the Project Site would total approximately 121,765 square feet. With the Existing Building (currently approximately 89,630 sf), Project total square footage would be approximately 211,395.

The Project applicant, Beverly Blvd Associates, L.P. (Applicant), has proposed to designate the entire Project Site as a Specific Plan that would provide a concise development plan for the property and to amend the Zoning Map and General Plan to designate the site as 8899SP. The Proposed 8899 Beverly Boulevard Specific Plan applies to the 1.73-acre property located at 8899 Beverly Boulevard. The

Specific Plan would establish the permitted uses, development standards, including height, floor area, setbacks, and parking, and affordable housing provisions applicable to development within the Specific Plan area (8899SP). The WHMC standards and requirements not addressed in the Specific Plan would continue to apply to new development within the Specific Plan area.

A. Project Objectives

The objectives of the proposed Project are as follows:

- Redevelop an aging commercial structure and surface parking lot with a more efficient and economically viable mix of uses, including condominiums, affordable rental apartments, office and retail space.
- To provide housing to satisfy the varying needs and desires of all economic segments of the community, including very low, low and moderate-income households, maximizing the opportunity for individual choices, and contributing to the City of West Hollywood's housing stock.
- Increase the number of affordable rental housing units in the southwest area of West Hollywood.
- Create a high-quality, multi-use development that offers unique living experiences while promoting an active pedestrian environment and access to restaurant and retail uses in the area.
- Adaptively reuse the existing office building on the property by converting it into residential condominiums and apartments with redesigned streetfront retail and office space.
- Replace an incompatible commercial surface parking lot along Rosewood Avenue with new single-family townhomes that are in scale with the existing single-family residences on Rosewood Avenue.
- Provide a modern, high-quality design that complements and is sensitive to surrounding uses.
- Improve site access and provide sufficient parking for residents, patrons, and employees to discourage future parking on surrounding residential streets.

3. EIR PROCESS, SCOPE AND CONTENT

A. Initial Study and Notice of Preparation

To determine which environmental topics should be addressed in this EIR, the City prepared a Notice of Preparation (NOP) on July 3, 2013, in order to receive input from interested public agencies and private parties. The NOP and Initial Study are provided in Appendix A of this EIR. Input from interested public agencies was received in written form, copies of which are also presented in Appendix B of this EIR. A public scoping meeting was held on July 31, 2013 at the West Hollywood Library, located at 635 N. San Vicente Boulevard.

B. Areas of Controversy and Issues To Be Resolved

Concerns raised in letters submitted to the West Hollywood Community Development Department in response to the NOP include the following: Hydrology (Drainage), Water Quality, Water Usage, Noise (Construction), and Transportation and Traffic (including parking during construction and haul routes).

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the proposed Project, and whether one of the alternatives should be approved rather than the proposed Project. Concerns raised at the scoping meeting include the following: Aesthetics/Landscaping, Height of Proposed Buildings, Increased Density, Increased Building Massing, Lighting, Traffic/Parking, Construction Noise, Air Quality, Land Use, Hydrology (Drainage), Sewage, Hazardous Materials, Population and Cumulative Effects.

C. Environmental Issues to be Analyzed in the EIR

Based on public comments in response to the NOP and a review of environmental issues by the City of West Hollywood Community Development Department, this Draft EIR analyzes the following impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population/Housing
- Public Services
 - Fire
 - Police
 - Schools
 - Parks and Recreation
 - Libraries
- Transportation/Traffic
- Utilities
 - Wastewater
 - Water
 - Solid Waste
 - Electricity/Natural Gas

D. Environmental Issues Determined Not To Be Significant

The NOP/Initial Study identified topical areas that were determined not to be significant. An explanation of why each area is determined not to be significant is provided in Section VII. Effects Found Not To Be Significant. These topical areas are as follows:

- Agricultural Resources
- Biological Resources
- Hazardous Materials
- Mineral Resources

In addition, certain subjects within various topical areas were determined not to be significant and were scoped out in the Initial Study and are discussed in Section VII. Effects Found Not To Be Significant. These issues are listed below:

- Aesthetics - *Scenic Vista and Scenic Resources*
- Air Quality - *Objectionable Odors*
- Geology and Soils – *Rupture of Earthquake Fault, Strong Seismic Ground Shaking, Landslides, Substantial Soil Erosion, Located on Expansive Soil, Septic Tanks*
- Hydrology and Water Quality - *Violate and Water Quality Standards, Deplete Groundwater Supplies, Alter Existing Drainage Pattern, Degrade Water Quality, Housing in a 100 Year Flood Hazard Area, Impede or Redirect Flood Flows, Expose People to Seiche, Tsunami or Mudflow*
- Land Use and Planning - *Physically Divide an Established Community, Conflict with a Habitat or Natural Community Conservation Plan*
- Noise - *Airport Land Use Plan, Private Airstrip*
- Population/Housing - *Displace Housing, Displace People*
- Recreation - *Recreational Facilities*
- Transportation/Traffic - *Air Traffic Patterns, Increase Hazards Due to a Design Feature, Conflict with Policies, Plans, Programs*
- Utilities and Service Systems – *Storm Drain Facilities*

E. Environmental Review Process

The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 45 days. The 60-day circulation period commenced on December 20, 2013 and will conclude on February 18, 2014.

After completion of the 45 day review period, a Final EIR will be prepared that responds to comments on the Draft EIR submitted during the review period along with any modifications to the Draft EIR if required. Public hearings on the proposed Project will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public at least 10 days prior to considering certification of the EIR. Notice of the time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to and must be received by 5:00 PM on February 18, 2014:

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F. Organization of the Draft EIR

The Draft EIR is organized into eight sections as follows:

Section I (Introduction and Summary): This section provides an introduction to the environmental review process and a summary of the Project description, alternatives, environmental impacts, and mitigation measures.

Section II (Project Description): A complete description of the proposed Project including Project location, Project Site characteristics, Project characteristics, Project objectives, and required discretionary actions is presented.

Section III (Environmental Setting): An overview of the environmental setting of the proposed Project is provided including a description of existing and surrounding land uses, and a list of related projects.

Section IV (Environmental Impact Analysis): The Environmental Impact Analysis section is the primary focus of this Draft EIR. Separate discussions are provided to address the potential environmental effects of the proposed Project. Each environmental issue contains a discussion of existing conditions, an assessment and discussion of the significance of impacts associated with the proposed Project, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V (General Impact Categories): This section provides a summary of significant and unavoidable impacts of the proposed Project, a discussion of potential growth inducing effects, and an explanation of the significant irreversible environmental changes.

Section VI (Alternatives to the Proposed Project): This section includes an analysis of a range of reasonable alternatives to the proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Project and alternatives that would avoid or substantially lessen any of the significant effects of the Project.

Section VII (Effects Found Not To Be Significant): This section addresses potential environmental resources for which the proposed Project would not result in significant impacts related to CEQA environmental topics pursuant to the California *Public Resources Code* Section 21003(f).

Section VIII (Preparers of the EIR and Persons Consulted): This section presents a list of City, County, and other agencies and consultant team members that contributed to the preparation of the EIR.

Section IX (Acronyms and Abbreviations): This section provides definitions for all of the acronyms and abbreviations used in this Draft EIR.

Section X (References): This section lists all references used in the preparation of the EIR.

4. ALTERNATIVES

This Draft EIR considers a reasonable range of alternatives to the proposed Project to provide informed decision-making in accordance with Section 15126.6(f) of the CEQA Guidelines. The alternatives analyzed in this Draft EIR include: 1) No Project Alternative, 2) Existing Zoning (R1B) Alternative (Existing Building remains unchanged and 24 residential units developed on Rosewood Avenue, 3) Reduced Density Alternative 1 (12 single-family units on Rosewood Avenue and expansion of Existing Building with 56 condominium units, 8 affordable units, a commercial component similar to the proposed Project), 4) Reduced Density Alternative 2 (no residential units on Rosewood Avenue and expansion of Existing Building with 56 condominium units, 8 affordable units, a commercial component similar to the

proposed Project), and 5) Alternate Land Use Alternative (convert Existing Building into medical office use).

A. Overview of Alternatives

i) Alternative 1: No Project

CEQA requires the alternatives analysis to include a No Project Alternative. The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project (State CEQA Guidelines Section 15126.6(e) (1)). Pursuant to State CEQA Guidelines Section 15126.6(e) (2):

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.

In accordance with CEQA Guidelines, the following discussion evaluates the No Project Alternative:

No Build (No Project Alternative). Under this variation of the No Project Alternative, the proposed Project would not be constructed and the Project site would remain in its current undeveloped condition. The analysis of the No Project Alternative assumes the continuation of existing conditions, as well as development of the related projects described in Section III. Environmental Setting (Table III-1, List of Related Projects).

ii) Alternative 2: Existing Zoning (R1B) Alternative

The Existing Zoning (R1B) Alternative would consist of 24 residential units in 12 duplexes developed along Rosewood Avenue. The existing office uses would be maintained in the Existing Building and there would be no expansion of floor area. There would be 12 two-car garages along Rosewood Avenue and subterranean parking on Rosewood Avenue for the office, retail, and restaurant uses located in the Existing Building and for the balance of the residential units.

iii) Alternative 3: Reduced Density Alternative 1

This alternative includes 12 single-family units and no affordable units or pool house building on Rosewood Avenue. Renovation and expansion of the Existing Building would include 56 condominium units, 8 affordable units, a commercial component similar to the proposed Project, and 12 two-car garages along Rosewood Avenue for the residential units and subterranean parking on Rosewood Avenue for the office, retail, and restaurant uses.

iv) Alternative 4: Reduced Density Alternative 2

This alternative includes no market rate or affordable units on Rosewood Avenue. Renovation and expansion of the Existing Building would include 56 condominium units, 8 affordable units, a commercial component similar to the proposed Project, and a surface parking area and a one level above-ground parking structure on Rosewood Avenue.

***v)* Alternate Land Use Alternative**

This alternative would convert the Existing Building into a medical office use with a surface parking area and a one level aboveground parking structure on Rosewood Avenue.

***vi)* Environmentally Superior Alternative**

In general, the environmentally superior alternative as defined by CEQA should avoid or substantially lessen significant impacts to the Project Site and its surrounding environment. Of the alternatives considered, the "No Project" does not create any new impacts; therefore, it is environmentally superior to the Project, which proposes to change existing conditions. However, CEQA requires the identification of another "environmentally superior" alternative when the No Project Alternative is the environmentally superior alternative.

Except for the No Project Alternative, none of the other Alternatives would avoid the significant and unavoidable construction noise impacts of the proposed Project. Alternative 2 (Existing Zoning), Alternative 4 (Reduced Density), and Alternative 5 (Alternate Land Use) would reduce construction noise impacts because they would not include excavation and dirt removal, but Alternatives 4 and 5 would have higher aesthetic impacts resulting from the above ground parking structure. Alternative 2, Existing Zoning (R1B), would have higher impacts than the proposed Project because it would retain the Existing Building in its present configuration while adding 24 residential units on the Rosewood Avenue parcels.

Alternative 3, Reduced Density Alternative 1, would be environmentally superior to the Proposed Project. Because this Alternative would reduce the number of residential units, it would have lower less than significant impacts than the proposed Project with respect to traffic, traffic noise, air quality, GHG emissions, public services and utilities. Reduced Density Alternative 1 would have similar potentially beneficial impacts as the proposed Project with respect to Aesthetics. Reduced Density Alternative 1 would achieve all of the project objectives, although to a lesser degree than the proposed Project with respect to affordable housing because of the reduction in affordable units that would be included in this Alternative.

5. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following table summarizes the various environmental impacts associated with the construction and operation of the proposed Project. Mitigation measures are recommended for significant environmental impacts, and the level of impact significance after mitigation is also identified.

**Table I-1
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
SECTION IV. ENVIRONMENTAL IMPACT ANALYSIS		
A. AESTHETICS		
1. AESTHETICS/VIEWS		
<p>Visual Character, Quality, and Compatibility Implementation of the proposed Project would change the existing visual setting in the Project Site area along Beverly Boulevard and Rosewood Avenue compared to the existing and surrounding uses. However, the proposed Project would enhance the visual context of the Project Site with a new architecturally modern mixed-use building and residential townhomes and apartments with enhanced landscaping along both Beverly Boulevard and Rosewood Avenue. The Project would include the use of interesting architectural features on the Existing Building, including the re-use of some of the existing balconies and the new bronze curtain wall on the Beverly Boulevard elevation. In addition the proposed buildings on Rosewood Avenue would respect the low-density nature of the immediate surrounding residential neighborhood and provide landscape setback, as well as provide a variety of building designs and similar to eclectic diversity found in the immediate area. Therefore, implementation of the Project would enhance and complement the visual character of along Beverly Boulevard, Rosewood Avenue and in the immediate area.</p> <p>The diverse architectural style of the surroundings and the design review process would ensure that the proposed Project height, massing, and architectural style would be compatible with surrounding structures, including the commercial development south, west and east of the site, and residential structures north of the site. The Project would alter but not degrade the visual character or quality of the site and its surroundings. Therefore, Project impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Cumulative Impacts Development of the proposed Project in combination with other projects located within the City would result in a slight intensification of land uses in an already urbanized area of the City, but consistent with applicable plans following the adoption of the 8899 Specific Plan. The proposed Project would create a positive and enhanced visual change in the landscape of the Project Site and area. The proposed Project along with the related projects in the half-mile radius of the Project Site would enhance the visual character and quality in this portion of the City. Therefore, the proposed Project along with the related projects identified, would create a less than significant visual quality impact and would furthermore enhance the visual characteristics in this portion of the City.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>2. ILLUMINATION/GLARE</p>		
<p>Light and Glare The Project would not result in substantial changes to existing artificial light conditions, and would not interfere with off-site activities. Compliance with the City's standard conditions of approval requiring the use of low-reflectivity materials would assure that Project impacts to glare would be less than significant. Therefore, impacts related to Project interior and exterior light sources and glare would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts The proposed Project would produce more light and glare than is produced on the Project Site under existing conditions. However, the proposed Project will be regulated by the West Hollywood Municipal Code (WHMC) lighting standards, which would help the proposed Project in reducing the amount of light pollution that could escape the Project Site itself, and impact neighboring land uses. The related projects in the area of the proposed Project would also be regulated by the WHMC, which would help reduce the amount of light that is produced by the</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>related projects. Since the proposed Project is regulated by the WHMC for lighting standards, impacts would be less than significant and thus, its contribution to cumulative impacts would not be considerable and cumulative impacts would be less than significant.</p>		
<p>C. AIR QUALITY</p>		
<p>Conformity with the AQMP The proposed Project would not conflict with the 2012 AQMP and, as such, would not jeopardize attainment of state and national ambient air quality standards in the area under the jurisdiction of the SCAQMD. This would be a less than significant impact.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Violation of Air Quality Standards Construction The mass daily construction-related emissions generated during the Project construction phase would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, this impact of the Project would be less than significant.</p>	<p>Construction No Mitigation Measures.</p> <p>Although the construction-related impacts of the proposed Project would not be significant, the Project would be required to implement mitigation measures 3.2-1 and 3.2-2 from the Final Program EIR for the City of West Hollywood General Plan 2035 and Climate Action Plan. These measures would be conditions of approval for the Project. These measures include the following:</p> <p>B-1 (3.2-1) The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites.</p> <ul style="list-style-type: none"> • Require the following measures to be taken during the construction of all projects to reduce the amount of fugitive dust and other sources of PM₁₀, in accordance with SCAQMD Rule 403: 	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

	<ul style="list-style-type: none"> ○ Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers ○ Wheel washers for construction equipment ○ Watering down of all construction areas ○ Limit speeds at construction sites to 15 miles per hour ○ Cover aggregate or similar material during transportation of material <ul style="list-style-type: none"> • Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings. <p>B-2 (3.2-2) The City shall require the Applicant, as a condition of Project approval, to implement the following measures to reduce exhaust emissions from construction equipment.</p> <ul style="list-style-type: none"> • Commercial electric power shall be provided to the Project Site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment. • Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). 	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<ul style="list-style-type: none"> • To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions. • On-site equipment shall not be left idling when not in use. • The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited. • Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. • Before construction contracts are issued, the Applicant shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NOx and PM₁₀ control equipment will be available. 	
<p>Operation The mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. This is largely due to the proposed Project generating 129 fewer vehicle trips per day</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>than the existing uses at the Project Site. It should also be noted that the total mass daily emissions associated with the proposed Project would not exceed the SCAQMD's thresholds of significance. As such, the impact of the Project would be less than significant.</p>		
<p>Cumulatively Considerable Net Increase of Criteria Pollutants The mass daily construction-related emissions generated by the proposed Project would not exceed any of thresholds of significance recommended by the SCAQMD. The mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. Also, localized construction-related and operational emissions generated by the proposed Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Exposure of Sensitive Receptors to Substantial Pollutant Concentrations Emissions generated by the proposed Project would not expose receptors in the vicinity of the Project Site to substantial pollutant concentrations.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts Because the area of the Basin is currently in nonattainment for ozone, NO₂, PM₁₀, and PM_{2.5}, other new projects in the local vicinity could exceed an air quality standard or contribute to an existing or projected air quality exceedance. The mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. Also, localized construction-related and operational emissions generated by the proposed Project would not exceed the SCAQMD's LSTs. Therefore, the proposed</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant.</p>		
<p>C. CULTURAL RESOURCES</p>		
<p>1. Historic Resources</p>		
<p>Historic Resources The Existing Building is not currently designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. Specifically, the subject property is not listed under the City of West Hollywood Historic Preservation Ordinance and has not been identified in any historic resource surveys of West Hollywood. The building does not appear to be eligible for listing in the National or California Registers due to a lack of historical significance and a lack of architectural distinction. Therefore, implementation of the proposed Project would not cause a substantial adverse change in significance of a historic resource as identified in State CEQA Section 15064.5 and Project impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts The Existing Building is not currently designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. Although it is not known at this time if future development of the related project sites would involve historic resources, it is anticipated that if historic resources are potentially affected, the related projects would be subject to the requirements of CEQA and City of West Hollywood historic resource protection ordinances. It is further anticipated that the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, the Project's contribution to cumulative impacts would not be cumulatively</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>considerable and cumulative impacts would be less than significant.</p>		
<p>2. Archaeology</p>		
<p>Archaeological Resources Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. No Native American cultural resources are within the Project area and the proposed Project Site is not located in an area designated by the SCCIC or the City of West Hollywood Planning Department as being in an archaeological site or survey area. Since archaeological resources could be located subsurface and impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially significant. However these potential impacts can be mitigated to less than significant levels with implementation of the mitigation measure listed.</p>	<p>The proposed Project proposes implementation of the following measures in the remote possibility they are needed as a further precaution to protect any archaeological resources.</p> <p>IV.C.2-1 Prior to excavation and construction on the Proposed Project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Proposed Project site.</p> <p>If any archaeological materials are encountered during the course of the Project development, construction shall be halted in the immediate area and a qualified archaeologist shall be consulted to determine the discovery's significance and, if necessary, develop a mitigation plan, pursuant to the Public Resources Code Section 21803.2, 21084.1 and CEQA Guidelines Section 15064.5. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>and evaluate the impact.</p> <p>If the discovered cultural materials are prehistoric in nature or include Native American remains, the Project archaeologist shall arrange for a Native American monitor to be retained to assist in the identification of the resources or human remains. The Native American monitor shall be retained from a list of suitable candidates from the Native American Heritage Commission.</p> <p>Copies of the archaeological survey, study or report shall be submitted to the South Central Coastal Information Center (SCCIC) at Cal State University Fullerton. A covenant and agreement shall be recorded prior to obtaining a grading permit.</p>	
<p>Cumulative Impacts Development of the related projects would require grading and excavation that could potentially affect archaeological. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources, if these resources are not protected upon discovery. Since the proposed Project will not result in any impact to archaeological or paleontological resources or human remains and subsurface cultural resources will be protected upon discovery as required by law, impacts to those resources would be cumulatively less than significant and would not be cumulatively considerable.</p>	<p>Cumulative impacts related to archaeological resources would be less than significant with implementation of Project Mitigation Measure IV.C.2-1.</p>	<p>Less than significant.</p>
<p>3. Paleontology</p>		
<p>Paleontological Resources Paleontological resources have never been discovered on the Project Site, there are no known paleontological resources located on the Project Site, and there is no indication that any paleontological resources are located on the Project. In the</p>	<p>The proposed Project proposes implementation of the following measures in the remote possibility they are needed as a further precaution to protect any</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>opinion of the Los Angeles County Natural History Museum, surface grading or very shallow excavations in the proposed Project area are unlikely to encounter significant vertebrate fossils. Further, it is the opinion of the Los Angeles County Natural History Museum that any excavations in the proposed Project area have a good chance of uncovering significant vertebrate fossils. Any substantial excavations in the proposed Project area, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. Therefore, since paleontological resources could be located subsurface and Project impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially significant. However these potential impacts can be mitigated to less than significant with implementation of the mitigation measure listed.</p>	<p>paleontological resources.</p> <p>IV.C.3-1 The Project Applicant shall identify and engage a qualified paleontologist by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum prior to any excavation, grading, or construction. The City of Los Angeles Planning Department shall approve the selected paleontologist prior to issuance of the grading permit. The Project Paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying or removing sensitive scientific resources, including fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of skeletons, tracks, or burrows, or other trace fossils, coprolites (fossilized excrement), seeds or pollen, and other microfossils from terrestrial, aquatic, or aerial organisms from the Proposed Project site.</p> <p>If any paleontological materials are encountered during the course of the Project development, construction shall be halted in the immediate area. The Project Paleontologist shall be called in to assess the resources and evaluate the impact. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance</p>	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Any recovered fossils and a copy of the report will be deposited in an accredited curation facility. A covenant and agreement shall be recorded prior to obtaining a grading permit.</p>	
<p>Human Remains No known human burials have been identified on the proposed Project Site or within recorded resources located in the vicinity. While it is possible that human remains could be discovered during construction activities, it is highly unlikely due to the previously disturbed nature of the Project Site. Nevertheless, since human remains could be located subsurface and Project impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially significant but can be mitigated to less than significant levels with implementation of the mitigation measure listed.</p>	<p>The proposed Project proposes implementation of the following measures in the remote possibility they are needed as a further precaution to protect any human remains.</p> <p>IV.C.3-2 If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Cumulative Impacts Development of the related projects would require grading and excavation that could potentially affect archaeological. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources, if these resources are not protected upon discovery. Since the proposed Project will not result in any impact to archaeological or paleontological resources or human remains and subsurface cultural resources will be protected upon discovery as required by law, impacts to those resources would be cumulatively less than significant and would not be cumulatively considerable.</p>	<p>Cumulative impacts related to archaeological resources would be less than significant with implementation of Project Mitigation Measures IV.C.3-1 and IV.C.3-2.</p>	<p>Less than significant.</p>
<p>D. GEOLOGY AND SOILS</p>		
<p>Seismic Hazards The site is within an area mapped as a liquefaction hazard zone by the CDMG. A liquefaction triggering analysis was performed and the results indicated that a potentially liquefiable zone exists at approximately 13 to 20 feet bgs; thus liquefaction might occur at the site during the design earthquake. The proposed Project would be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, and would implement all site-specific requirements identified in the Geotechnical Study (see Appendix IV.D to this EIR). Thus, risks associated with liquefaction/lateral spreading during operation of the proposed Project would be minimized. Therefore, impacts associated with liquefaction or lateral spreading would be less than significant.</p> <p>Additionally, seismic settlement can occur in saturated and unsaturated, loose, and unconsolidated materials. The proposed Project would implement all of the site-specific requirements identified in the Geotechnical Study (see Appendix IV.D-1 to this EIR). With incorporation of these site-specific requirements, seismic settlement impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Unstable Soils</p>		

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>The Project Site is not within an area of known subsidence associated with fluid withdrawal (ground water or petroleum), peat oxidation (natural decay of organic peat materials), or hydrocompaction (compression of soils due to the introduction of water). Also, the Project Site is relatively flat and is not contain any major slopes that would become unstable due to Project implementation. Further, the proposed Project shall be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, the site-specific recommendations provided in the Geotechnical Report and qualified structural engineers, and as approved by the City of West Hollywood Department of Building and Safety. Thus, impacts associated with subsidence would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts Geotechnical impacts related to future development in the City of West Hollywood would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geology and soils impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>E. GREENHOUSE GAS EMISSIONS</p>		
<p>Generation of Greenhouse Gas Emissions Based on the proposed Project generating fewer GHG emissions than the existing uses at the Project Site, the Project’s consistency with the applicable measures from the CAP, and the required compliance with the City’s Green Building Ordinance along with implementation of mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan, the proposed Project would result</p>	<p>The proposed Project would generate fewer GHG emissions than the existing uses at the Project Site, and the GHG impact of the proposed Project would not be significant. Therefore, no mitigation is required. The proposed Project would, however, be subject to the GHG emission controls required under mitigation measure 3.15-1 from the Final Program EIR for the City of West</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>in a less than significant impact regarding GHG emissions.</p>	<p>Hollywood General Plan 2035 and Climate Action Plan. These emission control measures would be applied to the Project as conditions of Project approval.</p>	
<p>Cumulative Impacts The proposed Project would generate fewer GHG emissions than the existing uses at the Project Site. The Project would also be consist with the applicable measures from the CAP, comply with the City’s Green Building Ordinance, and implement mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan. For these reasons, the contribution of the Project to the cumulative effect of global climate change is not considered to be cumulatively considerable.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>F. HYDROLOGY AND WATER QUALITY</p>		
<p>Water Quality Construction Since the Project site involves clearing, grading, and excavation, a General Construction Activity Stormwater Permit must be obtained from the SWRCB prior to the start of construction. The NPDES requires that an NOI be filed with the SWRCB. By filing an NOI, the developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies which structural and non-structural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. These BMPs are designed to eliminate or limit to acceptable levels materials leaving the property and control the flow of stormwater to avoid surface runoff during construction. Further, the City of West Hollywood may be require BMPs to prevent construction debris from entering the</p>	<p>Water Quality- Construction – Site Grading Compliance with City, RWQCB and SWRCB permit requirements means that the Project would not result in significant impacts to hydrology and water quality. The following reflect existing regulatory and Lead Agency requirements. IV.F-1 The proposed Project shall be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, the site-specific recommendations provided in the Geotechnical Report (Appendix F, which may be modified, if necessary as part of final Project design), and qualified structural engineers and as approved by the City of West Hollywood Department of Building and Safety. (Refer also to section IV.D,</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>municipal storm drain system (such as, leaks, drips be cleared up as soon as possible; construction dumpsters covered with tarps; and vehicle maintenance and washing be conducted away from storm drains). SWPPP BMPs will be required by the City of West Hollywood Building and Safety Department to prevent construction silt from entering the municipal storm drain system. Furthermore, with implementation of regulatory measures IV.F-1 through IV.F-5, impacts on construction water quality with respect to site grading and construction, impacts would be reduced to a level of less than significant.</p>	<p>Geology & Soils, Project Design Features).</p> <p>IV.F-2 The Applicant shall comply with the SWPPP and maintain all structural or treatment control BMPs for the life of the Project as required by the SWPPP.</p> <p>IV.F-3 All earthworks on the Project site shall be performed in accordance with the requirements of the City of West Hollywood Building and Safety, the City of West Hollywood Civil Engineer of Record, and the Storm Water Pollution Prevention Program.</p> <p>Short-Term Construction Impacts</p> <p>IV.F-4 The following SWPPP BMPs are required to prevent construction debris and/or pollutants from equipment maintenance, from entering the municipal storm drain system:</p> <ul style="list-style-type: none"> • All construction waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler. • All leaks, drips, and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away 	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>into the storm drains.</p> <ul style="list-style-type: none"> • Material spills on pavement shall not be hosed down or otherwise be allowed to enter the stormdrain system. Dry cleanup methods shall be used whenever possible. • Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained. • During the construction period, the Project Applicant/Contractor shall conduct on-going street sweeping and truck wheel cleaning and truck washing to prevent dirt in stormwater. • The Project Applicant/Contractor shall keep vehicles in good working order. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. <p>IV.F-5 The following SWPPP BMPs are required to prevent construction silt from entering the municipal storm drain system:</p> <ul style="list-style-type: none"> • The amount of exposed soils shall be limited and erosion control procedures implemented for those areas that must be exposed. • Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities. • Appropriate dust suppression techniques, such as watering or tarping shall be used in 	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>areas that must be exposed.</p> <ul style="list-style-type: none"> • The area shall be secured to control off-site migration of pollutants. • Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities. • Truck loads shall be tarped. • Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic. • Simple sediment filters shall be constructed at or near the entrances to the municipal storm drain system wherever feasible. 	
<p>Operation The Project Site would be required to comply with the City's Urban Runoff Ordinance, which outlines practices for all developments in the City and runoff control requirements for all new development. Good housekeeping practices include: 1) collection, storage, and minimization of urban runoff; 2) maintenance of equipment; 3) removal of debris; and 4) prohibition of the use of any pesticides and fungicides that are banned by the US Environmental Protection Agency. As part of the runoff control requirements for new developments, all new developments in the City must prepare an Urban Runoff Mitigation Plan that must address one or more of the following goals: 1) maximization of permeable areas for infiltration of runoff; 2) maximization of the amount of runoff directed toward permeable areas or stored for reuse; and 3) removal of pollutants through installation of treatment control BMPs. Compliance with the City's Urban Runoff Ordinance would</p>	<p>Surface Water Runoff/Water Quality Impacts The following are required to prevent surface runoff and water quality impacts:</p> <p>IV.F-6 The Project Applicant(s) shall implement stormwater BMPs to retain or treat the runoff from a storm event producing ¼ inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required, and shall be provided to the City of West Hollywood Department of Building and Safety prior to Project occupancy.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>ensure that the proposed Project does not adversely affect off-site water quality. Furthermore, with implementation of regulatory measures IV.F-6 through IV.F-15, impacts on water quality would be reduced to a level of less than significant.</p>	<p>IV.F-7 Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion.</p> <p>IV.F-8 Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.</p> <p>IV.F-9 Any toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.</p> <p>IV.F-10 Reduce and recycle wastes, including: paper, glass, aluminum, oil, and grease.</p> <p>IV.F-11 Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.</p> <p>IV.F-12 All storm drains inlets and catch basins within the Project area must be stenciled with prohibitive language (such as “NO DUMPING – DRAINS TO OCEAN”) and/or graphical icons to discourage illegal dumping. Legibility of stencils and signs must be maintained.</p>	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>IV.F-13 Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.</p> <ul style="list-style-type: none"> • The storage area must be paved and sufficiently impervious to contain leaks and spills. • The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area. <p>IV.F-14 Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.</p> <p>IV.F-15 The owner(s) of the property will prepare and execute covenant and agreement satisfactory to the City of West Hollywood binding the owners to post construction maintenance on the structural and operational BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer’s instructions.</p>	
<p>Flooding The Project would not place housing within a 100-year flood hazard area; place structures, which would impede or redirect flood flows within a 100-year flood hazard area; or expose people, structures or sensitive biological resources to a significant risk of loss, injury or death involving flooding. Therefore, Project impacts associated with flood hazards would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Cumulative Impacts The related projects would be required to prepare and implement a SUSMP and undergo a preliminary review by the City to determine what, if any, drainage improvements and BMPs would be required to ensure that the stormdrain capacity of the system serving each of the related projects is adequate, that no downstream flooding would occur as a result of exceedance of stormdrain capacity, and that no significant water quality issues would result. Therefore, the proposed Project would not have a considerable contribution to cumulative impacts to hydrology and water quality, and cumulative impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>G. LAND USE AND PLANNING</p>		
<p>Conflict Land Use Plan, Policy, or Regulation The proposed project is consistent with the applicable land use plans, policy and regulations for the Project Site, including the <u>2012-2035 RTP/SCS</u>, the Land Use and Urban Form Element of the <u>West Hollywood General Plan 2035</u>, and the <u>City's Zoning Ordinance</u>. It should be noted that the Applicant is requesting a General Plan Amendment pursuant to WHMC Section 19.78.010 to redesignate the property from Community Commercial 1 (CC1) and Two Family Residential (R1B) to 8899 Beverly Specific Plan (8899SP) in order to provide a unified development site with a single land use designation and to allow development of the proposed Project. Since the Project would comply with the Specific Plan, implementation of the proposed Project would result in less than significant impacts.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts Development projects in the City of West Hollywood and City of Beverly Hills would be required to demonstrate consistency with all applicable General Plan and Zoning Ordinance requirements and subject to Development Review and/or Development Agreement Processing. Development of the proposed Project and related projects is not anticipated to substantially conflict</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>with the intent of the General Plan or Zoning Ordinance regarding future development in either City. Development of the proposed Project, in conjunction with the identified related projects (as well as other planned and approved projects), would not result in cumulatively considerable effects with respect to land use regulations, and cumulative impacts would be less than significant.</p>		
<p>H. NOISE</p>		
<p>Applicable Noise Standards The proposed Project would comply with State standards and the City’s Noise Ordinance standards for operational noise sources, and the impact of the Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Ground-borne Vibration Construction and operation of the proposed project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. The impact of the Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Permanent Increase in Ambient Noise Levels Operation of the proposed Project would not generate a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. The impact of the Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Temporary or Periodic Increases in Ambient Noise Levels Existing ambient daytime noise levels in the residential area along Rosewood Avenue average around 60 dBA Leq. Construction activities associated with the proposed Project would increase daytime noise levels at the nearby residential uses by more than 10 dBA. This would be a significant temporary or periodic increase in noise levels.</p>	<p>The following mitigation measures are based upon the measures adopted by the City of West Hollywood for all new development projects, but have been modified to directly relate to the proposed Project:</p> <p>IV.H-1 The Project construction contractors shall ensure that equipment is properly maintained per the manufacturers’ specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc).</p>	<p>Significant and unavoidable temporary impact.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>IV.H-2 The Project construction contractors shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.</p> <p>IV.H-3 The Project construction contractors shall ensure that construction equipment engines are turned off when not in use (i.e., the equipment does not idle for unnecessary lengths of time).</p> <p>IV.H-4 The Project construction contractors shall locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, cement mixers).</p> <p>IV.H-5 If feasible, the Project construction contractors shall install a 12-foot high temporary barrier along the northern, eastern, and western property lines. The acoustical barrier shall be constructed of material having a minimum surface weight of two pounds per square foot or greater, and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method E90. The barrier shall be required during the excavation and parking structure construction phases of development.</p> <p>IV.H-6 The Project construction contractors shall ensure that music is not audible at offsite locations.</p> <p>IV. H-7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the owners and tenants of residential properties located along Rosewood</p>	
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**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>Avenue between Almont Avenue and Robertson Boulevard disclosing the planned construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. This notification shall also provide a contact name and phone number for residents to call for construction noise related complaints. All reasonable concerns shall be rectified within 24 hours of receipt.</p>	
<p>Cumulative Impacts - Construction The nearest related projects are located approximately one quarter mile from the Project Site. All of the related projects are located far enough away that construction activities at their locations would have no noise effect and no ground-borne vibration effect on the sensitive residential uses in Rosewood Avenue area adjacent to the Project Site. Therefore, the proposed Project would not contribute to significant short-term cumulative construction-related noise impacts in the immediate vicinity of the Project Site.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts - Operational Cumulative roadway noise impacts in the year 2015 would be less than significant. The traffic generated by the proposed Project and cumulative development would increase local noise levels by a maximum of 0.8 dBA L_{dn}, which is inaudible/imperceptible to most people and would not exceed the City of West Hollywood thresholds of significance. Therefore, this cumulative impact would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>I. POPULATION/HOUSING</p>		
<p>Direct and Indirect Growth Inducement The proposed Project is consistent with SCAG population and employment projections for the West Hollywood. The Project would represent 7.7 percent of the expected SCAQ population growth between 2010 and 2035. Consequently, the Project</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>population would not exceed the City’s expected population growth for that time period. SCAG expects approximately 2,534 new jobs to be created during that time period. The Project would provide approximately 150 jobs, which would be 170 fewer than under existing Project Site conditions. Therefore, the proposed Project would not directly induce substantial residential population or employment growth not planned or anticipated, and impacts relating to residential population and employment would be less than significant. The proposed Project would help the City meet its Regional Housing Needs Assessment (RHNA) allocation of 77 new housing units (Very Low Income, 19 units; Low Income, 12 units; moderate income 13 units; and above moderate income, 13 units) for the planning period of 2013 to 2021 and direct growth inducement impacts would be less than significant.</p>		
<p>Cumulative Impacts The increase in residential population resulting from implementation of the proposed Project combined with the related projects (total of 327) would represent approximately 20.4 percent of the expected population growth in West Hollywood from 2010 to 2035. The development of the proposed Project combined with the related projects would not directly induce substantial residential population growth not planned or anticipated and impacts relating to residential population. Therefore, the Project would not have a cumulatively considerable impact on population growth and housing demand, and cumulative impacts would be less than significant.</p> <p>Furthermore, development of the proposed Project would not indirectly induce substantial cumulative population and housing growth as a result of new employment opportunities. Therefore, the Project would not have a cumulatively considerable impact on employment growth and associated housing demand, and cumulative impacts would be less than</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>significant.</p> <p>The proposed Project would help the City meet its RHNA requirements and would be consistent with the Housing Element of the City’s General Plan. Similarly, all related projects in the SCAG region would be required to demonstrate consistency with the applicable RHNA and Housing Element for each of the related project’s planning jurisdiction. Therefore, the Project would not have a cumulatively considerable impact on population growth and housing demand, and cumulative impacts would be less than significant.</p>		
<p>J. PUBLIC SERVICES-FIRE PROTECTION</p>		
<p>1. FIRE PROTECTION</p>		
<p>Fire Protection Services Construction</p> <p>Construction of the proposed Project would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and from carelessly discarded cigarettes. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Good housekeeping procedures that would be implemented during construction of the proposed Project include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Operation</p> <p>Five nearby fire hydrants were tested for required fire flow. The proposed Project is required to have access to a fire flow of 2,000 gpm and a residual water pressure of 20 psi is to remain in the water system while the required gpm is flowing for up to two hours. All five hydrants meet the fire flow requirements</p>	<p>Though construction impacts are less than significant, the LACFD has required the following measure which shall be a condition of approval:</p> <p>IV.J.1-1 Prior to Construction and Final Map approval, the Applicant shall install one new public fire</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>and impacts would be less than significant. However, based upon Project review, LACFD has requested the installation of one new public fire hydrant on the south side of Rosewood Avenue.</p> <p>The average emergency response time from Fire Station 7, which serves the Project Site, is 3:52 minutes, which is under the LACFD’s response goal time of five minutes. The average non-emergency response time from Fire Station 7 is 5:16 minutes, which is under the LACFD’s response goal time of eight minutes. Further, current response times would not be greatly affected by construction or operation of the proposed Project, as emergency vehicles normally have a variety of options for avoiding traffic such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the proposed Project would not create new impacts related to response times or impede the LAFCD’s emergency response to the Site or its immediate vicinity. Thus, Project impact related to response times would be less than significant.</p> <p>The proposed Project is not anticipated to affect vehicle/capacity ratios and the level of service of roadways in the Project vicinity. Based on the Project’s proposed circulation plan, it is anticipated that the LACFD would be able to respond to Project Site emergencies within the established current response time of five minutes. Therefore, impacts related to emergency access would be less than significant.</p>	<p>hydrant on Rosewood Avenue on the same side of the street as the Proposed Project as indicated by LACFD. Once installed, all required fire hydrants shall be tested and accepted or bonded prior to construction and Final Map approval.</p>	
<p>Cumulative Impacts Each of the related projects and other planned and approved projects are also individually subject to review and would be required to comply with all applicable fire safety requirements, including hydrant and access improvements, if necessary, in order to adequately mitigate fire protection impacts. The proposed Project, in conjunction with the related projects and</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>other planned and approved projects would not have a cumulatively considerable impact upon fire protection services and impacts would be less than significant.</p>		
<p>2. POLICE PROTECTION</p>		
<p>Police Protection Services Construction</p> <p>Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. As such, developers typically take precautions to prevent trespassing through construction sites. It is assumed that temporary fencing would be installed around the construction site to keep out unauthorized persons. Deployment of roving security guards is also an effective strategy in preventing problems from developing. The Applicant has advised that it incorporates these and other similar security safeguards as part of its custom and practice for construction sites.</p> <p>Construction of the proposed Project is not expected to cause significant congestion at the local study intersections. Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the proposed Project’s construction-related impacts to police protection services would be less than significant</p>	<p>Though construction and operation impacts are less than significant, the following mitigation measures are recommended to ensure that the impacts remain less than significant. These measures shall be conditions of approval:</p> <p>Construction</p> <p>IV.J.2-1 During construction activities, the Project developer shall hire security guards and have them present at all times during the building phase of the Project.</p> <p>IV.J.2-2 During construction activities, the Project developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, are secured to prevent trespass.</p>	<p>Less than significant.</p>
<p>Operation</p> <p>The proposed Project would include adequate and strategically positioned functional lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security would be controlled to limit public access. The parking garage would have control gates and garage doors to provide security. Likewise the property would be protected with closed circuit security with monitoring from a front desk. The residential Homeowners Association would</p>	<p>Operation</p> <p>IV.J.2-3 Prior to issuance of the building permit, the Project developer shall submit the landscape plan to the planning department for final review to ensure that the landscaping does not obstruct the Project buildings.</p> <p>IV.J.2-4 Prior to issuance of the certificate of occupancy, the Project developer shall review its onsite security system with LACSD to ensure that</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>employ full-time security to monitor all aspects of the Project, including the condominiums, townhomes, the affordable units and the retail component. Egress doors required for fire and life safety would be alarmed to prohibit unauthorized access. All entry points (other than the street front retail) would require keycard access. With these proposed security measures, development of the proposed Project would result in a less than significant operational impact on police protection services.</p> <p>The addition of new residents at the Project Site would not require any additional officers in order to maintain the current officer-to-population ratio in the West Hollywood area, as 124 additional residents would only result in no change of the current ratio of 267 residents per officer. Impacts would be less than significant.</p> <p>Police units are most often in a mobile state. As such, response times would not be greatly affected, as emergency vehicles normally have a variety of options for avoiding traffic such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, Project impacts related to response times would be less than significant.</p>	<p>private security staffing and patrols are adequate.</p>	
<p>Cumulative Impacts If any of the related and other planned and approved projects would create demands on police protection staffing, equipment, or facilities such that a new station would be required, potential environmental impacts would be addressed in conjunction with the environmental review for that project. Similar to the proposed Project, each of the related and other planned and approved projects would be individually subject to LACSD review and recommendations regarding project design, and would be required to comply with all applicable safety requirements of the LACSD and the City of West Hollywood in order to adequately address police protection service demands. Because the proposed Project has a less than significant impact to police</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>protection services, the proposed Project would not result in a substantial incremental contribution to the cumulative demand for police protection services. Therefore, the proposed Project in conjunction with the related projects would not have a cumulatively considerable impact on police protection, and cumulative impacts would be less than significant.</p>		
<p>3. SCHOOLS</p>		
<p>School Services All three schools serving the Project Site are operating under capacity. The addition of 23 net new students would not result in the schools surpassing their capacities for students. Therefore, the public schools servicing the Project Site can accommodate the future students generated by the proposed Project. Furthermore, pursuant to the California Government Code Section 17620, payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the proposed Project’s direct and indirect impacts on schools. Therefore, impacts on the schools identified to serve the proposed Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts Ten related projects plus the proposed Project are served by LAUSD and the two related projects in the City of Beverly Hills are served by the Beverly Hills Unified School District. The 10 West Hollywood related project’s and the proposed Project residential uses are estimated to generate a total of 133 new students. The schools serving the Project site and presumably the 10 West Hollywood related projects located within a half mile-radius of the Project site operate below capacity. The 10 related projects within the City of West Hollywood would be required to pay development fees. Payment of these development fees would offset any potential cumulative impacts. The students generated by the proposed Project would</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>not cause a significant impact. Therefore, the Project’s contribution to cumulative impacts would not be cumulatively considerable. Further, the full payment of all applicable school fees would reduce potential cumulative impacts to schools and cumulative impacts would be less than significant.</p>		
<p>4. PARKS & RECREATION</p>		
<p>Park and/or Recreational Facilities Implementation of the proposed Project would not result in the need to construct new or physically alter existing recreational facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts. However, to alleviate the demand on existing City parks and recreational facilities, the Applicant, Pursuant to WHMC Title 19.64.020, would be required to pay Quimby fees to the City to satisfy its obligations under the Quimby Act. Therefore, impacts to recreation and park service would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Increase of Park Use The proposed Project would not increase the use or deterioration of parks and recreational facilities in the vicinity. As previously stated, to alleviate the demand on existing City parks and recreational facilities, the Applicant would be required to pay Quimby fees to the City to satisfy its obligations under the Quimby Act. Therefore, impacts would be less than significant with respect to the deterioration of park or recreational facilities.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts The non-residential related projects (as well as other non-residential approved and planned projects) would generate employees who would not be expected to use local park or recreational facilities to a great extent, as they typically would not have long periods of time during their work or school days to visit parks and recreational facilities, and would be more likely to patronize park and recreational facilities near their homes</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>during non-work hours. The City of West Hollywood imposes a variety of development impact fees based on land use, size, and service impact area. Payment of the Parks and Recreation Fee for single- and multi-family land uses would be required, as appropriate, for each related residential project. Thus, related projects impacts would be less than significant. Therefore, the proposed Project, in conjunction with the related projects would not have a cumulatively considerable impact on parks, and cumulative impacts would be less than significant.</p>		
<p>5. LIBRARIES</p>		
<p>Library Services Implementation of the proposed Project would not result in the need to construct new or physically alter existing library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Impacts to library service would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts The proposed Project, in combination with the related projects, would be expected to increase the cumulative demand for library service in the Project area. The related projects list includes 321 dwelling units. However, several of the related projects are beyond the planning/proposed stage, and are under construction or being occupied. Therefore, many of these units have been taken into account for population growth and library service, as each has prepared the appropriate environmental review documents. The Project would have less than significant impacts to the West Hollywood Library branch. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

K. TRANSPORTATION/TRAFFIC		
<p>Increase in Traffic Construction</p> <p>Construction for the Existing Building could result in a temporary traffic impact at the intersection of Robertson Boulevard & Beverly Boulevard during the morning peak hour. To mitigate the potential temporary traffic impact, a construction mitigation plan would be implemented. Construction for the proposed Project uses along Rosewood Avenue would not result in a temporary traffic impact at any of the study intersections. However, implementation of a Construction Management Plan is recommended. It should be noted that the traffic associated with the existing uses of the Project Site were not removed with the addition of construction-related traffic, resulting in a conservative analysis.</p> <p>The proposed Project is anticipated to result in a net reduction of trips with a total decrease of 129 daily trips, including a net reduction of 48 trips during the morning peak hour and a net reduction of 37 trips during the afternoon peak hour. Therefore, traffic impacts would be less significant.</p>	<p>Construction</p> <p>The following mitigation measure is recommended to improve the temporary impact at the intersection of Robertson Boulevard & Beverly Boulevard during construction:</p> <p>IV.K-1 A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City. The construction traffic management plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:</p> <ul style="list-style-type: none"> • Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men); • Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets; • Construction-related vehicles shall not park on surrounding public streets; • Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers; • Contractors shall be required to participate in a common carpool registry during all periods of contract performance to be 	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

	<p>monitored and maintained by the general contractor;</p> <ul style="list-style-type: none"> • Scheduling of construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study; and • Obtaining the required permits for truck haul routes from the City of West Hollywood prior to issuance of any permit for the proposed project. 	
<p>Operation Intersections and Street Segments</p> <p>The proposed Project is estimated to generate approximately 53 morning peak hour trips and 146 afternoon peak hour trips. Therefore, the Project would result in a net reduction of trips with a total decrease of 129 daily trips, including a net reduction of 48 trips during the morning peak hour and a net reduction of 37 trips during the afternoon peak hour from existing Project Site conditions. Based on the City of West Hollywood’s significance criteria, the proposed Project is not anticipated to result in any significant impacts under the Future with Project (Year 2015) conditions at the study intersections. Application of the City of West Hollywood significant impact criteria to the Existing with Project and Future with Project scenario indicates that the proposed Project is not anticipated to result in any significant impacts at the study street segment. Therefore, traffic impacts would be less significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Congestion Management Program (CMP)</p> <p>Based on the Project trip generation estimates shown in Table IV.K-10 (Trip Generation), the proposed Project is expected to generate a reduction in trips of approximately -48 net new trips in the morning peak hour and -37 net new trips in the afternoon</p>	<p>No Mitigation Measures</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>peak hour. There would be fewer than 150 afternoon peak hour trips distributed to the freeways in the study area; therefore, the proposed project's CMP freeway impacts are considered to be less than significant.</p>		
<p>Regional Transit Impact Analysis The proposed Project is estimated to generate approximately 53 morning peak hour trips and 146 afternoon peak hour trips. Assuming an average vehicle occupancy of 1.4, the Project's vehicle trips result in an estimated increase of 74 person trips during the morning peak hour and 204 person trips during the afternoon peak hour. Applying the 3.5% mode split suggested in the CMP, the project would generate approximately 3 transit trips during the morning peak hour and 7 transit trips during the afternoon peak hour. Applying the same methodology to the estimated trip generation of the existing uses shown in Table 5, the existing uses generate approximately 5 transit trips during the morning peak hour and 9 transit trips during the afternoon peak hour. Thus, resulting in a net reduction of 2 transit trips during both the morning and afternoon peak hours, and therefore no significant regional transit impact is anticipated</p>	<p>No Mitigation Measures.</p>	<p>Less than significant</p>
<p>Inadequate Emergency Access Both the Los Angeles Sheriff's Department and Los Angeles County Fire Department were consulted about the proposed Project's impacts on public safety. Neither agency indicated that emergency response would be impaired by the proposed Project. Therefore, impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Inadequate Parking Capacity The total off-street parking requirement for the proposed project, as determined by the <u>WHMC</u>, is 316 parking spaces. This parking requirement, when compared to the proposed parking supply of 257 on-site parking spaces. A shared parking analysis was performed to determine the appropriate number of parking spaces to support the proposed Project. With a valet assist program in place, the projected peak parking demand for the proposed Project (247 spaces) results in a surplus of 10 parking spaces when compared to the projected parking supply of 257 parking spaces. Impacts would be less than significant. A reduction from the WHMC (Sections 19.28.040 and 19.22.050(F)) for project parking is supported by the shared parking analysis. Therefore, the proposed Project parking supply would be sufficient to meet project demands with a shared parking agreement for the Project Site.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts The growth in traffic due to the combined effects of continuing development, intensification of development, and related projects in conjunction with the proposed Project is incorporated into the traffic impacts analysis. The analysis shows that traffic generated by the proposed Project, in combination with the related projects, would not result in significant cumulative impacts. Impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>L. UTILITIES AND SERVICE SYSTEMS</p>		
<p>1. WASTEWATER</p>		
<p>Wastewater Treatment Requirements The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area. The Project site is located within the service area of the City of Los Angeles' Hyperion Treatment Plant (HTP), which has been designed to treat up to 450 mgd to full secondary treatment. The HTP is a</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>public facility, and, therefore, is subject to the state’s wastewater treatment requirements. As such, wastewater from the implementation of the proposed Project at the project site would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, impacts would be less than significant.</p>		
<p>Wastewater Treatment Facilities Construction During the Project’s construction phase, if temporary dewatering is required to build the subterranean parking garage, the dewatering flows would be discharged to either the local storm drain or the sanitary sewer. If discharged to the local storm drain, the Project would be in compliance with the Construction General Permit, which requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). If discharged to the sanitary sewer, as part of the construction permit process and as a project design feature, the Applicant would confirm with the City that at the time of Project construction, the existing capacity of the sewer lines serving the site are still sufficient to accommodate the dewatering flows and would implement any upgrades that are necessary (a 7-day sewer flow study was prepared for the Project and the existing sewer lines serving the Project Site can accommodate Project wastewater flows). Project impacts related to wastewater service during the construction phase would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Operation The design capacity of the HTP is 450 million gpd and the HTP’s current average wastewater flow is 362 million gpd. The proposed Project would generate net wastewater of 0.0213 million gpd (net increase represents 0.00673 million gpd), which would represent approximately 0.000242 percent of the remaining capacity (and the net increase represents 0.0000764 percent of remaining capacity). The Project wastewater flows</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>would not exceed the HTP capacity. As a result, Project implementation would not result in the need for new or additional wastewater treatment facilities. Therefore, impacts to wastewater treatment capacity would be less than significant.</p>		
<p>Wastewater Treatment Capacity According to the City of West Hollywood’s City Engineering, there are no existing deficiencies in the 10-inch sewer line under Beverly Boulevard and the 8-inch sewer line under Rosewood Avenue that serve the Project Site. The existing uses consume approximately 15,254.00 gallons per day (gpd). The proposed Project would use approximately 21,327 gpd, resulting in a net increase of 6,073 gpd. The City requires developers to pay a wastewater mitigation fee to offset any net increases in wastewater flow from new construction. In addition, the City has an annual assessment for a sewer service charge, which covers the ongoing operation and maintenance of the City’s sewer system. Furthermore, water conservation measures as established by the General Plan (e.g., xeriscaping, improved irrigation systems, public education about conservation, etc.) would be implemented and would help reduce the amount of wastewater generated with respect to sewer service. A 7 day flow monitoring study was conducted by ADS Environmental Services (see Appendix J) to analyze the existing flow capacity of the sewer lines serving the Project Site. The average proposed sewer flow to the Beverly Boulevard is 17,005 gallons per day (or 0.026 cubic feet per second (CFS)). The average flow into the Rosewood Avenue sewer line would be 4,323 gallons per day (or 0.007 CFS). The Project would slightly increase the current flow in the 8-inch Rosewood Avenue line, reaching a maximum capacity of 12 percent of the design capacity. In Beverly Boulevard, the existing 10-inch line is sufficient to handle the additional sewer outflow from the Project with a maximum utilization of 6 percent of the design capacity. Though the Project would increase outflows to the existing sewer lines</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>serving the Project Site, the existing sewer lines have the capacity to accommodate the Project and impacts to the sewer lines would be less than significant.</p>		
<p>Cumulative Impacts The Los Angeles Hyperion Treatment Plant (HTP) provides wastewater disposal and treatment service to the City of West Hollywood, City of Beverly Hills, the City of Los Angeles and other surrounding cities (for a total of 29 contracting cities in addition to the City of Los Angeles). The HTP has a remaining capacity of 88 mgd. The Project, in conjunction with related projects identified in this EIR for the proposed Project and other expected growth within the area served by the HTP would result in cumulative increases in wastewater generation. However, increased wastewater flows through the City of Los Angeles' wastewater conveyance and treatment plants system are addressed in the City of Los Angeles' Integrated Resources Plan (IRP), which has laid out a plan to ensure that existing wastewater processing facilities (including the HTP) are sufficient to handle projected flows through 2020. If expansion of existing facilities is required, the environmental impacts of this activity already have been addressed in the Draft and Final EIRs prepared for the IRP. Therefore, cumulative impacts to wastewater treatment capacity would be less than significant. With respect to the local trunk sewer line, the related projects would be required to verify available capacity of the local trunk sewer line prior to development. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts to the trunk line would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>2. WATER</p>		
<p>Water Infrastructure Water services for the proposed Project would be provided by the City of Beverly Hills. The Project Site is serviced by an existing 8-inch-diameter water main beneath Beverly Boulevard</p>	<p>No Mitigation Measures.</p>	<p>Less than significant</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>and an existing 8-inch-diameter water main beneath Rosewood Avenue. No new or additional water main infrastructure improvements are necessary to accommodate the proposed Project since the site is already serviced by two water mains. According to the City of Beverly Hills Water Operations, these existing water mains can accommodate the Project’s demand for water supply service.</p>		
<p>Water Supply Construction Water would be used during grading and earthwork primarily to reduce fugitive dust and to aid in earth compaction and, thus, assumed water would be used primarily for the surface parking lot area. From historical usage reports, 0.89 acre-foot per acre is used to calculate water usage during grading. Using the generation factor for dry grading, approximately 0.98 acre-foot of water would be consumed over the course of the grading period of the surface parking lot. The amount of water used would be nominal for such purposes and would be spread over one month during grading of the surface parking lot. Beverly Hills Water Division has adequate water supply from Metropolitan Water District (MWD) and groundwater sources, which can accommodate the nominal consumption of water for grading purposes. The impact of water services on grading during construction of the Project would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Operation The Project Site lies within the City of Beverly Hills service area, which receives approximately 90 percent of its supply from imported MWD water and approximately 10 percent from groundwater produced from the Coastal Plain of the Los Angeles Groundwater Basin, Hollywood Subbasin. The Beverly Hills 2010 UWMP confirmed that water use, as of 2010, has declined beginning in 2005 with an approximate 13 percent decline in total consumption. The proposed Project is anticipated to consume approximately 24,323 net gallons per day (gpd), or</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>approximately 27 afy, of water. Currently, the City of Beverly Hills has the ability to attain approximately 23,000 afy from MWD and 3,000 afy from the Hollywood Subbasin. Based upon the analysis in the Beverly Hills 2010 UWMP, the City of Beverly Hills anticipates that it will have sufficient water supplies to meet the projected water demand for its Water Division service area, which consists of the western portion of West Hollywood including the Project Site.</p>		
<p>Cumulative Impacts Costs for new water service and improvements to the existing water system would be determined by the Beverly Hills Water Division on a project-by-project basis. Therefore, the proposed Project would have a less than significant impact to water infrastructure. Thus, the Project’s contribution to cumulative impacts would not be considerable and cumulative impacts on water infrastructure would be less than significant.</p> <p>All 12 related projects and the Project Site are located within the City of Beverly Hills water service area. The cumulative projects are anticipated to consume approximately 122,952 gpd of water. This is approximately 138 afy, an amount that represents approximately 0.006 percent of the unexercised amount (23,000 afy) in the water supply available to service area from MWD and 0.05 percent of the groundwater available from the Hollywood Subbasin. Based on current and historic water demand and population growth, the 2010 UWMP projected water demand to 2035. The plan estimated that the Beverly Hills Water Division service area would demand a total of 11,394 afy. The total system including MWD and ground water supply would provide 12,153 afy. As a result, the 2010 UWMP anticipates that it will have sufficient water supplies to meet the projected water demand for the area, including the Project Site and related project sites. The proposed Project would have a less than</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>significant impact to water supply. Accordingly, the Project's contribution to cumulative impacts would not be considerable and cumulative impacts on water supply would be less than significant.</p>		
<p>3. SOLID WASTE</p>		
<p>Solid Waste Generation Construction Renovation of the Existing Building and demolition of the surface parking lot would generate an estimated 206 tons of inert waste and construction of the proposed Project would generate approximately 243 tons of construction debris. The 2012 County of Los Angeles Integrated Waste Management Plan Annual Report concludes that there is current capacity of 64.1 million tons available in the County for the disposal of inert waste. Therefore, project-generated demolition and construction-related waste would represent a very small percentage of the inert waste disposal capacity in the region. Existing solid waste disposal facilities can adequately accommodate project construction debris. Therefore, implementation of the proposed Project would have less than significant impacts on solid waste disposal facilities with regard to construction debris.</p>	<p>Construction No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Operation The City of West Hollywood contracts with Athens Services for the pickup and disposal of solid waste. Over the long term, the proposed Project would be expected to generate a net total of 123 pounds of solid waste per day (or 22 tons per year). Once collected, the trash and recyclables are sent to Athens transfer and materials recovery facility in the City of Industry, where trash is transferred to one of the five San Bernardino County Landfills that Athens now manages. These landfills can accommodate up to 15,200 tons per day of trash and the</p>	<p>Operation Though no significant impacts were identified, the following Best Management Practices are provided as conditions of approval: IV.L.3-1 Prior to issuance of Project building occupancy permit, the Project Applicant shall provide adequate storage area in the Existing Building, Apartment Building and Townhomes for recycling bins; and recycling education shall be posted at key locations on the Project Site.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>landfills have a combined total remaining capacity of 288,338,000 cubic yards (cy). In addition, there are other landfills available with capacity in Los Angeles, Orange and Imperial Counties. The Project's total of 281.5 ppd (or 61.5 net ppd) would represent approximately 0.34 percent (or 0.0.7 percent for the net total) of the total daily intake at the five landfills. Though there is adequate landfill space to accommodate the Project's total of 563 ppd (or net increase of 123 ppd), the City of West Hollywood recommends that Best Management Practices be implemented. Further, Services would continue to comply with the WHMC regarding solid waste and recyclables collection services. Additionally, the Project would comply with the WHMC Title 10.20.060 requirements for new development. Though the proposed Project would generate net solid waste stream, the landfills serving the Project Site have sufficient capacity to accommodate the Project. Therefore, the proposed Project would not be served by a landfill with insufficient permitted capacity and impacts would be less than significant.</p>	<p>Further, the Applicant shall demonstrate to the City of West Hollywood Public Works Department that tenants of the Project will receive regularly scheduled education materials encouraging participation in recycling to the maximum possible.</p>	
<p>Consistency with Regulations The proposed Project would comply with AB 939 requirements and approximately 50 percent of the proposed Project's waste would be diverted for reuse or recycling; the remaining solid waste generated during operation (approximately 281 ppd (or 61.5 ppd) would be disposed in landfills. The proposed Project would implement strategies to create minimal waste and utilize recycled materials, which in turn would reduce the number of refuse haul trips. The proposed Project would include enclosed trash areas and recycling storage areas and divert 80 percent of the construction waste debris away from landfills. Therefore, the proposed Project would be consistent with the City of West Hollywood General Plan, and impacts would be less than significant. Therefore, impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>Cumulative Impacts Construction The proposed Project is estimated to generate approximately 206 tons of demolition and renovation debris and 243 tons of construction debris. The 2012 County of Los Angeles Integrated Waste Management Plan Annual Report concludes that there is capacity available in the County for the disposal of inert waste. Thus, the proposed Project would have a less than significant impact with respect to disposal of inert waste. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>
<p>Operation Similar to the proposed Project, the related projects would participate in regional source reduction and recycling programs further reducing the amount of solid waste to be disposed of at landfills. As discussed above, the AB 939 requirement to reduce the solid waste stream in landfills by 50 percent of the total cumulative solid waste generated of 3,743 ppd (or 683 tons per year). Thus, the cumulative projects would generate approximately 1,871.5 ppd that would be disposed in local landfills. The five San Bernardino County landfills can accept up to a combined total of 15,200 tons of municipal solid waste per day (or 83,287 ppd). The amount of solid waste generated by the cumulative projects that would not be diverted or recycled represents 0.12 percent of the daily capacity of the San Bernardino County landfills and could easily be accommodated. As with the proposed Project, each related project would be required to comply with applicable State and local regulations, thus reducing the amount of landfill waste by at least 50 percent. The proposed Project and related projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. The proposed Project would have a less than significant impact with respect to disposal of solid waste. Therefore, the Project's contribution to</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>cumulative impacts would not be cumulatively considerable and cumulative impacts would be less than significant.</p>		
<p>4. ELECTRICITY AND NATURAL GAS</p>		
<p>Electricity Supply and Infrastructure Southern California Edison (SCE) provides electricity service to the City of West Hollywood. Service is provided by a network of overhead and underground transmission lines. The Project Site is currently served by electrical overhead distribution lines, which run east-west through the center of the Project Site. The proposed Project is estimated to consume a net <i>decrease</i> of 190,578 kWh per year. This estimation does not take into consideration the effectiveness of the proposed Project’s energy conservation features listed in Section II (Project Description) of this EIR, which would result in a lower demand for electricity. The proposed Project would be required to comply with the provisions set forth in Section 19.20.230 of the WHMC, which would require the overhead distribution lines be placed underground. Therefore, the project would not result in the need to build new electricity infrastructure, and the site would be served by existing distribution lines. Impacts would be less than significant.</p> <p>The proposed Project would be designed in accordance with Title 24, California’s Energy Efficiency Standards for Residential and Nonresidential Buildings. The incorporation of the Title 24 standards into the project would ensure that the project would not result in the inefficient, unnecessary, or wasteful consumption energy. Therefore, Project impacts would be less than significant.</p>	<p>No significant impacts related to electricity supply and infrastructure have been identified. However, the following condition of approval is provided regarding the existing on site electricity lines:</p> <p>IV.L.4-1 Prior to issuance of construction and demolition permits, the Applicant shall contact Southern California Edison regarding the overhead transmission lines traversing the Project Site to ensure Project construction would not disrupt service for the Project area.</p>	<p>Less than significant.</p>
<p>Natural Gas Supply and Infrastructure Southern California Gas Company (SoCalGas) provides natural gas resources to the City of West Hollywood and the Project Site. The proposed Project would be served by the existing</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>natural gas supply and infrastructure. The proposed Project is estimated to consume a net total of approximately 227,370 cf of natural gas per month. The <u>2012 California Gas Report</u> projects that California natural gas demand is expected to increase by just 0.12 percent per year through 2030, and therefore, natural gas supplies are expected to meet Southern California’s gas demand. Further, the proposed Project would be subject to the State Energy Conservation Standards contained in Title 24 of the CCR. The proposed Project would also have several energy efficient design features as described in Section II (Project Description) of this EIR. As such, impacts to natural gas supply would be less than significant. The Project would include energy conservation and efficiency features to reduce energy demand. Therefore, impacts would be less than significant.</p>		
<p>Cumulative Impacts Electricity The estimated electricity consumption would be approximately 10,004,953 kWh per year. SCE expects that electricity demand would continue to increase annually, and that execution of plans for new distribution resources would maintain their ability to serve customers. Cumulative impacts related to electric power service would be addressed through SCE’s long range planning process. All of the related projects and other planned and approved projects would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. If new electricity supply facilities, distribution infrastructure, or capacity-enhancing alterations would be needed with implementation of the related projects (as well as other planned and approved projects), as anticipated by SCE, it is expected that SCE would connect such new electricity loads with minimum interruption to existing customers. As such, the proposed Project, in conjunction with related projects and other planned and approved projects, would not have a cumulatively considerable impact on electricity generation or infrastructure,</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

**Table I-1
Summary of Impacts/Mitigation Measures**

<p>and cumulative impacts would be less than significant.</p>		
<p>Natural Gas The estimated natural gas consumption would be approximately 2,287,948 cf per month. SoCalGas expects that natural gas demand would continue to increase annually, and that execution of plans for new distribution resources would maintain their ability to serve customers. Cumulative impacts related to natural gas service would be addressed through this process. All of the related projects would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. Future development projects would be subject to the locally mandated energy conservation programs. Where necessary, natural gas distribution pipelines would be installed or upsized to serve related projects at the expense of the respective project applicants. As such, the proposed Project, in conjunction with the related projects and other planned and approved projects, would not have a cumulatively considerable impact on natural gas supplies, and cumulative impacts to natural gas supply and infrastructure would be less than significant.</p>	<p>No Mitigation Measures.</p>	<p>Less than significant.</p>

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II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Project Applicant for the 8899 Beverly Boulevard Project is Beverly Blvd Associates, L.P.

2. PROJECT LOCATION

The Project Site is located at 8899 Beverly Boulevard and 8846 – 8908 Rosewood Avenue in the City of West Hollywood and is comprised of Assessor’s Parcel Number 4336-019-033 (Project Site). The Project Site is 75,500 square feet (sf) (approximately 1.73 acres) and is comprised of 17 legal lots. Five lots are located on the north side of Beverly Boulevard between Almont Drive and Robertson Boulevard and opposite Swall Drive and La Peer Drive. The Project Site also includes 12 lots fronting Rosewood Avenue, on the south side of the street, between Almont Drive and Robertson Boulevard. Figure II-1 (Regional Map) shows the site location within the Los Angeles region, Figure II-2 (Project Vicinity Map) shows the site location within West Hollywood and Figure II-3 (Aerial Map) is an aerial view of the Project Site.

Regional access to the Project Site is provided from the Santa Monica (I-10), Hollywood (US-101), and San Diego (I-405) freeways. Major arterials that provide access to the Project Site include North Robertson Boulevard and Beverly Boulevard.

3. EXISTING SITE CONDITIONS

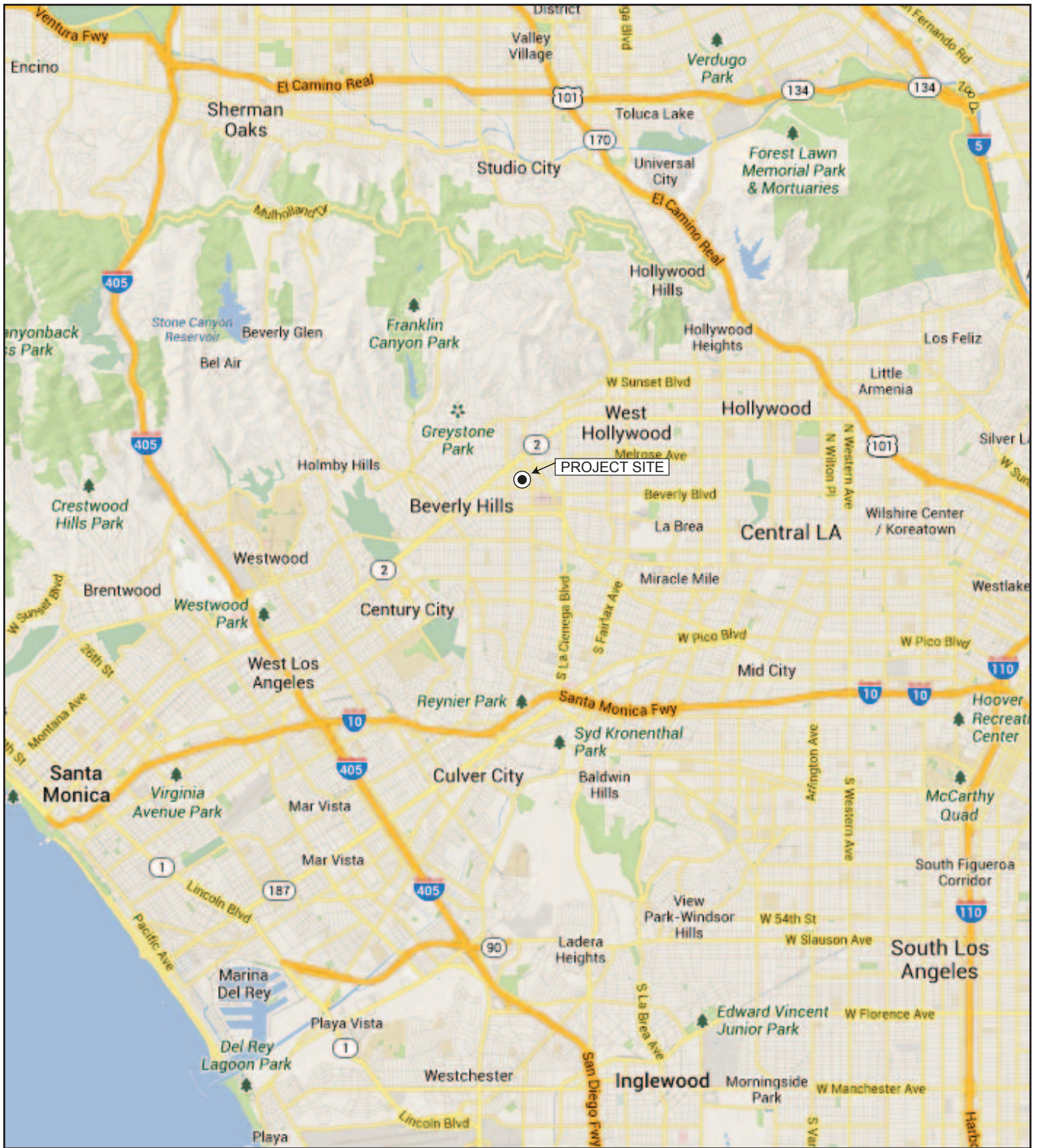
A. Existing Development and Uses

The 1.73-acre Project Site is currently developed with a 10-story (including one basement level and a penthouse level), 125-foot tall, commercial building originally built in 1962 (Existing Building). The Existing Building contains approximately 89,630 sf of floor area, including an approximately 3,879 sf restaurant in the basement, approximately 21,249 sf of retail uses on Level 2, and approximately 64,502 sf of office space on Levels 4 through 9. On-site parking is provided within a basement garage on Level 1 containing approximately 35 parking spaces, a second level of structured parking containing 62 parking spaces on Level 3, and a surface parking lot fronting Rosewood Avenue that is accessed through the garage and that contains approximately 134 parking spaces.¹ The parking spaces in the basement garage and surface parking lot are both accessed via a driveway from Beverly Boulevard, while the parking spaces on the Level 3 parking deck are accessed via an adjacent ramp also from Beverly Boulevard.

The Project Site also includes 12 lots fronting Rosewood Avenue that contain a total area of approximately 48,000 sf and that are developed with a surface parking lot serving the existing uses and a landscaped buffer along Rosewood Avenue. An easement for public roadway widening purposes is located over the northerly 10 feet of these lots. The Applicant has requested to vacate the easement.

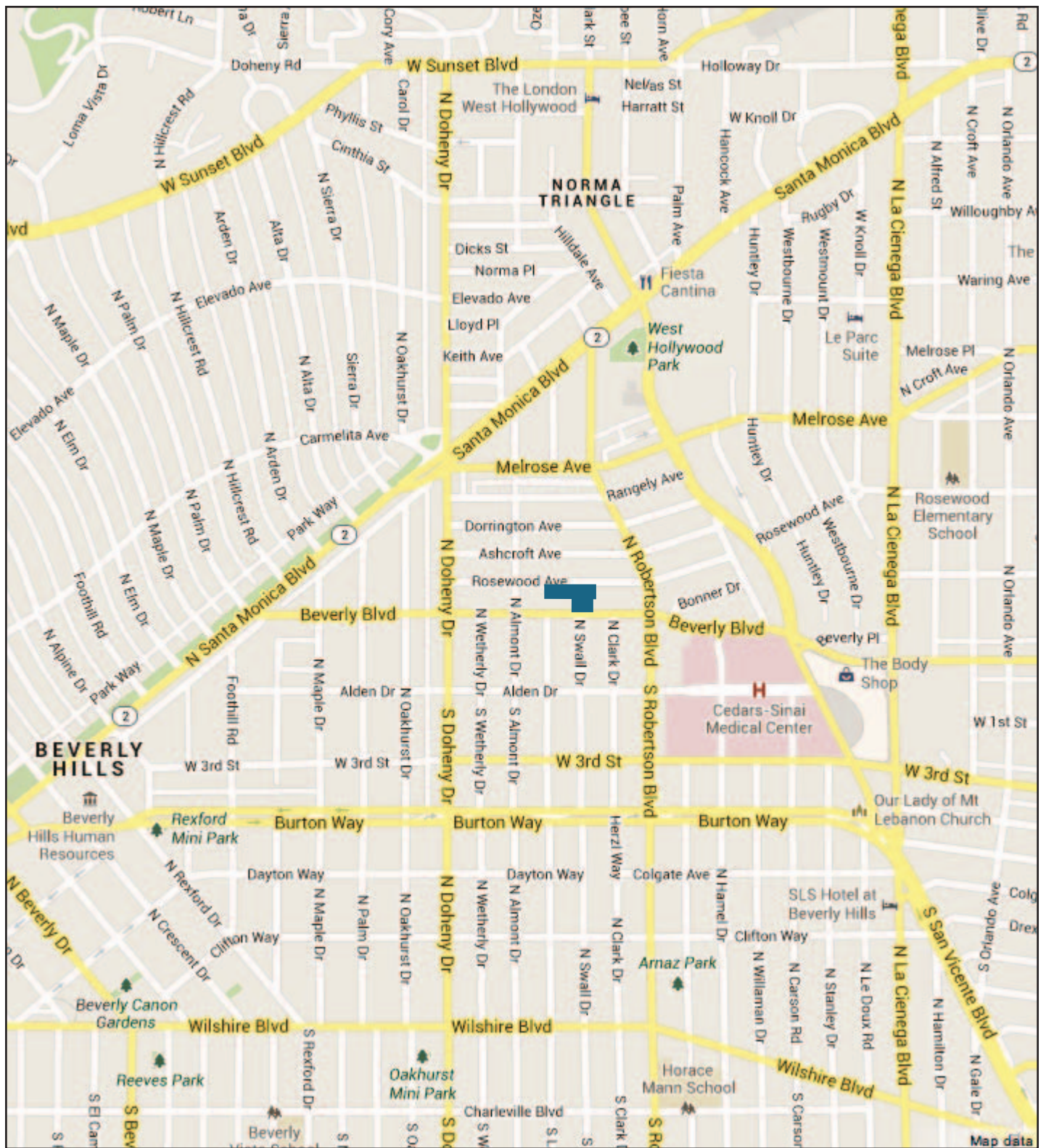
¹ Existing on-site parking is for tenants, visitors and customers only.

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Source: GoogleEarth, June 2013.

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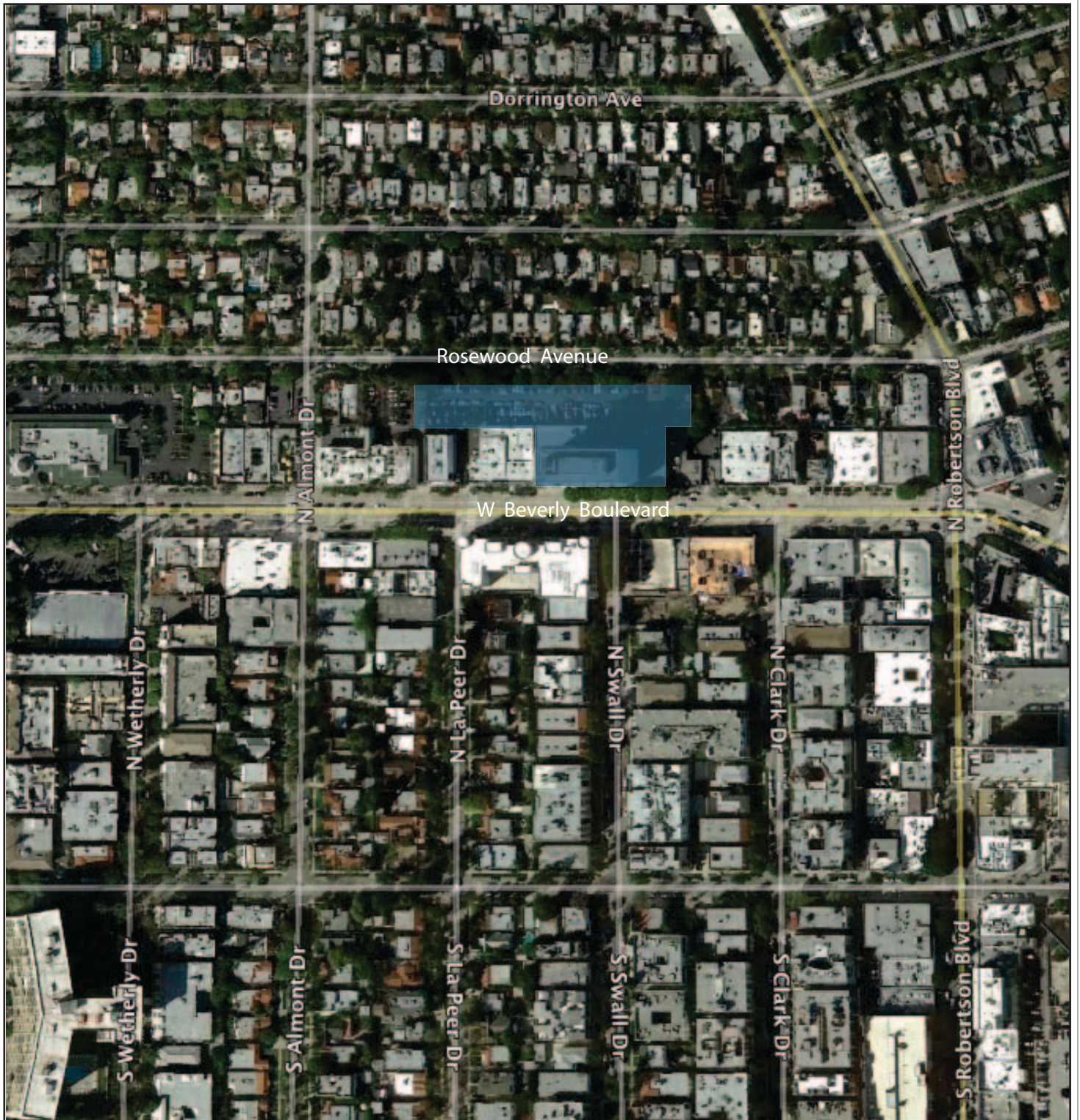


 Project Site

Source: GoogleEarth, June 2013.



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Project Site

Source: GoogleEarth, June 2013.

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4. PROJECT CHARACTERISTICS

A. Proposed Project

The proposed Project is a mixed-use development of the adaptive re-use of an existing 10-story (including basement and penthouse), approximately 120.5 feet² tall retail/commercial office building at 8899 Beverly Boulevard (Existing Building) and development of new residential uses to the rear along Rosewood Avenue on an existing surface parking lot serving the Existing Building. The total number of units within the Project would be 81, including 69 market-rate units and 12 affordable units. The conceptual site plan is provided in Figure II-4 (Project Site Plan) at the end of this section.

The Existing Building would be a mixed-use of 64 residential units (56 condominium units and eight affordable apartment units) and approximately 39,728 sf of office, street front retail and restaurant space. The Existing Building would be expanded on the north, east and west elevations by approximately 53,401 sf to accommodate the proposed condominium uses. In addition, the third floor of the building currently used as parking would be enclosed and converted to office space and eight affordable apartments. The Project also includes new construction on the Surface Parking Lot (at the rear of the Existing Building, fronting Rosewood Avenue) of 17 residential units (including 13 townhomes and four affordable apartment units) totaling approximately 38,175 sf and an approximate 4,417 sf indoor pool house. Total new construction on the Project Site would total approximately 121,765 square feet. With the Existing Building (currently approximately 89,630 sf), Project total square footage would be approximately 211,395 as shown in Table II-1, Project Square Footage Summary.

Table II-1
Project Square Footage Summary

Use	Square Footage		
	Existing	New Constr.	Proposed
Existing Building	89,630		168,803
Additional Condominium Area	--	53,401	--
Enclosure of Third Floor	--	25,722	--
<i>Subtotal Existing Building</i>		<i>79,123</i>	<i>--</i>
Fronting Rosewood Avenue			
Apartments	--	6,135	6,135
Townhomes	--	32,040	32,040
Indoor Pool House	--	4,417	4,417
<i>Subtotal Rosewood Avenue</i>		<i>42,592</i>	<i>42,592</i>
Project Total		121,765	211,395

Source: Beverly Blvd Associates, L.P., June 2013

Figures II-4 through II-11 provide plans, elevations and perspective drawings of the Project Site. These figures are provided at the end of this section. These figures include:

Figure II-4, (Project Site Plan), is an aerial view of the entire Project Site within the context of its immediate surroundings.

² *The Existing Building is currently 125 feet, but the height of the Penthouse will be lowered by approximately 4.5 feet under Project implementation.*

Figure II-5 (Rendered Rosewood Elevations) is a rendering of the proposed Project buildings on Rosewood as viewed from Rosewood Avenue. This elevation provides views of the materials proposed, the gardens for the Townhomes and apartment building, gates and fences proposed and street trees.

Figure II-6 (Existing Building Rendered South Elevation) is a rendering of the south elevation of the renovated Existing Building as seen from Beverly Boulevard.

Figure II-7 (Existing Building Rendered North Elevation) is a rendering of the north elevation of the renovated Existing Building as viewed from Rosewood Avenue.

Figure II-8 (Existing Building Rendered East and West Elevations) is a rendering of both the east and west expanded Existing Building elevations as viewed from those perspectives.

Figure II-9 (Existing Building Technical Elevations) is a technical elevation of the east, west and south elevations of the Existing Building.

Figure II-10 (Rosewood Avenue Perspective) provides a perspective drawing of Rosewood Avenue Townhomes as viewed from Rosewood Avenue looking south.

Figure II-11 (Existing Building Perspective) provides a perspective drawing of the Existing Building as viewed from Beverly Boulevard looking northeast.

i) ***Residential Component***

1) **Condominium Units**

The proposed Project would convert the office space that currently occupies Levels 4 through 9 of the Existing Building, and the mechanical penthouse located on the roof level, into 56 condominium units (Condominiums). In addition, new residential floor area totaling approximately 53,401 sf is proposed to be added to the east, north and west sides of the Existing Building at Levels 4 through 10. The mechanical penthouse on Level 10 would also be reconstructed to a slightly lower height as currently exists and expanded to include habitable floor area as well as space for mechanical equipment.

The proposed Condominium units include 18 one-bedroom units, 22 two-bedroom units, and 16 three-bedroom units on seven levels. Excluding the project's penthouse units, the average unit size for the standard 44 Condominiums units is approximately 1,687 sf. The average area of the twelve penthouse Condominium units is approximately 3,754 sf. Access to the Condominium units is provided by a lobby opening onto Beverly Boulevard and a lobby adjacent to the valet parking area on Level 1. Parking would be provided in a subterranean garage accommodating up to 244 spaces that would be shared with other on-site uses (more details are provided below).

2) **Townhome Units**

The Project also includes the construction of 13 new single-family townhomes along Rosewood Avenue (Townhomes) on the existing parking lot that serves the Existing Building. The Townhomes have been designed to reflect the scale and character of the residential buildings located opposite from and on the east side of the Project Site. The Townhomes would consist of five structures each containing two units, and one structure containing 3 units. The Townhomes are proposed to be constructed above the subterranean parking garage and would be approximately 24 feet in height, in two stories. The Townhomes would be set back a minimum of 18 feet from the Rosewood Avenue property line, which exceeds the 15-foot wide setback required in the R1B zone. The Townhomes are also separated from

the Existing Building by a minimum 12-foot wide private open space area, including landscaped and paved areas. A 5-foot wide setback, including landscaped and paved areas, is provided on the east and west sides of the Project Site, which is consistent with the 5-foot wide setback requirements of the R1B zone.

The proposed Townhomes include 2 two-bedroom units and 11 three-bedroom units, with an average area of approximately 2,465 sf each. Parking would be provided with individual one-car garages for each townhome unit and a subterranean garage accommodating up to 244 spaces that would be shared with other on-site uses (more details are provided below).

3) Apartments

The proposed Project would provide 12 on-site affordable units set aside for Very Low, Low, and Moderate Income households (Apartments). A minimum of six of the units would be reserved for Very Low Income households. This is equal to the number of units required by Government Code Section 65915(b) and West Hollywood Municipal Code (WHMC) Section 19.22.050 (Affordable Housing Incentives) for projects to be eligible for a 35% density bonus.³ The additional Low and Moderate Income units provided are not required in order for the proposed Project to qualify for a 35% density bonus, but are consistent with Section 19.22 of the West Hollywood Municipal Code (WHMC). The Apartments would be located on Level 3 of the Existing Building and within a new, two-story, approximately 25-foot high structure fronting Rosewood Avenue (and approximately 28 feet high at the rear where it connects to the Existing Building). Eight units would be provided in the Existing Building and four units would be provided in the new structure on Rosewood Avenue. The new structure would be set back approximately 15 feet from Rosewood Avenue, which is equal to or greater than the setback requirements of the R1B zone.

The proposed affordable units include one 898 square-foot studio unit, seven one bedroom units, with an average area of approximately 1,024 sf; and four two bedroom units, with an area of approximately 1,500 sf each. The total floor area of the affordable component within the proposed Project is approximately 22,265 sf. Access to these units is provided by a lobby opening onto Beverly Boulevard, located at the western edge of the building. Also, an approximately 1,500 square foot amenity space, including a lounge area, kitchen, meeting room, and fitness area, and an approximately 750 square foot outdoor roof deck, would be provided for use by occupants of the Apartments. Parking would be provided in a subterranean garage accommodating up to 244 spaces that would be shared with other on-site uses (more details are provided below).

ii) Commercial Component

Level 1 of the Existing Building would be reconfigured to provide a minor expansion of the existing approximately 3,879 square foot Madeo restaurant, to a total of approximately 4,394 square feet. The restaurant is currently 125 seats and under future conditions will operate as a 125-seat restaurant. Level 2 would be reconfigured to provide a total of approximately 19,875 sf of retail floor space in flexible leasing configurations. The existing ramp system along the front of the building would be reconfigured so that direct street-level access to Beverly Boulevard would be able to be provided for several of the tenant spaces. A new pedestrian entry would also be created along Beverly Boulevard providing access to the main building lobby. Level 3 would be reconfigured to provide a total of approximately 10,562 sf

³ *Project not subject to these requirements, but will use them as a guide for the Specific Plan.*

of office space (as well as the Apartments described above). The total area of the commercial component, including the basement restaurant and approximately 4,897 sf of circulation areas, is approximately 39,728 sf. Parking would be provided in a subterranean garage accommodating up to 244 spaces that would be shared with other on-site uses (more details are provided below).

iii) Indoor Pool House

The Project includes a new approximately 4,417 square foot indoor pool house (Indoor Pool House) adjoining the north side of the Existing Building. The Indoor Pool House is set back approximately 51 feet from the Rosewood Avenue property line. The Indoor Pool House would be two stories and approximately 30 feet in height, and would contain an indoor swimming pool, fitness area, lockers, sauna, steam room and restroom facilities. In addition, a one-story covered lounge area would be set back approximately 27 feet from the property line. The enclosed lounge would have seating capacity for six and the area would include a gas-operated fireplace. There would be a barbeque area with an outdoor kitchen immediately adjacent to the covered lounge. The Indoor Pool House would be available for use by residents of the Condominiums and the Townhomes.

iv) Parking and Access

The Project proposes to provide parking within the existing parking garage area on Level 1 of the Existing Building, and within a new subterranean parking garage to be constructed upon the portion of the Project Site that is currently occupied by the surface parking lot. Approximately 32 parking spaces would be provided within the existing garage, and the new subterranean garage, which is internally connected and at the same level as the existing garage, would provide approximately 162 parking spaces. In addition, valet-assisted parking would enable another 50 vehicles to be parked within the garage. The total number of vehicles that can be accommodated within the subterranean parking area is approximately 244. Access to these parking areas would be provided solely from Beverly Boulevard via the existing ramp that currently provides access to the Level 1 parking area and the surface parking lot.

The Townhomes would have individually accessible one-car garages, for a total of 13 parking spaces. Each Townhome unit would also have the right to an additional parking space within the subterranean garage. In addition, the Townhome driveways would each accommodate parking for one vehicle, although these spaces are not counted in the parking supply totals. In total, the Project would provide off-street parking in garages for approximately 257 vehicles.

The WHMC has identified the off-street parking requirements of various land uses; in particular, Section 19.28.040 details the required off-street parking ratios for all developments proposed within the City. The parking requirements for residential uses that are eligible for a density bonus are set forth in Government Code §65915(p) and WHMC §19.22.050(F). Because of the unique characteristics of mixed-use development projects, however, the actual parking demand for the Project would be less than the number of parking spaces that would otherwise be required by the WHMC.

The WHMC (Section 19.28.040) off-street parking for the proposed Project requires a total of 316 spaces as shown in Table II-2 (WHMC Section 19.28.040 Project Parking Requirements).⁴ As shown for the residential component, a total of 169 spaces are required, including 149 residential spaces and 20 guest

⁴ *Project not subject to these requirements, but will use them as a guide for the Specific Plan.*

parking spaces; and the commercial component is required to provide 147 spaces, including 70 retail spaces, 37 office spaces, and 40 restaurant spaces.

Land Use	Off-Street Parking Requirements	
	Parking Code	Spaces
<i>Residential- Multi-Family</i>		
26 1 Bedroom	1.5 space/unit	39
55 2 – 3 Bedrooms	2 spaces/unit	110
81 Guest spaces	0.25 space/unit	20
	<i>Subtotal</i>	169
<i>Commercial</i>		
19,875 sf General Retail	3.5 space/1,000 sf	70
10,562 sf Office	3.5 space/1,000 sf	37
4,394 sf Restaurant	9 space/1,000 sf	40
	<i>Subtotal</i>	147
	Total Required Spaces	316
	Provided Spaces	257
	Surplus (Deficiency)	(59)
Source: Gibson Transportation Consulting, Inc., September 2013.		
Source: WHMC Section 19.28.040, Table 3-6		
Table 3-6 of the West Hollywood Municipal Code, City of West Hollywood, June 2013.		
¹ Includes 50 additional spaces in garage gained with valet assist.		

The parking requirements for residential uses that are eligible for a density bonus are set forth in Government Code §65915(p) and WHMC §19.22.050(F). The proposed Project has designated 11 percent of the total units for Very Low Income households, which enables the Project to apply the affordable housing density parking requirements. As shown in Table II-3 (WHMC (Section 19.330.050(F) Parking Requirements), the Project's residential component would be required to provide 136 spaces.⁵

Land Use	Off-Street Parking Requirements	
	Parking Code	Spaces
WHMC Section 19.22.050(F)		
<i>Residential- Multi-Family</i>		
26 1 Bedroom	1 space/unit	26
55 2 – 3 Bedrooms	2 spaces/unit	110
	<i>Subtotal</i>	136
WHMC Section 19.28.040		
<i>Commercial</i>		
19,875 sf General Retail	3.5 space/1,000 sf	70
10,562 sf Office	3.5 space/1,000 sf	37
4,394 sf Restaurant	9 space/1,000 sf	40
	<i>Subtotal</i>	147
	Total Required Spaces	283
	Provided Spaces	257
	Surplus (Deficiency)	(26)
Source: WHMC, Section 19.28.040, Table 3-6, City of West Hollywood; and WHMC Section 19.22.050(F), November 2013.		

⁵ WHMC §19.22.050(F) does not require guest parking spaces.

The WHMC requirements do not recognize the mixed-use nature of the site or the variability of parking demands for each of the proposed uses throughout the day. Therefore, as part of the proposed Specific Plan, a supplemental “shared parking” evaluation of the actual anticipated parking needs of the Project was prepared for the Project by Gibson Transportation Consulting, Inc. to account for these factors. This additional analysis indicates that, due to the variable “peaking” characteristics of the various uses, the proposed Project would generate a maximum parking demand of approximately 247 spaces. The Project proposes to provide 257 spaces total for the entire site including parking for commercial use, the apartments, the condominiums and the 13 spaces for the individual townhome garages. This represents 59 spaces less than the requirement under the WHMC Section 19.28.040 and 26 spaces under the WHMC Section 19.22.050(F) requirements for these uses. The shared parking model⁴ estimated that the busiest hour of the year would experience a combined residential parking demand of 168 spaces, retail parking demand of 45 spaces, office parking demand of three spaces, and a restaurant parking demand of 31 spaces.⁵ The peak parking demand totals 247 spaces. Compared to the proposed parking supply of 257 spaces with a valet assist program, the projected demand can be accommodated and there would be a surplus of 10 parking spaces.

v) **Open Space**

The proposed Condominium and Townhome units would provide an average of 120 sf of open space per unit. In total, the Project provides residential private open space of approximately 22,593 square feet for the Condominium units and approximately 16,244 sf in private areas at the front and rear of the Townhome units, or approximately 38,837 sf as shown in Table II-4. In addition, the WHMC requires 2,000 square feet of common open space for projects containing 31 or more units. The Project includes approximately 2,210 sf of common open space for the Condominiums and Townhomes, which is approximately ten percent higher than the area required by the WHMC. The Specific Plan proposes that the affordable apartments would provide a minimum of 750 sf of common open space that would be provided on the rooftop of the four-unit apartment building located along Rosewood Avenue. This common space would be accessible to all affordable apartments including the eight units located in the Existing Building. Total common space for the Project would be 2,960 sf. All of the common open space area would exceed the WHMC minimum dimension of fifteen feet. The common open space is proposed to adjoin the Indoor Pool House, and would include seating and dining areas, and landscaped gardens.

**Table II-4
Open Space Square Footage Summary**

	Common	Private
Condominiums	--	22,593 sf
Townhomes	--	16,244 sf
Combined Condominiums & Townhomes	2,210 sf	--
Apartments	750 sf	--
TOTAL	2,960 sf	38,837 sf
<i>Source: Beverly Blvd Associates, L.P., June 2013</i>		

⁴ The parking analysis was performed using the model in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI] and the International Council of Shopping Centers [ICSC], 2005).

⁵ The shared parking model calculated the peak parking demand to occur at 7:00 PM on a December weekday resulting in the busiest hour of the year for parking at the Project Site. (Transportation Study for the 8899 Beverly Boulevard Project, Gibson Transportation Consulting, Inc., November 2013)

B. Project Design

i) Beverly Boulevard Elevation

The Existing Building, 10-story (including basement and penthouse), retail/commercial office building would be adaptively re-used as a mixed use residential, office and commercial structure with a modern design. The building would be expanded on the north, west and east sides and the new building area would be articulated to provide visual interest and to accommodate outdoor open space areas. The façade of the Existing Building would be updated into a modern design and the additional building area added would be integrated into the overall design providing a seamless structure (see Figures II-6 and II-11). The base of the building would be clad in slate stone.

Currently, most of the storefronts along Beverly Boulevard are elevated from the street level and separated by a ramp system. The proposed Project would change the groundfloor elevation with transparent, clear and untinted glazing windows/doors with direct access to Beverly Boulevard (see Figures II-6 and II-11). One of the existing vehicular access points on Beverly Boulevard would be eliminated and raised planters flanking the main pedestrian entrance would be provided (See Figure II-6). The retail storefronts at the western portion of the Existing Building along Beverly Boulevard would be set back approximately four feet from the property line and the additional floor area on the upper levels would be differentiated by balconies, offset planes and other architectural details to provide dimensional relief. The retail entry along Beverly Boulevard would include a pallet of bronze, dark bronze coated metal, and walnut wood and street level canopies would consist of dark bronze coated steel slats and panels. The window system would be a combination of aluminum dark bronze framed window wall and curtain wall with clear glazing (see Figures II-6 and II-11).

As an architectural feature on the Beverly Boulevard, there would be a curtain wall of bronze coated metal slats from the street level (next to the main pedestrian entrance) to the penthouse level (see Figure II-6). Figures II-7 and II-8 provide additional elevations of the re-designed Existing Building structure.

ii) Rosewood Avenue Elevation

The proposed construction along Rosewood Avenue has been designed to reflect the low-scale residential character of the surrounding area. The front facades of the Townhomes and four unit apartment building would be articulated and varied, and limited to 25 feet in height or less, consistent with the requirements of the R1B zone that are applicable to the surrounding properties (see Figure II-11). The Indoor Pool House, set back approximately 51 feet from the Rosewood Avenue property line, would be approximately 30 feet in height, and the rear portion of the four unit apartment building would be approximately 28 feet in height where it adjoins the Existing Building. The eight buildings along Rosewood Avenue would include varied planes, recessed and covered entries that would include a pallet of bronze, dark bronze coated metal, and walnut wood materials. The buildings would include a varied palette of natural materials, including stone, wood and stucco. Some of the structures would have pitched/gabled roofs with some craftsman features and others with flat rooflines and modern design. All of the buildings would have varied elevations providing dimensional relief to the Rosewood Avenue view. Figures II-10 (and Figures IV.A-17 and IV.A-18, Section IV.A. Aesthetics), illustrate conceptual design for the Townhomes, Indoor Pool House and four unit Apartment buildings proposed along Rosewood Avenue.

C. Landscaping

Vegetation typical of an urbanized setting is present throughout the Project Site along Beverly Boulevard, Rosewood Avenue and the surface parking lot north of the Existing Building, including ornamental-exotic trees and shrubs, as well as non-native perennial and annual shrubs. Street trees along Beverly Boulevard in the Project vicinity include (*Ficus microcarpa nitida*), Jacaranda (*Jacaranda mimosifolia*), American Sweetgum (*Liquidambar styraciflua*) and Southern Magnolia (*Magnolia grandiflora*). Existing trees along Rosewood in the Project vicinity include Jacaranda (*Jacaranda mimosifolia*), Queen Palm (*Syagrus romanzoffianum*) and Hong Kong Orchid Tree (*Bauhinia blackeana*).

The proposed Project would replace the existing Indian Laurel Fig (*Ficus microcarpa nitida*) street trees along Beverly Boulevard with new trees that are consistent with the City's streetscape requirements. The proposed street trees would be Brisbane Box (*Tristania conferta*) that is an evergreen and tolerant to urban stresses. The trees along Beverly Boulevard would be planted in the sidewalk in front of the Existing Building using urban tree grates that are ADA compliant with structural soils to ensure proper root growth and with potential uplighting of tree canopies from in-grade lights within the tree grates for night-time effect. As previously mentioned, the Existing Building elevation along Beverly Boulevard would include raised landscaped planters flanking the main pedestrian entrance. The entry planting would consist of specimen multi-trunk trees, crape myrtle (*Lagerstroemia*) and low groundcover massing. Against the building façade, flanking the retail spaces would be a series of large-scale individual planters that would have topiary evergreen shrubs. A raised planter is proposed at the perimeter of Level 4 that would also have evergreen shrubs. At the corners of the building, small-scale multi-trunk crape myrtle (*Lagerstroemia*) trees would be planted to provide a vertical element to the space. Below the trees would be low maintenance ground cover to provide contrast color, form and texture.

The Rosewood Avenue frontage would provide landscaped setbacks of varying depths to provide visual interest and maintain the residential character of the area. The streetscape along Rosewood would include planting strips with low groundcovers, hedges and new street trees. The street tree variety proposed would be Rosewood or tipuana tree (*Tipuana tipu*) that provides a filtered tree canopy. Irrigation would be provided by means of automated drip irrigation system, with trees on separate watering schedule. The front yard spaces along Rosewood Avenue would be varied with some enclosed by hedges and fencing to create courtyards alternating with open front yards with lower shrubs, bushes, groundcover or living walls with vines such as creeping fig.

D. Lighting

The outdoor lighting would be installed along all vehicular access ways and major walkways in compliance with WHMC § 19.36.280(B)(7). All lighting would be appropriately shielded and directing onto the driveways and walkways within the Project Site and away from the adjacent properties.

E. Energy Efficiency/LEED Characteristics

The proposed Project would be designed and constructed to meet the City's Green Building Ordinance. The proposed Project would utilize sustainable planning and building strategies and would incorporate the environmentally friendly materials, such as non-toxic paints and recycled finish materials wherever possible. Additionally, the Applicant would potentially incorporate a number of the following options taken from the City's Green Building Program and LEED checklists, to be determined during the development of the proposed project:

- Use of durable exterior materials such as glass, steel, stone, concrete and other metals;
- Use of operable windows throughout and exterior shading devices on the south and west exposures;
- Surpassing Title 24 requirements by 10%;
- Participating in the Energy Star and / or Savings by Design programs;
- Installing Energy Star rated lighting, exit signs, programmable thermostats and timer and/or photo sensor exterior lighting;
- Installing tankless hot water heaters and low volume showerheads, kitchen and lavatory faucets, toilets and urinals;
- Use of high efficiency air filters (minimum MERV 8) or the mechanical system will be ductless; and
- Use of durable roofing material with recycled content, a long term warranty and with an Energy Star or Cool Roof rating; and
- Use of water efficient landscaping.

F. Street Vacation

The north 10 feet of the 12 lots fronting Rosewood Avenue are owned by the applicant but subject to an easement for the benefit of the City for public road and highway purposes. The City of West Hollywood has no intention to widen Rosewood Avenue and the Project does not require the use of the 10 feet for transportation or circulation purposes. Therefore, the Applicant has requested a street vacation of the 10-foot easement on Rosewood Avenue.

5. SPECIFIC PLAN

The Applicant has proposed to designate the entire Project Site as a Specific Plan that would provide a concise development plan for the property and to amend the Zoning Map to designate the site as 8899SP. The Proposed 8899 Beverly Boulevard Specific Plan applies to the 1.73-acre property located at 8899 Beverly Boulevard, on the west side of West Hollywood, and is generally bound by Almont Drive to the west, Rosewood Avenue to the north, Robertson Boulevard to the east, and Beverly Boulevard to the south. The proposed Specific Plan is divided into two Subareas, Subarea 1 and Subarea 2. Subarea 1 has a frontage of 250 feet along Beverly Boulevard, extending north to a depth of 110 feet. Subarea 2 has a frontage of 480 feet along Rosewood Avenue, extending south to a depth of 100 feet and is immediately north of Subarea 1.

The Specific Plan would establish the permitted uses; development standards, including height, floor area, setbacks, and parking; and affordable housing provisions applicable to development within the Specific Plan area (8899SP). The WHMC standards and requirements not addressed in the Specific Plan would continue to apply to new development within the Specific Plan area.

6. OPERATIONAL CHARACTERISTICS

A. Hours of Operation for Retail and Commercial Office

The ground floor retail tenants have not been identified. Anticipated business hours would be 10:00 AM to 9:00 PM daily. The existing Madeo restaurant (125 seats) would continue to operate generally between 12:00 PM and 11 PM daily. The commercial office tenants have not been identified, however, business hours would typically be 8:00 AM to 6:00 PM weekdays.

B. Security

The parking garage would have control gates and garage doors to provide security. Likewise, the property would be protected with closed circuit security with monitoring from a front desk. The residential Homeowners Association would employ full-time security to monitor all aspects of the project, including the condominiums, townhomes, the affordable units and the retail component. Egress doors required for fire and life safety would be alarmed to prohibit unauthorized access. All entry points to the Existing Building (other than the street front retail) would require keycard access.

7. PROJECT CONSTRUCTION

A. Grading

Site grading is required to prepare for expansion of the Existing Building and construction of the subterranean parking structure, townhomes, apartments and indoor pool house. Approximately 2,840 cubic yards (cy) of earth materials would be excavated and exported from the basement of the Existing Building and approximately 18,770 cy of earth materials would be excavated and exported from the location of the proposed subterranean garage that would be the foundation for the townhomes, apartments and indoor pool house uses.

B. Construction Schedule

Construction of the proposed Project is anticipated to begin at the end of the third quarter of 2014 with duration of approximately 20 months. The construction process would involve six phases for the Existing Building and six phases for the Rosewood Avenue Development (13 Townhomes, Four-Plex Apartment Building and Indoor Pool House). Construction schedule for the Existing Building is provided in Table II-5 and the Rosewood Avenue Development in Table II-6.

**Table II-5
Existing Building Construction Schedule**

	Phase	Duration	Workers
a.	Demolition	2 months	20 workers
b.	Structural upgrades	2 months	15 workers
c.	New structure addition	5 months	40 workers
d.	Exterior skin	2 months	25 workers
e.	Interior rough & finish	7 months	80 workers
f.	Site work & miscellaneous	2 months	15 workers
TOTAL:		20 Months	195 workers
<i>Source: Beverly Blvd Associates, L.P Construction Consultant, Charles Pankow Builders, LTD, June 2013</i>			

**Table II-6
Rosewood Avenue Development Construction Schedule**

Phase	Duration	Workers
a. Demolition/excavation	1 months	10 workers
b. Parking garage	4 months	30 workers
c. Framing	2 months	25 workers
d. Exterior skin	1 month	10 workers
e. Interior rough & finish	3 months	35 workers
f. Site work & miscellaneous	1 month	10 workers
TOTAL:	12 months	120 workers
<i>Source: Beverly Blvd Associates, L.P Construction Consultant, Charles Pankow Builders, LTD, June 2013</i>		

Some of the construction activities would overlap.

C. Construction Staging and Haul Route

Upon completion of the subterranean parking structure, all construction truck and equipment staging would occur on the Project Site, as well as parking for construction workers. Materials and equipment would be stored on the 8899 Beverly Boulevard building podium that is currently used as parking. While the subterranean parking structure is under construction, construction truck and equipment staging, including construction worker parking, would occur offsite at pre-designated parking lots. Planned demolition, earthwork and grading activities would use a haul route originating on either Beverly Boulevard or Rosewood Avenue and progress to La Cienega Boulevard southbound to the I-10 Freeway and then to landfills and recycling and recovery facilities.

8. PROJECT OBJECTIVES

The objectives of the proposed Project are as follows:

- Redevelop an aging commercial structure and under-utilized surface parking lot with a more efficient and economically viable mix of uses, including condominiums, affordable rental apartments, office and retail space.
- To provide housing to satisfy the varying needs and desires of all economic segments of the community, including very low, low and moderate-income households, maximizing the opportunity for individual choices, and contributing to the City of West Hollywood's housing stock.
- Increase the number of affordable rental housing units in the southwest area of West Hollywood.
- Create a high-quality, multi-use development that offers unique living experiences while promoting an active pedestrian environment and access to restaurant and retail uses in the area.
- Adaptively reuse the existing office building on the property by converting it into residential condominiums and apartments with redesigned streetfront retail and office space.

- Replace an incompatible commercial surface parking lot along Rosewood Avenue with new single-family townhomes that are in scale with the existing single-family residences on Rosewood Avenue.
- Provide a modern, high-quality design that complements and is sensitive to surrounding uses.
- Improve site access and provide sufficient parking for residents, patrons, and employees to discourage future parking on surrounding residential streets.

9. DISCRETIONARY ACTIONS

A. City of West Hollywood

The City of West Hollywood (the City) is the lead agency for the project. In order to construct the project, the Applicant is requesting approval of the following discretionary actions from the City:

- **General Plan Amendment:** The Applicant is requesting a General Plan Amendment pursuant to WHMC Section 19.78.010 to redesignate the Project Site from Community Commercial 1 (CC1) and Two Family Residential (R1B) to 8899 Beverly Specific Plan "8899SP," in order to provide a unified development site with a single land use designation and to allow development of the Project as proposed.
- **Specific Plan:** A Specific Plan to provide a concise development plan for the Property. The Specific Plan would establish the permitted uses; development standards, including height, floor area, setbacks, and parking; and affordable housing provisions applicable to development within the Specific Plan area. WHMC standards and requirements not addressed in the Specific Plan would continue to apply to new development within the Specific Plan area.
- **Zone Amendment:** A Zone Amendment to amend the Zoning Map to designate the Project Site 8899SP.
- **Development Permit:** The Applicant is requesting a Development Permit pursuant to WHMC §19.48.020 to adaptively reuse the Existing Building as a mixed-use building with commercial, apartment and condominium residential uses, and to construct new Townhomes, an Indoor Pool House, and a new subterranean parking garage to serve all uses, as more specifically described above and in the accompanying drawings.
- **Vesting Tentative Tract Map (VTTM):** The Applicant is requesting approval of VTTM No. 72177 pursuant to WHMC Section 20.04.05 (adding Chapter 21.64 of the L.A. County Code regarding Vesting Tentative Maps) in order to create condominium parcels for the Condominiums and Townhomes, and to create airspace lots for the commercial uses, the Apartments, the parking garage, and the Indoor Pool House.
- **Easement Vacation:** The Applicant is requesting the vacation of a 10-foot easement for public road and highway purposes across the northern portion of the Project Site along Rosewood Avenue that is no longer required for public road and highway purposes, and that is not required by the Project for transportation or circulation purposes.
- **Design Review:** Design in connection with the proposed Project;

- **Demolition Permit:** The Applicant is requesting a Demolition Permit pursuant to WHMC Section 19.50.020 to permit a Substantial Remodel of the Existing Building. The Project proposes to remove more than 50% of the exterior wall area, including walls, windows and doors, and is therefore required to obtain approval of a Demolition Permit. The demolition is necessary to facilitate the replacement of existing glazing and to accommodate the additions proposed for the north, east and west sides of the Existing Building.
- **Other Approvals:** Any other approvals or permits that would be necessary for construction and operation of the Project.

The City of West Hollywood's approval of these actions is discretionary, requiring compliance with CEQA. Subsequent to these discretionary actions, the City would issue all necessary ministerial permits, including Building, Grading, and all other necessary permits.

B. Responsible and Trustee Agencies

A number of other agencies in addition to the City of West Hollywood may serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Sections 15381 and 15386, respectively. This Draft EIR would provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, a part of Project implementation. These agencies may include but are not limited to the following:

- Regional Water Quality Control Board (Storm Water Pollution Prevention Plan/Water Quality Management Plan);
- South Coast Air Quality Management District;
- Any other responsible agency that may have discretionary authority over all or a portion of the project.

10. INTENDED USES OF THE EIR

This Draft EIR has been prepared by the City of West Hollywood acting in its capacity as Lead Agency pursuant to CEQA and the CEQA Guidelines. This document evaluates potential environmental impacts associated with implementation of the proposed Project and provides information regarding environmental effects of the proposed project. The Draft EIR shall also serve to inform the public, decision-makers, elected officials, and other stakeholders regarding the proposed project, and to solicit input on the nature and scope of potential environmental effect. The Draft EIR provides the City of West Hollywood decision-makers with a technically and legally adequate volume of information to be used in the decision making process in considering the proposed project. Finally, the Draft EIR can be used by the Responsible Agencies for the issuance of any discretionary permits related to the proposed project.

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PLAN



MATERIALS



GARDENS



GATES AND FENCES



STREET TREES

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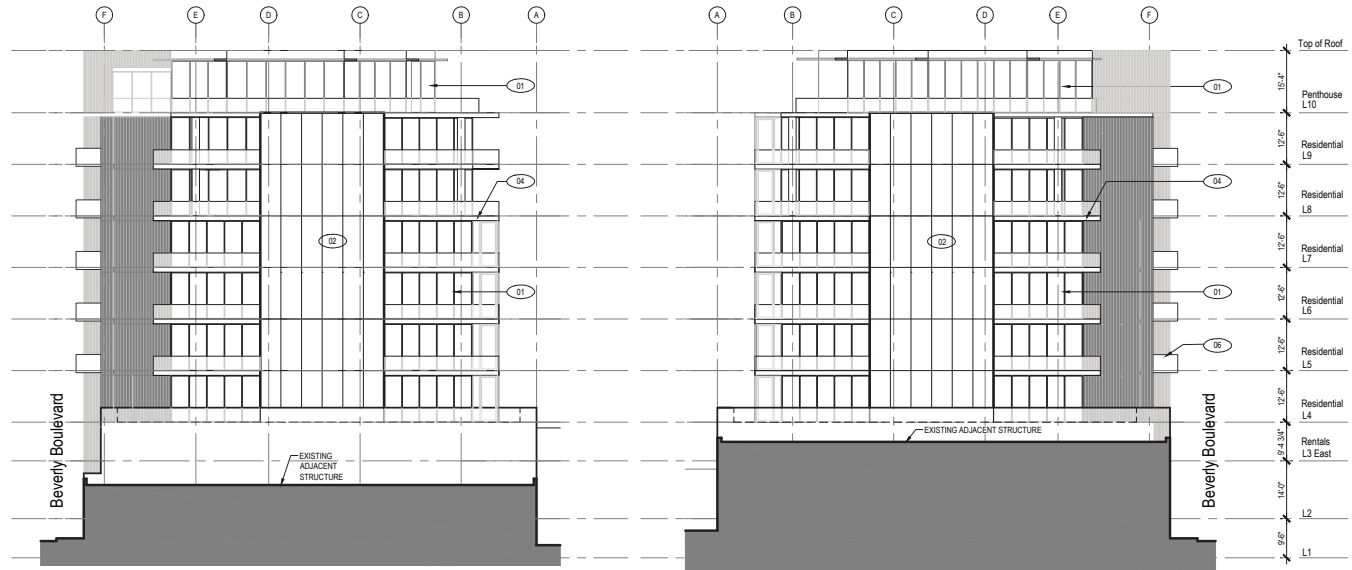
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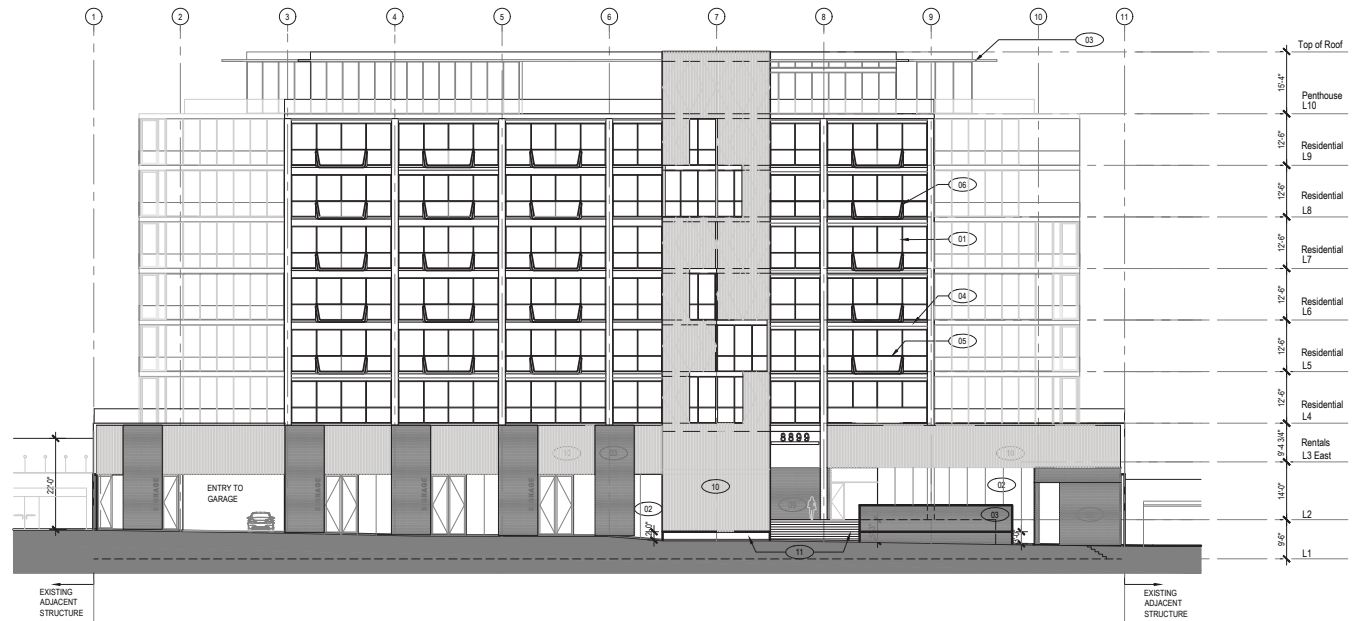
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1 BEVERLY BUILDING - EAST ELEVATION

2 BEVERLY BUILDING - WEST ELEVATION



3 BEVERLY BUILDING - SOUTH ELEVATION

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III. ENVIRONMENTAL SETTING

1. OVERVIEW OF ENVIRONMENTAL SETTING

This section provides a brief overview of the Project Site's regional and local setting. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in this EIR are included in the environmental setting discussions contained within Sections IV.A through IV.M. A list of related projects, which is used as the basis for the discussion of cumulative impacts in Section IV (Environmental Impact Analysis), is also provided below.

A. Regional Setting

West Hollywood is a vibrant and eclectic City in the heart of the bustling Los Angeles Metropolitan Area. West Hollywood is located within Los Angeles County, which is one of the densest urbanized regions in the United States. The City itself covers 1.9 square miles. It is located approximately seven and a half miles northwest of downtown Los Angeles, and is one in a network of interconnected communities within the Los Angeles Region. Key regional commercial, entertainment, and circulation corridors run east-west through West Hollywood, connecting it to the greater Los Angeles Region. These include Sunset Boulevard and Santa Monica Boulevard, both of which connect West Hollywood to many other communities within Los Angeles County. Although the Pacific Electric Railway is long gone, West Hollywood's main corridors are served by frequent bus service, and future enhancements to regional transit, including the possibility of fixed rail, are being studied. Over time, West Hollywood has evolved as a regional entertainment, shopping, and employment destination. Combined with its central regional location and diverse and active community, West Hollywood is a vibrant and attractive City for visitors, tourists, businesses, and residents alike.

B. Local Setting

The Project Site is located in the southwest area of the City in a commercial sub-area identified by the Land Use and Urban Form Element of the General Plan as the Melrose/Beverly District. The Melrose/Beverly District, also known as the West Hollywood Design District (formerly known as "The Avenues"), is composed of segments of Melrose Avenue, Robertson Boulevard, and Beverly Boulevard and surrounds the landmark Pacific Design Center (PDC). The PDC is a national and international center for the arts, fashion, design, and furnishings businesses. The District is characterized by the contrasts between the small, closely-packed scale of the commercial buildings and streetscape along Melrose and Robertson and the monumental scale of the PDC and nearby Beverly Center and Cedars-Sinai Hospital.

Specifically, the Project Site is located on Beverly Boulevard between the intersections of Almont Drive and Robertson Boulevard. Beverly Boulevard is a major commercial strip in West Hollywood with a high concentration of low-rise commercial and office buildings. North of the Project is a residential neighborhood, bounded by Rosewood Avenue to the south, Rangely Avenue to the north, and Robertson to the east. The alley directly east of Doheny Drive serves as the western boundary. This neighborhood consists of one- and two-story single-family residences with revival styles, mostly from the early mid-20th century period with some homes remodeled recently in modern styles. The residential area is further characterized by its gridded streets, narrow sidewalks, and regularly planted Jacaranda trees.

C. Project Site

The Project Site is located on 1.73-acres that includes an existing 10-story, 125 foot tall, building (including basement and penthouse levels) built in 1962 with a surface parking lot to the rear that fronts Rosewood Avenue. The access to the building and associated surface parking lot is from Beverly Boulevard with no access to Rosewood Avenue. Refer to Figure III-1 (Views of Project Site) for existing views from Beverly Boulevard and Rosewood Avenue of the Project Site.

The Project Site is generally bound by commercial development to the east, west and south and residential uses to the north. Specifically, the Existing Building adjoins commercial uses on the east and west sides that are zoned CC1. Refer to Figure III-2 (Views of Surrounding Land Uses on Beverly Boulevard (A)). The Existing Building is across Beverly Boulevard from a new commercial development located on the south side between Swall and La Peer Drives. Other uses on the south side include furniture stores and design-related businesses. The properties on the south side of Beverly Boulevard are zoned CC2. (Refer to Figure III-3 (Views of Surrounding Land Uses on Beverly Boulevard (B))). The Project Site's surface parking lot adjoins a commercial parking lot to the west, a residential lot developed with three units to the east, and residential lots improved with one and two units on the north side of Rosewood Avenue. Figure III-4 (Views of Surrounding Land Uses on Rosewood Avenue) illustrates the single-family residential neighborhood along Rosewood Avenue. For more views of surrounding land uses, refer to Section IV.A, Aesthetics.

2. RELATED PROJECTS

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed Project as well as "cumulative impacts." "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed Project are included in the EIR. For an analysis of the cumulative impacts associated with these related projects and the proposed project, cumulative impact discussions are provided under each individual environmental impact category in Chapter IV of this EIR.

The list of related projects consists of 12 projects (see Table III-1): 10 in the City of West Hollywood and two in the City of Beverly Hills. The source for the list is Table 4 of the *Transportation Study For The 8899 Beverly Boulevard Project, West Hollywood, California*, prepared September 2013 by Gibson Transportation Consulting, Inc., and is based upon development status and information received from City of West Hollywood staff, City of Beverly Hills staff. This list includes all approved, proposed, or potential projects within an approximately 0.5 mile radius of the Project Site that are expected to be completed by Project opening. The City of Los Angeles was also contacted but there were no related projects within a 0.5 radius of the Project Site at the time the Traffic Study was prepared. The locations of the related projects are shown in Figure II-5 (Related Projects Location Map).

**Table III-1
Related Projects List**

No.	Address	Land Use/Description	Size
<i>City of West Hollywood</i>			
1.	623 La Peer Drive	Hotel	63,000 sf
		Residential Condominium	8 du
2.	8551 Melrose Avenue	Retail	6,500 sf
3.	8564 Melrose Avenue	Retail/Commercial	28,474 sf
4.	8538 Melrose Avenue	Retail Commercial	9,545 sf
5.	8612 Melrose Avenue	Restaurant	9,998 sf
6.	8650 Melrose Avenue	Retail	14,571 sf
		Apartments	7 du
7.	8687 Melrose Avenue	Office	400,000 sf
8.	8711 Melrose Avenue	Commercial	21,565sf
9.	9001 Santa Monica Boulevard	Retail	9,850 sf
		Apartments	42 du
		Restaurant	9,800 sf
10.	9040, 9060, 9080, 9098 Santa Monica Boulevard	Retail/Commercial	73,819sf
		Apartments	76du
		Cafe/Restaurant	8,202 sf
<i>City of Beverly Hills</i>			
11.	450-460 N. Palm Drive	Residential Condominium	35 du
12.	432 N. Oakhurst Drive	Residential Condominium	34 du
<i>Source: City of West Hollywood staff, August 2013; City of Beverly Hills staff, September 2013</i>			

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View 1: View of Existing Building across Beverly Boulevard looking northeast.



View 2: View of the Project Site from Rosewood Avenue looking west.



PHOTO LOCATION MAP

Source: Hart Howerton, December 17, 2012.

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View 3: Looking northeast on Beverly Boulevard towards the neighboring retail buildings.

View 4: Looking northwest on Beverly Boulevard towards the project site (parking access) and neighboring retail buildings.



PHOTO LOCATION MAP

Source: GPA.

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View 5: Looking southeast from the Project Site towards the corner of Beverly Boulevard and Swall Drive.

View 6: Looking southwest from the Project Site towards the corner of Beverly Boulevard and Swall Drive.

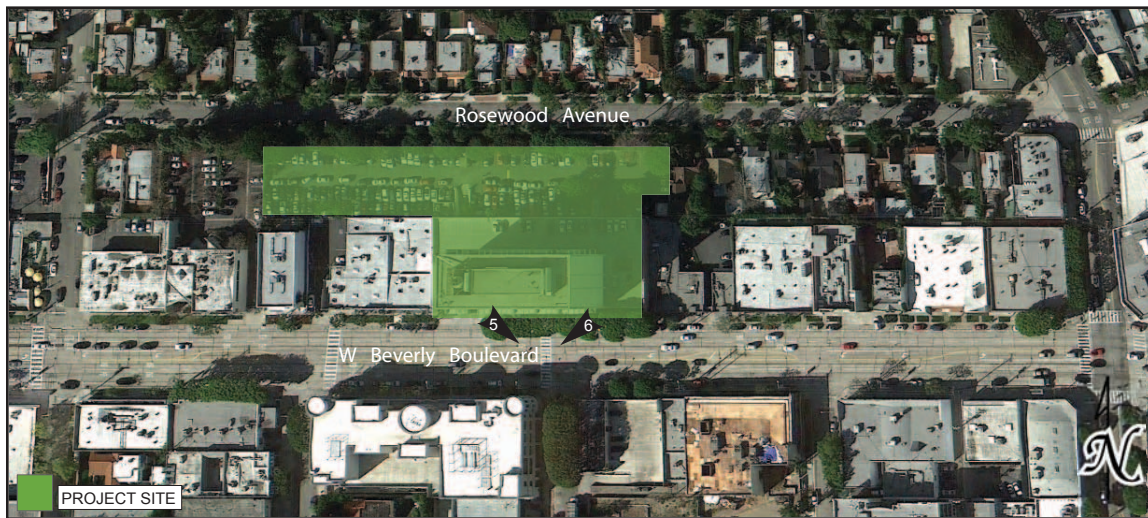


PHOTO LOCATION MAP

Source: GPA.

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View 7: View of single-family homes west of the Project Site on Rosewood Avenue looking northeast.

View 8: View of single-family homes east of the Project Site on Rosewood Avenue looking southwest.

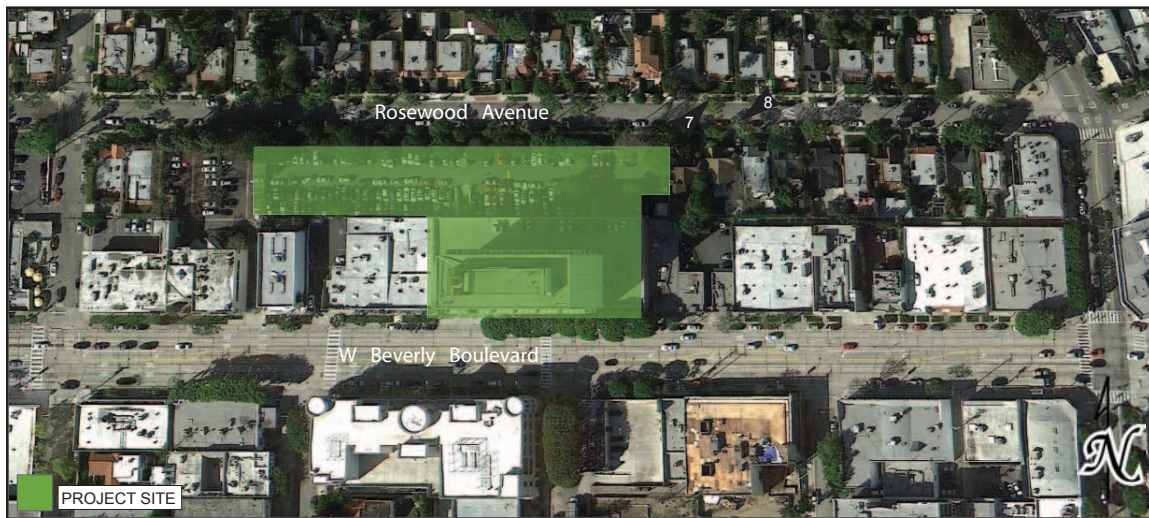




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LEGEND

-  Project Site
-  Related Project



Source: Gibson Transportation Consulting, Inc., September 2013.

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IV. ENVIRONMENTAL IMPACT ANALYSIS

A. AESTHETICS

1. INTRODUCTION

The analysis describes the potential aesthetic effects of the proposed Project on the existing landscape and built environment focusing on the compatibility of the proposed Project with existing conditions and its potential effects on visual resources. Information for this section was obtained from the *City of West Hollywood General Plan 2035*; *City of West Hollywood General Plan 2035 EIR*; Beverly Blvd. Associates, L.P., Project information, Project design and exhibits from the Project Applicant; *Tree Report for 8899 Beverly Boulevard* (see Appendix C of this EIR); and EcoTierra Consulting, Inc. staff site visits and photographs.

2. ENVIRONMENTAL SETTING

A. Visual Character

The visual character of an urban environment is defined as the overall physical image of the urban environment. Several factors contribute to this image, including a) nature and quality of building architecture; b) cohesion of the area's collective architecture; c) compatibility between uses and activities with the built environment; d) quality of streetscape including roadway, sidewalks, parks, street furniture, etc.; and e) quality and nature of private property landscaping that is visible to the general public.

B. Existing Visual Character

i) Project Site

The Project Site is located at 8899 Beverly Boulevard and 8846 – 8908 Rosewood Avenue in the City of West Hollywood. The Project Site is 75,500 sf (approximately 1.73 acres) and is comprised of 17 legal lots. Five lots are located on the north side of Beverly Boulevard between Almont Drive and Robertson Boulevard and opposite Swall Drive and La Peer Drive; these lots are zoned CC1 (Commercial, Community 1). The Project Site also includes 12 lots fronting Rosewood Avenue, on the south side of the street, between Almont Drive and Robertson Boulevard; these lots are zoned R1B (Two Unit/Family Residential). An easement for public roadway widening purposes is located over the northerly 10 feet of these lots.

The Project Site is currently developed with a 10-story (including penthouse and basement levels), 125-foot tall, commercial building built in 1962 (Existing Building). The Existing Building contains approximately 89,630 sf of floor area, including an approximately 3,879 sf restaurant in the basement, approximately 21,249 sf of retail uses on Level 2, and approximately 64,502 sf of office space on Levels 4 through 9. On-site parking is provided within a basement garage, a second level of structured parking and a surface parking lot fronting Rosewood Avenue that is accessed through the existing garage.¹ All parking spaces are accessed via driveways from Beverly Boulevard.

¹ Existing on-site parking is for tenants, visitors and customers only.

The Project Site is located at an elevation of approximately 186 feet above mean sea level (msl). The topography of the Project Site is relatively flat and slopes gently to the east-southeast. The Project Site is located in a relatively flat area, and the general slope of the surrounding region is to the east-southeast. The site is located in an urbanized environment and does not contain any natural resources.

a) Existing Building Design

The Existing Building is designed in the “Corporate Modern”² style and is rectangular shaped with a flat roof. The building is constructed of concrete. The building consists of a basement with parking, a stacked ground level (two floors) plus an integrated parking garage that provide the base for the six-story (plus penthouse) rectangular tower. The primary elevation faces south towards Beverly Boulevard. The stacked ground level is most apparent on this elevation and consists of two floors; one six feet below street level and one elevated slightly above the street level. The Beverly Boulevard elevation includes stairs and ramps to access the upper ground level. The ground level is recessed behind hexagonal concrete piers that extend to the roofline. There are eleven total entrances on the ground level (eight on the upper portion and three on the lower portion). The front elevation includes an elongated canvas awning and curved glass doors. The storefronts include double plate glass doors and glass display windows.

The six-story (plus penthouse) tower south elevation is divided into six evenly spaced vertical bays by hexagonal piers. The six floors are divided by horizontal bands of tiled panels, creating thirty-six segments. Within each segment, two metal frame windows flank a metal frame sliding glass door. The sliding glass doors lead to trapezoidal concrete balconies that are partially enclosed by two glass panels. These balconies are a primary design feature of both the north and south elevations. The rear elevation faces north towards Rosewood Avenue and is partially obscured by a perimeter wall. Based on what is visible from Rosewood, the stacked ground floor is enclosed by stucco walls. There is one visible entrance near the center of the north elevation, accessed by a set of stairs and covered by a canvas awning. The upper floors are identical in appearance to the north elevation as described above. There are no windows or doors on the east and west elevations, which are identical in design and divided into three bays. The bays are distinguished by the use of different panel materials and styles. The center bay features six rounded rectangular panels stacked vertically and made of textured concrete. There is a slight separation between each panel. The outer bays feature six rectangular panels stacked vertically and made of stucco. There is no separation between the stucco panels, other than thin construction joints at the floor lines. Each joint is highlighted by two small rectangles painted onto the stucco.

Figures IV.A-1, Views of Project Site (Views 1 & 2): View 1 provides a view of the building’s frontage on Beverly Boulevard and its articulation as described above and the building’s adjacency to the sidewalk and street trees. View 2 provides a rear view of the structure with the Project Site’s landscaped setback, sidewalk and parkway with trees.

Figure IV.A-2 Views of Project Site (Views 3 & 4): View 3 provides views of the south elevation of the building’s frontage on Beverly Boulevard and a closer view of the stacked (two-level) ground level floor. View 4 provides a view of the north elevation (rear) of the Existing Building with the rear entrance and awning with the surface parking lot.

² *This style is typically a steel frame with concrete panels and glass curtain walls. Refer to Historic Resources Report, Appendix C of this EIR, for greater discussion.*



View 1: View of Existing Building across Beverly Boulevard looking northeast.



View 2: View of the Project Site from Rosewood Avenue looking west.



PHOTO LOCATION MAP

Source: Hart Howerton, December 17, 2012.

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View 3: South elevation of the Existing Building looking north.



View 4: North elevation of the Project Site depicting the rear entrance and surface parking lot.



PHOTO LOCATION MAP

Source: GPA.

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Figures IV.A-3 Views of Project Site (Views 5 & 6): View 5 provides another visual field of the north elevation (rear) of the Existing Building and surface parking look. View 6 provides an aerial view of the Existing Building and the surface parking lot.

Figures IV.A-4 Views of Project Site (Views 7 & 8): View 8 provides a view of the east elevation and View 9 provides a view of the west elevation of the Existing Building. These views illustrate the unusual building articulation on these elevations as described above.

b) **Landscaping**

Existing vegetation on the Project Site is typical of an urbanized setting, and is present throughout the site along Rosewood Avenue, Beverly Boulevard and the surface parking lot to the north of the Existing Building, including ornamental-exotic trees and shrubs, as well as non-native perennial and annual plants. The Project Site includes a total of 53 trees. The Tree Report for 8899 Beverly Boulevard identified trees planted along Rosewood Avenue in the Project vicinity, including Jacaranda (*Jacaranda mimosifolia*), Queen Palm (*Syagrus romanzoffianum*) and Hong Kong Orchid Tree (*Bauhinia blakeana*). Street trees planted along Beverly Boulevard in the Project vicinity include Indian Laurel Fig (*Ficus microcarpa nitida*), Jacaranda (*Jacaranda mimosifolia*), American Sweetgum (*Liquidambar styraciflua*) and Southern Magnolia (*Magnolia grandiflora*). Due to ongoing irrigation and landscape maintenance at the Project Site, the majority of the existing plant material is in good to fair health and aesthetic condition.

As discussed in the *Tree Report for 8899 Beverly Boulevard*, there are no candidate Heritage Trees as defined by the City of West Hollywood Heritage Tree Program (i.e., Southern California Native Trees as listed in Appendix A of the Heritage Tree Program with a diameter at standard height (DSH) of at least eight inches, or non-native trees with a DSH of at least 24 inches, which also meet criteria as having historical or horticultural significance) on the Project Site. It should be noted that while 16 trees on the Project Site meet the first criteria for nomination as a Heritage Tree (i.e., having a DSH of over 24 inches), all of these trees fail to meet the historic criteria of having been planted as a commemorative memorial, or tribute; or belong to an historical era significant to the Southern California Region, and are recognized as characteristic of the landscaping of that era. Further, none of these trees meet the criteria for horticultural significance in that none of them are distinctive in size, beauty, structure, or age, as compared to other individuals of the same species in the City; are an unusual species for the West Hollywood area and/or are seldom found growing in southern California urban areas; or could be identified as playing a significant role in the landscape or architecture of this specific location.

Figure IV.A-5 (Views 9 & 10): View 9 provides a view of the Rosewood Avenue property frontage, which includes a landscaped setback with trees and shrubs as described above. Also, this view shows the sidewalk flanked by grass and street trees. View 10 is another perspective of the Project Site Rosewood Avenue frontage. See Figure IV.A-1, View 1 for a view of the existing street trees along the Existing Building's frontage on Beverly Boulevard.

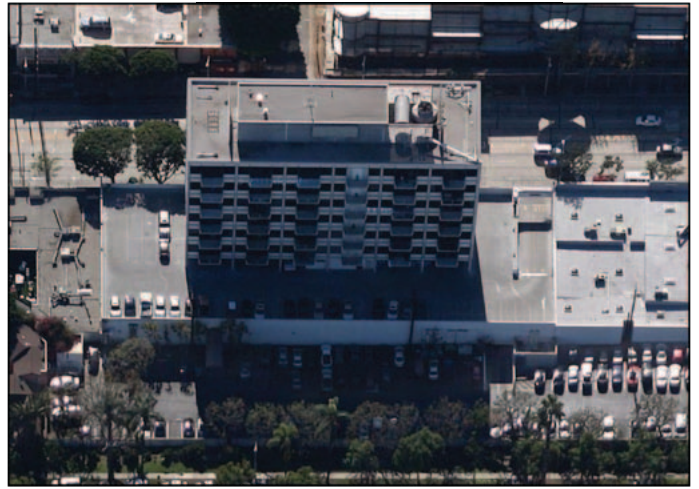
ii) **Surrounding Area Setting**

Key regional commercial, entertainment and circulation corridors run east-west through West Hollywood, connecting it to the greater Los Angeles Region. Beverly Boulevard is one such corridor running through West Hollywood, connecting Beverly Hills to the medical and commercial area of the Beverly-La Cienega area of Los Angeles. The Project Site is within a highly urbanized, developed

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View 5: North elevation of the Project Site looking south.



View 6: North elevation and aerial view of the Project Site.



PHOTO LOCATION MAP

Source: Google Maps and GPA.

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View 7: View of single-family homes west of the Project Site on Rosewood Avenue looking northeast.

View 8: View of single-family homes east of the Project Site on Rosewood Avenue looking southwest.

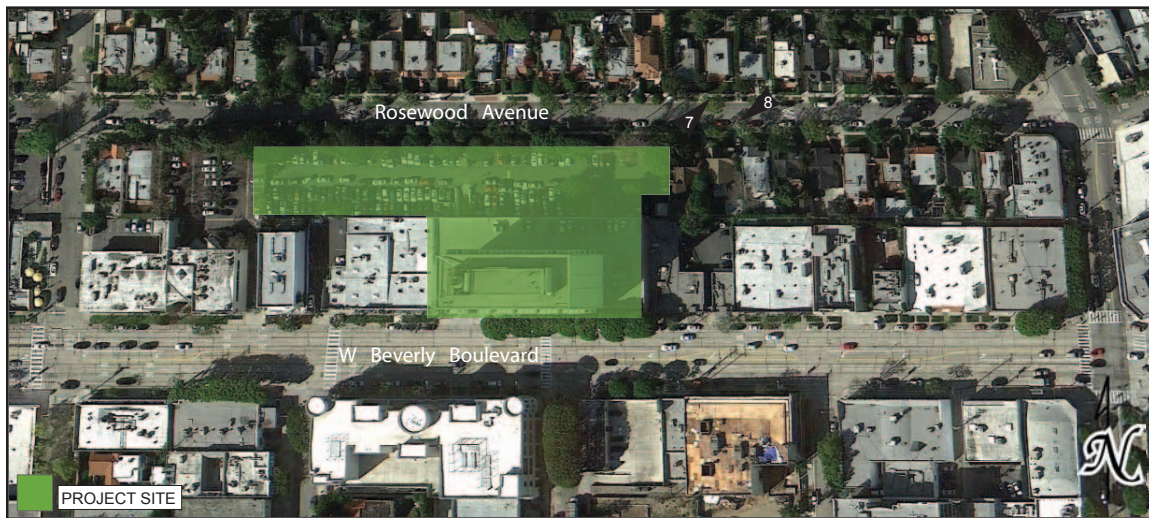


PHOTO LOCATION MAP

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View 9: View of the Project Site frontage on Rosewood Avenue.

View 10: View of the Project Site along Rosewood Avenue looking south.



PHOTO LOCATION MAP

Source: GPA.

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commercial and retail area that includes Cedars-Sinai Medical Center and the Beverly Center to the southeast, the Pacific Design Center and the West Hollywood Park and Library to the northeast and retail and restaurant uses located on Melrose Avenue to the north and Robertson Boulevard to the east.

The Project Site is located on Beverly Boulevard between Robertson Boulevard and N. Doheny Drive and characterized by small, low-rise commercial buildings home to a variety of designer related and furnishings businesses. The commercial uses on the east and west sides of the Project Site are zoned Community Commercial 1 (CC1) and are single story commercial structures. Across Beverly Boulevard is a new commercial development located on the south side between Swall and La Peer Drives. Other uses on the south side include furniture stores and design-related businesses. The properties on the south side of Beverly Boulevard are zoned Community Commercial 2 (CC2).

The area to the north of the Project Site is typical of West Hollywood's medium density single-family residential neighborhoods. The neighborhood, including the homes along Rosewood Avenue, feature small urban parcels with eclectic style homes and well maintained landscape front yards. Rosewood Avenue, as well as other nearby streets (e.g., Ashcroft, Dorrington and Rangely Avenues) has street trees, landscape parkways separating the sidewalk from the street making it a walkable neighborhood.

The Project Site's surface parking lot adjoins a commercial parking lot to the west, a residential lot developed with three units to the east, and residential lots improved with one and two units on the north side of Rosewood Avenue, all within the R1B zone. The housing along Rosewood Avenue is generally single-family residences, one- to two-stories in height, of varying architectural style and dates of construction. Specifically across from the Project Site, many, if not most, of the residences are behind gates or tall hedges, which tends to be a common characteristic of the general neighborhood (Rosewood Avenue, Ashcroft, Dorrington and Rangely Avenues).

Figure A-6 (Views 11 & 12): View 11 is a view looking northeast on Beverly Boulevard of the commercial buildings immediately adjacent to the Project Site to the east. View 12 is a view looking northwest on Beverly Boulevard of the Project Site (parking access) and the neighboring retail buildings to the west.

Figure A-7 (Views 13 & 14): View 13 is a view looking southeast from the Project Site towards the commercial buildings across from the site at Beverly Boulevard and Swall Drive. View 14 is a view looking southwest from the Project Site towards the commercial buildings across from the site at Beverly Boulevard and Swall Drive.

Figure IV.A-8 (Views 15 & 16): View 15 depicts the residential homes immediately across from the Project Site on Rosewood Avenue with tall hedges and gates. View 16 is another view of the single-family homes found on Rosewood Avenue immediately across from the Project Site.

Figure IV. A-9 (Views 17 & 18): View 17 is a view looking northeast of the single-family homes east of the Project Site. View 18 is a view looking southwest of single-family homes on Rosewood Avenue east of the Project Site. Properties west of the site tend on Rosewood Avenue to have fewer gates and tall hedges, as shown.

Figure IV.A-10 (Views 19 & 20): View 19 is a view looking southwest of single-family homes west of the Project Site. View 20 is a view looking northeast of single-family homes west of the Project Site.

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View 11: Looking northeast on Beverly Boulevard towards the neighboring retail buildings.

View 12: Looking northwest on Beverly Boulevard towards the project site (parking access) and neighboring retail buildings.



PHOTO LOCATION MAP

Source: GPA.

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View 13: Looking southeast from the Project Site towards the corner of Beverly Boulevard and Swall Drive.

View 14: Looking southwest from the Project Site towards the corner of Beverly Boulevard and Swall Drive.

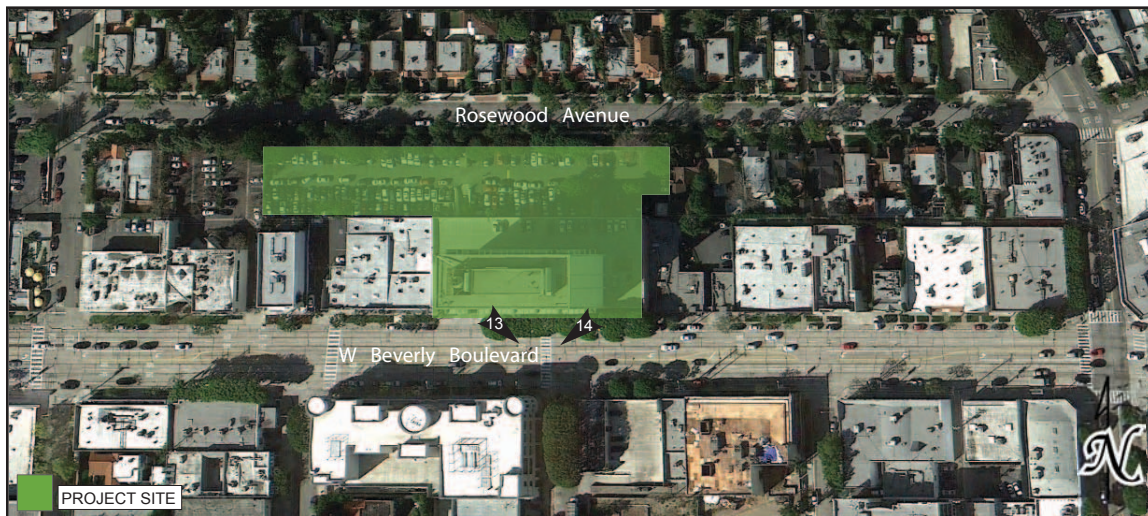


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View 15: View depicts residential homes across from the Project Site on Rosewood Avenue.

View 16: View of single-family homes immediately across from the Project Site on Rosewood Avenue.



PHOTO LOCATION MAP

Source: GPA.

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View 17: View of single-family homes west of the Project Site on Rosewood Avenue looking northeast.

View 18: View of single-family homes east of the Project Site on Rosewood Avenue looking southwest.



PHOTO LOCATION MAP

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View 19: View looking southwest of single-family homes west of the Project Site.

View 20: View looking northeast of single-family home west of the Project Site.



PHOTO LOCATION MAP

Source: GPA.

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C. Existing Light and Glare

Lighting is of most concern when it may potentially spill over or trespass from a project site onto properties or areas including residential building and the public sidewalk or right-of-way. The Project Site is located in a heavily urbanized area with commercial, retail uses along Beverly Boulevard, as well as nearby Robertson Boulevard and residential uses to the north on Rosewood Ashcroft, Dorrington and Rangely Avenues. The Existing Building on the Project Site has security lighting on the outside of the building on both the north and south elevations. Interior lighting within the building is typical of lighting in a commercial/retail area and is typical of lighting in an urbanized setting. Beverly Boulevard has streetlights, which also are typical in an urban area and emit nighttime lighting for the area. Security lighting is also located in the surface parking lot fronting Rosewood Avenue that is associated with the Existing Building on the Project Site. The security lighting is typical of other parking lots in the Project area, in that the light standards face downward, reducing the amount of light pollution affecting surrounding land uses. Furthermore, existing uses on site are regulated by the lighting standards of the WHMC.

The Existing Building on the Project Site is composed of materials on the outside that produce low amounts of glare. Awnings, bronzed windows, textured concrete and other exterior features of the building have been developed with dull materials that reduce the amount of glare that the building casts toward off-site surrounding uses.

D. Regulatory Setting

i) Federal

No existing federal regulations pertain to the visual resources within the City of West Hollywood.

ii) State

a) California Scenic Highway Program

The purpose of the California Scenic Highway Program is to preserve and protect scenic state highway corridors from change that would diminish the aesthetic value of land adjacent to highways. State highways either can be officially designated as scenic highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to officially designated when the California Department of Transportation (Caltrans) approves the designation. The Project Site is not located within the corridor of any state scenic highway, as there are no state-designated scenic highways within the City of West Hollywood.

iii) Local

1) West Hollywood General Plan 2035

There are no chapters in the City of West Hollywood General Plan 2035 that specifically refer to aesthetics or visual quality; however, the Land Use and Urban Form chapter contains goals and several policies related to the appearance and scale of new structures, site design, pedestrian environment amenities including landscaping that affect the character of the residential neighborhoods and the City

overall. The following are goals and policies from the Land Use and Urban Form Element that are relevant to aesthetics and an analysis of these policies are found in Section IV.G, Land Use and Planning of this EIR:

LU-1: Maintain an urban form and land use pattern that enhances quality of life and meets the community's vision for its future.

LU-1.3: Encourage new development to enhance the pedestrian experience.

LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City.

LU-2.2: Consider the scale and character of existing neighborhoods and whether new development improves and enhances the neighborhood when approving new infill development.

LU-2.10: Encourage the reuse of existing commercial structures through the use of incentives in order to maintain the scale of neighborhoods.

LU-4: Provide for an urban environment oriented and scaled to the pedestrian.

LU-4.2: Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.

LU-4.3: Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.

LU-4.4: Require development projects along commercial corridors to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences.

LU-4.5: Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.

LU-5: Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.

LU-5.1: Continue to encourage diverse architectural styles that reflect the City's diversity and creativity.

LU-5.2: Review and evaluate development proposals during the design review process for the following:

- a. The internal integrity of each proposed building or project and its relationship to adjacent properties.
- b. The effects that the frontage design of each proposal for a new or renovated building will have upon the experience of the passing or approaching pedestrian.
- c. How the landscape is coordinated with and contributes to the overall design of the project and the public landscape.

LU-5.4: Encourage the use of high quality, permanent building materials that do not require excessive maintenance and utilize the design review process to evaluate such materials.

LU-7: Seek to expand urban green spaces and sustainable landscapes.

LU-7.4: Continue to allow and encourage the planting and maintenance of private landscaping in parkways.

LU-7.5: Promote the use of drought-tolerant and native plants throughout the City.

LU-8: Maintain and enhance residential neighborhoods.

LU-8.1: Consider the scale and character of existing residential neighborhoods during the approval of new development.

LU-8.3: Encourage residential renovations and new development to complement existing buildings – including setbacks, heights, materials, colors, and forms – while allowing flexibility in architectural design and innovation.

LU-8.7: Encourage design of street front elevations that include occupiable space located within close proximity to the exterior grade level.

LU-9: Encourage multi-family residential neighborhoods that are well maintained and landscaped, and include a diversity of housing types and architectural styles.

LU-9.2: Require a high level of architectural design of all new development in support of the City's commitment to design quality and innovation.

LU-11: Expand the Melrose/Beverly District as a national and international destination for high-end arts and design studios, offices, and related businesses.

LU-11.7: As feasible, maintain a beautiful and attractive pedestrian environment with wider sidewalks, benches, and street trees, and continue to enhance the pedestrian experience in the area by implementing the following building and public realm concepts:

- a. Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment.
- b. Support the overall experience of the streetscape through active and transparent ground floor frontages with main entries that face the street.

2) West Hollywood Municipal Code, Zoning Code and Design Review Regulations

The City addresses aesthetics considerations for development in the City in many City documents, including the Municipal Code and the Zoning Code. The Zoning Code sets forth specific design guidelines, height limits, building density, building design and landscaping standards, sign regulations, and open space and setback requirements.

The commercial, residential, and public use design guidelines within the Zoning Code are intended to assist in preserving and rehabilitating the commercial areas, houses, and other residential buildings within the City. The guidelines are also intended to provide for infill commercial and residential development of high architectural quality that is compatible with existing architecturally superior development, to promote the conservation and reuse of existing buildings of high-quality design, and to enhance and preserve the desired character of the City's commercial areas and the unique character of the City's neighborhoods, as described in the General Plan. In general, preservation and rehabilitation efforts should aim toward protecting the essential architectural features of a building that help to identify its individual style and thereby further its contribution to the character of the area.

Title 19, Chapter 19.20 General Property Development and Use Standards of the WHMC expand the standards of Article 19-2 (Zoning Districts and Allowable Land Uses) by addressing some details of site planning, project design, and operation. These standards are intended to ensure that all development produces an environment of stable and desirable character that is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, in consistency with the General Plan. The provisions of this chapter apply to all new or modified structures and uses, regardless of the applicable zoning district.

Topics covered governing the aesthetics of the proposed Project include:

- Architectural Elevations
- Distance Between Structures
- Fences, Walls, and Hedges
- Height Measurement and Exceptions
- Outdoor Lighting
- Pedestrian Pathways
- Screening of Equipment
- Setback Measurement and Projections into Yards
- Sidewalks
- Solar Access and Solar Equipment
- Street Address Numbers
- Streetscape Design
- Landscaping Standards and Landscape Design Guidelines

The five lots fronting Beverly Boulevard are designated Community Commercial 1 (CC1) and the 12 lots to the north, fronting Rosewood Avenue are designated as Two-Unit Residential (R1B). The five lots fronting Beverly Boulevard are within a General Plan Overlay District known as the "Mixed Use Incentive Overlay Zone" (MUIOZ), which encourages a mix of residential and commercial uses. The CC1 designation limits development to three stories, with a 35-foot height limit. The Existing Building predates this zoning designation. The R1B designation limits development to two units per lot of less than 8,499 sq. ft. with a 25-foot height limit.

The Applicant is requesting a General Plan Amendment pursuant to WHMC Section 19.78.010 to redesignate the Project Site from Community Commercial 1 (CC1) and Two Family Residential (R1B) to 8899 Beverly Specific Plan (8899SP), in order to provide a unified development site with a single land use designation and to allow development of the Project as proposed.

This new Specific Plan would then provide a concise development plan for the property, and would amend the Zoning Map to designate the property "8899SP". The Specific Plan would establish the permitted uses and development standards, including height, floor area, setbacks, and parking, along with affordable housing provisions applicable to development within the Specific Plan area. WHMC standards and requirements not addressed in the Specific Plan would continue to apply to new development within the Specific Plan area. The proposed Specific Plan would be divided into two Subareas, Subarea 1 and Subarea 2. Subarea 1 would include the Existing Building with a frontage of 250 feet along Beverly Boulevard, extending north to a depth of 110 feet. Subarea 2 has a frontage of

480 feet along Rosewood Avenue, extending south to a depth of 100 feet and is immediately north of Subarea 1.

In order to ensure compliance with the WHMC, zoning code and design guidelines, all development is reviewed by the City of West Hollywood Design Review Subcommittee. The Design Review Subcommittee of the Planning Commission is a working study session of three members of the Planning Commission. This is an advisory subcommittee that delivers opinions and provides advice and recommendations to the Applicant. The Subcommittee does not vote, nor does it take any other legal action. Projects are approved, denied, or approved with additional conditions only at meetings of the Planning Commission itself.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

i) Appendix G of the State CEQA Guidelines

In accordance with Appendix G to the State CEQA Guidelines, a project would result in a significant impact related to aesthetics if it were to:

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

The Initial Study (included in Appendix A to this Draft EIR) determined that the proposed Project would result in no impacts with respect to checklist questions a) and b), above. As such, no further analyses of these topics are required. The following impact analysis addresses checklist question c) and b) above.

For a discussion of potential shade/shadow impacts of the proposed Project, please refer to section VII., Effects Found Not To Be Significant.

ii) Methodology

1) Visual Character

Aesthetics impact analysis considers the visual character of the area immediately surrounding the Project Site. The analysis is based on the evaluation of visual impacts that the proposed Project would have on the overall visual environment of the Project area and whether the proposed Project would be compatible with and respect surrounding development.

This section characterizes and illustrates the existing visual character of the Project Site and surrounding area, and evaluates the Project's potential to alter the visual character of those settings, through the introduction of contrasts in building density, height and bulk, the removal or introduction of vegetation, and other changes. Considered in this context is whether the proposed Project complies with applicable development and/or design guidelines. This analysis was conducted through a review of architectural

plans and renderings of the proposed Project provided by the Applicant as well as site visits and a review of site photographs.

2) Nighttime Illumination and Daytime Glare

For purposes of this analysis, “light” refers to light emissions, or the degree of brightness, generated by a given source. Artificial lighting may be generated from point sources (i.e., focused points of origin representing unshielded light sources) or from indirectly illuminated sources of reflected light. Light may be directed downward to illuminate an area or surface, cast upward into the sky and refracted by atmospheric conditions (sky glow), or cast sideways and outwards onto off-site properties (overspill). Sky glow and light overspill are considered forms of light pollution. The effects of nighttime lighting are contextual and depend upon the light source’s intensity, its proximity to light-sensitive land uses (i.e., sensitive receptors such as residential units and schools), and the existing lighting environment in the vicinity of a project site. Adverse lighting impacts may occur when project-related lighting is visually prominent and decreases available views, alters the nature of community or neighborhood character, or illuminates a sensitive land use. Nighttime illumination of sensitive receptors may adversely affect certain land use functions, such as those of a residential or institutional nature, since such uses are typically occupied during evening hours and can be disturbed by bright lights.

Glare, or “unwanted source luminance,” is defined as focused, intense light directly emanated by a source or indirectly reflected by a surface from a source. Daytime glare is typically caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces are generally associated with buildings clad with broad expanses of highly polished surfaces or with broad, light-colored areas of paving. Daytime glare is generally most pronounced during early morning and late afternoon hours when the sun is at a low angle and the potential exists for intense reflected light to interfere with vision and driving conditions. Daytime glare may also hinder outdoor activities conducted in surrounding land uses, such as sports.

Nighttime light impacts associated with the Project were evaluated by characterizing the existing nighttime light levels on the Project Site and in the surrounding area, and evaluating the potential for Project features to change those conditions. Daytime glare impacts were evaluated by assessing the glare potential of the Project’s building shell materials.

B. Project Impacts

<i>Threshold</i>	<i>Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?</i>
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Impact A-1 Implementation of the proposed Project would alter but not substantially degrade the existing visual character or quality of the site and its surroundings. Project impacts would be less than significant.

i) Construction

Development of the proposed Project would include renovation activities in the Existing Building and some basement excavation, as well as demolition of the surface parking lot and, excavation for the proposed subterranean parking garage. The Existing Building construction would involve conversion of the office space that currently occupies Levels 4 through 9 and the mechanical penthouse located on the

roof level, into 56 condominium units (Condominiums). In addition, new residential floor area totaling approximately 53,401 sf is proposed to be added to the east, north and west sides of the Existing Building at Levels 4 through 10 and the third floor of the building currently used as parking would be enclosed and converted to office space and eight affordable apartments. The mechanical penthouse on Level 10 would also be reconstructed to a slightly lower height as currently exists and expanded to include habitable floor area as well as space for mechanical equipment. A minor expansion of the existing Madeo restaurant, approximately 19,875 sf of new retail floor space and approximately 10,562 sf of office space. The Project also includes the construction of 13 new single-family townhomes (each approximately 2,465 sf) along Rosewood Avenue (Townhomes) on the existing parking lot that serves the Existing Building. A new two-story, four unit apartment building connecting to the Existing Building would be provided along Rosewood Avenue. Finally, a 4,417 sf Indoor Pool House would be constructed along Rosewood Avenue that would include a swimming pool, fitness area, lockers, sauna, steam room and restroom facilities, and an enclosed lounge area as well as an outdoor garden area with kitchen facilities.

Construction and demolition activities would occur over an estimated 20 months. The visual character of the Project Site during the construction phase of the proposed Project would change compared to the visual character of the Project Site under existing conditions. Construction activities often contrast with, and disrupt the general order and existing aesthetic character of a given location or area. Although temporary in nature, construction activities associated with the proposed Project would likely give the Project Site a visually unappealing quality for the duration of these activities. Construction areas would be busier than at present, with truck movements carrying materials on- and off-site, and work crews and construction equipment moving around the Project Site. Construction activity would vary on a weekly basis, depending largely on the number of workers and construction trucks needed for the activities during each time period. Temporary fencing would be provided around portions of the Project Site during construction, which would partially shield views of construction activities and equipment, which add to the visual degradation of the site during the construction period of the proposed Project Site.

During the construction phase, the view of the Project Site would change substantially from existing conditions. Activities would be visible to commercial retail uses across and adjacent to the Existing Building on Beverly Boulevard. Residential homes to the north and east of the Project Site along Rosewood Avenue would be the most susceptible to the change in visual characteristics of the Project Site, as these residential units are the closest sensitive receptors to the Project Site, and these residential units would have views of the site during the construction period. Even though the construction process would result in a change in the visual environment compared to existing conditions, the construction period of the proposed Project is temporary. Furthermore, the construction period and development of the proposed Project Site would be similar to those construction and development projects that occur elsewhere in the City and other nearby urban areas. The construction and development of the proposed Project would not substantially degrade the existing visual characteristics of the Project Site and its surroundings as it's temporary in nature and not out of the ordinary when compared to other development projects in the City. Therefore, Project impacts during the construction and development phase of the proposed Project Site are expected to be less than significant.

***ii)* Operation**

The Project Site is located in the highly urbanized area of West Hollywood. The area primarily consists of a mix of commercial/retail uses, as well as single- and multi-family residential uses, contained in structures ranging from one- to three-stories.

1) Existing Building

Upon build out of the proposed Project, the Existing building would be designed in an urban contemporary architectural style. The proposed Project would include architectural features, such as planters, trellises, awnings and other articulated elements along the exterior façade. Varying building materials are proposed such as concrete, steel, glazing, stone veneer, metal panels, and other such contemporary materials to provide consistency with recent development that has occurred near the Project Site. The architectural features are intended to provide articulation and architectural emphasis to significant portions of the building façade, integrate desirable building materials, and to provide shade.

The Existing Building would be expanded on the north, west and east sides and the new building area would be articulated to provide visual interest and to accommodate outdoor open space areas. The façade of the Existing Building would be updated into a modern design and the additional building area added would be integrated into the overall design providing a seamless structure. The base of the building would be clad in slate stone. The architecture would be visually interesting while respecting the existing primary façade with retention of most of the projecting balconies on the south elevation.

The proposed Project would change the ground floor elevation with transparent, clear and untinted glazing windows/doors with direct access to Beverly Boulevard. One of the existing vehicular access points on Beverly Boulevard would be eliminated and raised planters flanking the main pedestrian entrance would be provided. The retail storefronts at the western portion of the Existing Building along Beverly Boulevard would be set back approximately four feet from the property line and the additional floor area on the upper levels would be differentiated by (most of the) balconies, offset planes and other architectural details to provide dimensional relief. The retail entry along Beverly Boulevard would include a pallet of bronze, dark bronze coated metal, and walnut wood and street level canopies would consist of dark bronze coated steel slats and panels. The window system would be a combination of aluminum dark bronze framed window wall and curtain wall with clear glazing.

As an architectural feature on the Beverly Boulevard, there would be a curtain wall of bronze coated metal slats from the street level (next to the main pedestrian entrance) to the penthouse level.

Figure IV.A-11 (Existing Building Perspective) is a conceptual rendering of the Existing Building as viewed from Beverly Boulevard looking northeast. Figure IV.A-12 (Existing Building Rendered South Elevation) is a conceptual rendering of the south elevation as seen from Beverly Boulevard. As shown, the architectural feature of the bronze curtain wall can be see as well as the retention of the balconies and the expanded floor plates of the six levels of the Existing Building on the east and west elevations.

Figure IV.A-13 (Existing Building Rendered North Elevation) is a conceptual rendering of the north elevation of the Existing Building as viewed from Rosewood Avenue. This elevation eliminates the 36 trapezoidal concrete balconies as the floor plates have been expanded to accommodate the residential units on these floors as well as new contemporary balconies that wrap around from the north elevation to the east and west elevations providing private open space.

Figure IV.A-14 (Existing Building Rendered East and West Elevations) is a rendering of both the east and west elevations as viewed from those perspectives. Previously, the Existing Building contained no doors or windows at the east and west elevations. The expanded floor plates for the Existing Building continue the wrap around balconies with a contemporary style providing windows and doors opening to usable private open space.

Figure IV.A-15 (Existing Building Design Details) provides a close look at the new wrap around balconies provided on the expanded east, west and north elevations. Also, the figure provides a closer look of the two primary architectural features of the south elevation, the balconies and the bronze curtain wall.

The Existing Building is the tallest structure along Beverly Boulevard between N. Doheny Drive to George Burns Drive at Cedars-Sinai Medical Center. All other commercial buildings range between single-story to 3-stories in height. The building would reduce its height slightly (by up to approximately 5 feet) on the penthouse level to re-adapt that level for condominium use. Even though the overall height would be slightly reduced, the proposed massing of the Existing Building would be substantially increased on the north, east and west elevations.

The proposed Project would update the building façade and provide direct street-level access to the commercial uses on Beverly Boulevard. The proposed Project would remove the existing ramps and stairs of the stacked ground level and provide one ground level for the commercial uses on the western portion of the building (see Figure IV.A-12). Also, a new open pedestrian stair way leading to the interior building access would be provided with landscaped planters. All parking would be provided on site within subterranean parking areas to ensure that parking areas do not dominate street frontages and are screened from public view. Further, the Project would include offices fronting Beverly Boulevard, displacing the current third floor parking area. Thus, the Project would enhance the pedestrian experience along Beverly Boulevard by creating street-level storefronts with direct access to Beverly Boulevard. The Project would also provide new landscaping and replace the street trees with new street trees that are consistent with the City's streetscape requirements.

Access to the subterranean parking would be from Beverly Boulevard. One of the existing driveways along the Beverly Boulevard frontage would be eliminated, which would improve the pedestrian experience and reduce conflicts between pedestrians and vehicles. Further, the curb cut width on Beverly Blvd would be decreased by 10 feet. The primary vehicular access for the Existing Building Uses would continue to be from Beverly Boulevard, although only the 13 townhomes would have vehicular access from Rosewood Avenue.

The Existing Building upon buildout would become a more prominent visual structure from all elevations because of the greater mass and bulk of the building compared to existing and surrounding uses. The architectural style of the Existing Building is expected to be eye-catching but not so dramatic that it takes away from the visual character of the surrounding land uses. Rather, the structure would be modern in style and complementary to other modern styles in the area including the nearby Pacific Design Center in the City and Cedars Sinai Medical Center in neighboring Los Angeles.

From Rosewood Avenue, the Existing Building would be more imposing. However, the Project's proposed construction along Rosewood Avenue would help minimize the massing as the new Townhomes, four-unit apartment building and the Indoor Pool House structures would provide a transition from the Existing Building to the street. The new construction along Rosewood Avenue would also include landscaping, and front area set backs that provide some visual relief and would block some of the building from the pedestrian perspective.

As can be seen in Figures IV.A-11 through IV.A-14, the expanded and re-adapted Existing Building would represent a visual change in the existing visual character of the area compared to the Existing Building under current site conditions on the Project Site. However, development of the proposed Existing Building would not degrade the visual context of the Project site, but would enhance and result in a new architectural, modern mixed-use building representing early 21st century architecture on the Project Site.

3) Rosewood Avenue

Along Rosewood Avenue, the Project would replace the existing surface parking lot and landscaped area that adjoins the residential neighborhood on Rosewood Avenue with 13 Townhomes, a four-unit apartment building and an Indoor Pool House, lounge and garden area. For these buildings, the Project would provide a combination of setbacks and buffers in relation to the existing residential areas to the north and east of the Project Site in order to maintain physical compatibility between the new and existing buildings.

The Townhomes have been designed to reflect the scale and character of the residential buildings located opposite from and on the east side of the Project Site along Rosewood Avenue. The Townhomes would consist of five structures each containing two units, and one structure containing 3 units. The Townhomes are proposed to be constructed above the subterranean parking garage and would be approximately 24 feet in height, in two stories. The Townhomes would be set back a minimum of 18 feet from the Rosewood Avenue property line, which exceeds the 15-foot wide setback required in the R1B zone. The Townhomes are also separated from the Existing Building by a minimum 12-foot wide private open space area, including landscaped and paved areas. A 5-foot wide setback, including landscaped and paved areas, is provided on the east and west sides of the Project Site, which is consistent with the 5-foot wide setback requirements of the R1B zone, which is the zoning for the residential area to the north, east and west of the Project Site.

The proposed Townhomes include 2 two-bedroom units and 11 three-bedroom units, with an average area of approximately 2,465 sf each. The Townhomes would have individually accessible one-car garages, for a total of 13 parking spaces. Each Townhome unit would also have the right to an additional parking space within the subterranean garage (accessible only from Beverly Boulevard). In addition, the Townhome driveways would each accommodate parking for one vehicle, although these spaces are not counted in the parking supply totals. In total, the Project would provide off-street parking in garages for approximately 257 vehicles.

Mixed within the Townhomes would be a four-unit apartment building (for four of the 12 affordable housing units). The new structure would be set back approximately 15 feet from Rosewood Avenue, which is equal to or greater than the setback requirements of the R1B zone. Access to these units would be provided through the Existing Building and the subterranean parking garage.

Also, the Project includes a new approximately 4,417 sf Indoor Pool House adjoining the north side of the Existing Building. The Indoor Pool House is set back approximately 51 feet from the Rosewood Avenue property line. The Indoor Pool House would be two stories and approximately 30 feet in height, and would contain an indoor swimming pool, fitness area, lockers and restroom facilities. In addition, a one-story covered lounge area would be set back approximately 27 feet from the property line. The Indoor Pool House would be available for use by residents of the Condominiums and the Townhomes. A pedestrian gate would be provided from the garden area to Rosewood Avenue.

Figure IV.A-16 (Rosewood Avenue Perspective) provides a perspective drawing of Rosewood Avenue Townhomes as viewed from Rosewood Avenue looking south. Figures IV.A-17 (Rosewood Ground Floor Plans & Elevations) presents a ground floor plan of the Project's development on Rosewood Avenue and elevations. The figure also provides examples of the mix of architectural styles contemplated for these buildings.

Figure IV.A-18 (Rendered Rosewood Elevations) is a rendering of the Rosewood elevation of as viewed from Rosewood Avenue. This elevation provides views of the materials proposed, the gardens for the Townhomes and apartment building, gates and fences proposed and street trees.

Figures IV.A-19 (Rendered Site Section A), IV.A-20 (Rendered Site Section B) and IV.A-21 (Rendered Site Section C), provide renderings of the Project Site sections from three locations along Rosewood Avenue. These sections demonstrate the setbacks of the buildings along Rosewood Avenue with perspective of the setback from the sidewalk to the gardens that would be located in front of the Townhomes.

The proposed construction along Rosewood Avenue has been designed to reflect the low-scale residential character of the surrounding area. The front facades of the Townhomes, and four unit apartment building and Indoor Pool House building would be articulated and varied, and limited to 25 feet in height or less, consistent with the requirements of the R1B zone that are applicable to the surrounding properties. The Indoor Pool House, set back approximately 51 feet from the Rosewood Avenue property line, would be approximately 30 feet in height, and the rear portion of the four unit apartment building would be approximately 28 feet in height where it adjoins the Existing Building. The eight buildings along Rosewood Avenue would include varied planes, recessed and covered entries that would include a pallet of bronze, dark bronze coated metal, and walnut wood materials. The buildings would include a varied palette of natural materials, including stone, wood and stucco. Some of the structures would have pitched/gabled roofs with some craftsman features and others with flat rooflines and modern design. All of the buildings would have varied elevations providing dimensional relief to the Rosewood Avenue view.

The neighborhood, specifically, the homes along Rosewood Avenue, feature eclectic style homes from Spanish style and New England clapboard to modern, straight-line designs (to name a few). There are street trees and landscape parkways separating the sidewalk from the street. Many, if not most, of the homes directly across from the Project Site on Rosewood have high hedges and gates (see previous discussion and Figures IV.A-6 through IV.A-9). As shown in IV.A-16 (Rosewood Avenue Perspective) and Figure IV.A-18 (Rendered Rosewood Elevations), the proposed gates and gardens would be similar in design as the existing homes along Rosewood Avenue and in particular, directly across from the Project Site and would not be out of character for the area.

The Project would enhance the residential area to the north by replacing an open commercial parking lot with low-density residential uses that are consistent with the pattern of development within this area. The Project has been carefully designed to reflect and respect the low-density residential neighborhood to the north and east of the Project Site, while also recognizing that these residential units are in a transitional zone between commercial and residential uses, by providing landscaped setbacks and limiting the building height of the Townhomes to 25 feet or less at the primary facades along Rosewood Avenue.

The Project would strive to elevate the caliber and design in the neighborhood by building on the rich pallet of material already used in the surrounding context. The use of quality materials in combination with a clear architectural design would enhance the overall neighborhood context. Attention has been

given to fenestration and material composition that is responsive to the human scale. As discussed, the proposed construction along Rosewood Avenue has been designed to reflect the low scale residential character of the surrounding area. The front facades of the Townhomes would be articulated and varied, and limited to 25 feet in height or less, consistent with the requirements of the R1B zone that are applicable to the surrounding properties. The varied palette of natural materials previously identified would be similar to the existing homes on Rosewood Avenue and in the area.

As can be seen in Figures IV.A-15 through IV.A-21, the proposed Project buildings on Rosewood Avenue represent a visual change in the existing visual character of the area compared to the existing surface parking lot under current site conditions on the Project Site. However, development of the proposed Project buildings on Rosewood Avenue would not degrade the visual context of the Project site, but would enhance and complement the existing residential neighborhood on Rosewood Avenue.

4) Landscaping

Vegetation typical of an urbanized setting is present throughout the Project Site along Beverly Boulevard, Rosewood Avenue and the surface parking lot north of the Existing Building, including ornamental-exotic (non-native) trees and shrubs, as well as perennial and annual plants. Street trees along Beverly Boulevard in the Project vicinity include Indian Laurel Fig (*Ficus microcarpa nitida*), Jacaranda (*Jacaranda mimosifolia*), American Sweetgum (*Liquidambar styraciflua*) and Southern Magnolia (*Magnolia grandiflora*). Existing trees along Rosewood in the Project vicinity include Jacaranda (*Jacaranda mimosifolia*), Queen Palm (*Syagrus romanzoffianum*) and Hong Kong Orchid Tree (*Bauhinia blakeana*).

The proposed Project would replace the existing Indian Laurel Fig (*Ficus microcarpa nitida*) street trees along Beverly Boulevard with new trees that are consistent with the City's streetscape requirements. The proposed street trees would be Brisbane Box (*Tristania conferta*) that is an evergreen and tolerant to urban stresses. The trees along Beverly Boulevard would be planted in the sidewalk in front of the Existing Building using urban tree grates that are ADA compliant with structural soils to ensure proper root growth and with potential up lighting of tree canopies from in-grade lights within the tree grates for night-time effect. As previously mentioned, the Existing Building elevation along Beverly Boulevard would include raised landscaped planters flanking the main pedestrian entrance. The entry planting would consist of specimen multi-trunk crape myrtle (*Lagerstroemia indica*) trees, and low groundcover massing. Against the building façade, flanking the retail spaces would be a series of large-scale individual planters that would have topiary evergreen shrubs. A raised planter is proposed at the perimeter of Level 4 that would also have evergreen shrubs. At the corners of the building, small-scale multi-trunk crape myrtle (*Lagerstroemia indica*) trees would be planted to provide a vertical element to the space. Below the trees would be low maintenance ground cover to provide contrast color, form and texture.

As discussed, the Rosewood Avenue frontage would provide landscaped setbacks of varying depths to provide visual interest and maintain the residential character of the area. The streetscape along Rosewood would include planting strips with low groundcovers, hedges and new street trees. The street tree variety would be Tipu tree (*Tipuana tipu*) that provides a filtered tree canopy. Irrigation would be provided by means of automated drip irrigation system, with trees on separate watering schedule. The front yard spaces along Rosewood Avenue would be varied with some enclosed by hedges and fencing to create courtyards alternating with open front yards with lower shrubs, bushes, groundcover or living walls with vines such as creeping fig. All landscaping would be provided in

compliance with WHMC §19.20.050 (Fences, Walls, and Hedges), WHMC §19.20.160 (Sidewalks), WHMC §19.20.200 (Street Address Numbers), WHMC §19.20.210 (Streetscape Design), WHMC Chapter 19.26 Landscaping Standards and WHMC Chapter G-26 Landscape Design Guidelines.

The Project would include gates, hedges and front landscaping which would be similar to the existing homes and landscaping along Rosewood Avenue and the immediate surrounding residential area.. With respect to landscaping, the Project would not degrade the visual context of the Project Site, but would enhance and complement the existing residential neighborhood on Rosewood Avenue, as well as the commercial pedestrian experience along Beverly Boulevard.

5) Conclusion

Implementation of the proposed Project would change the existing visual setting in the Project Site area along Beverly Boulevard and Rosewood Avenue compared to the existing and surrounding uses. However, as shown in Figures IV.A-15 through IV.A-21, the proposed Project would enhance the visual context of the Project Site with a new architecturally modern mixed-use building and residential townhomes and apartments with enhanced landscaping along both Beverly Boulevard and Rosewood Avenue. The Project would include the use of interesting architectural features on the Existing Building, including the re-use of some of the existing balconies and the new bronze curtain wall on the Beverly Boulevard elevation. In addition the proposed buildings on Rosewood Avenue would respect the low-density nature of the immediate surrounding residential neighborhood and provide landscape setback, as well as provide a variety of building designs and similar to eclectic diversity found in the immediate area. Therefore, implementation of the Project would enhance and complement the visual character of along Beverly Boulevard, Rosewood Avenue and in the immediate area.

The diverse architectural style of the surroundings and the design review process would ensure that the proposed Project height, massing, and architectural style would be compatible with surrounding structures, including the commercial development south, west and east of the site, and residential structures north of the site. The Project would alter but not degrade the visual character or quality of the site and its surroundings. Therefore, Project impacts would be less than significant.

<i>Threshold</i>	<i>Would the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime?</i>
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Impact A-2 Implementation of the proposed Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. Therefore, Project impacts would be less than significant.

i) Nighttime Illumination and Daytime Glare

1) Construction

Construction hours would be from 8:00 AM. to 7:00 PM., Monday through Friday and 8:00 AM to 4:00PM on Saturday (interior construction only). No construction would occur on Sundays or holidays specified in WHMC section 9.08.050.f. As such, Project construction lighting would not result in high-brightness illuminated surfaces that are directly visible from residential uses or other affected light-sensitive uses during the evening or nighttime hours and would not result in substantial changes to

existing artificial light conditions or interfere with off-site activities. Therefore, Project impacts related to construction lighting would be less than significant.

6) Operation

The proposed Project would have the potential to alter lighting patterns in the area of the Project Site. The proposed Project would provide new streetlights adjacent to the Project Site in accordance with the WHMC requirements. Additional on-site lighting would be wall mounted or ground mounted, directed downward, and shielded away from adjacent residences. Building security lighting for the Existing Building would be operated by an energy management system and would be used at all entry/exits and for security reasons would remain on from dusk to dawn but would be designed to prevent glare onto adjacent residential properties. In addition, the proposed Existing Building would incorporate a variety of materials that would minimize the transmission of light from the building interior. All lighting would comply with the WHMC lighting standards and guidelines. Therefore, interior and exterior lights on the Project Site would not shine directly onto light-sensitive uses, and would not result in light trespass.

Upon buildout of the Project, an increase in light and glare would occur on the Project Site due to the increased size and density of the proposed Project compared to the Existing Building and surface parking lot under current conditions. As discussed, the Project Site is located in highly urbanized area with commercial, retail and residential land uses all of which produce similar light pollution as any other urban area in Southern California. Interior lighting from the Existing Building would not be significantly brighter than the lighting that currently exists in the area. However, due to the conversion of office uses to residential uses, the duration of interior lighting use during evening hours may be increased. Overall, the majority of lighting associated with the proposed Project would be directed internal to the Project Site itself, away from neighboring land uses. The existing surface parking lot currently has outdoor lighting and, thus, provides an existing nighttime illumination from the site. Implementation of the Project with new residential buildings (and an Indoor Pool Building) would emit similar nighttime lighting as expected from similar surrounding land uses. Further, Project lighting would not result in high-brightness illuminated surfaces that are directly visible from residential uses or other light-sensitive uses. Thus, the Project would not result in substantial changes to existing artificial light conditions, and would not interfere with off-site activities. Therefore, impacts related to Project interior and exterior light sources would be less than significant.

ii)* *Glare

The Project would increase the uses of some reflective materials such as glass compared to the Existing Building under current conditions. The increased glare associated with this building material could increase the amount of glare that the surrounding commercial and retail uses to the south, east and west, and residential uses to the north of the Project Site compared to existing conditions. The City's standard condition of approval requires that glass on the façade at and near the street level be clear and untinted, and that mirrored, tinted, or reflective glass not be used except as an architectural or decorative element. Compliance with the City's standard conditions of approval requiring the use of low-reflectivity materials would assure that Project impacts would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts includes areas with views of the proposed Project, which could occur in certain portions of the City. The analysis accounts for all anticipated cumulative growth within this geographic area, as represented by development of other projects that are located within the City. Development of the proposed Project in combination with other projects located within the City would result in a slight intensification of land uses in an already urbanized area of the City, but consistent with applicable plans following the adoption of the 8899 Specific Plan. As described above, the proposed Project would change the visual setting due to the bulk and mass of the proposed Project. The proposed Project would create a positive and enhanced visual change in the landscape of the Project Site and area. The proposed Project along with the related projects in the half-mile radius of the Project Site would enhance the visual character and quality in this portion of the City. Projects proposed (related projects 11 and 12) in the City of Beverly Hills would be subject to design review by that city. Therefore, the proposed Project along with the related projects identified, would create a less than significant visual quality impact and would furthermore enhance the visual characteristics in this portion of the City.

As described above, the proposed Project along with the related projects are located in the City of West Hollywood, a highly urbanized area. As is typical with any urbanized area in Southern California, light and glare produced from the different land uses is abundant within the City. The proposed Project, as described previously, would produce more light and glare than is produced on the Project Site under existing conditions. However, the proposed Project would be regulated by the WHMC lighting standards, which would help the proposed Project in reducing the amount of light pollution that could escape the Project Site itself, and impact neighboring land uses. The related projects in the area of the proposed Project would also be regulated by the WHMC, which would help reduce the amount of light that is produced by the related projects. Since the proposed Project is regulated by the WHMC for lighting standards, impacts would be less than significant and thus, its contribution to cumulative impacts would not be considerable and cumulative impacts would be less than significant.

5. MITIGATION MEASURES

No significant impacts were identified. Therefore, no mitigation is required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

All Project impacts and cumulative impacts would be less than significant.

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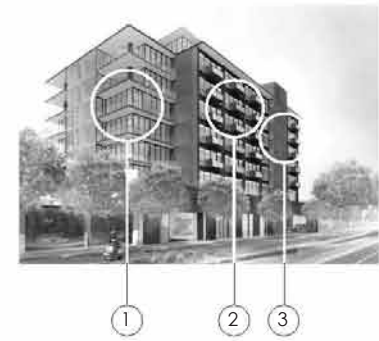
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D	C	RECREATION	RENIAL	E	E	C	C	C	A	C	C	B	B
BLD 1		BLD 2	BLD 3	BLD 4		BLD 5		BLD 6		BLD 7		BLD 8	

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PLAN



MATERIALS



GARDENS



GATES AND FENCES



STREET TREES

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BLD 7

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IV. ENVIRONMENTAL IMPACT ANALYSIS

B. AIR QUALITY

1. INTRODUCTION

This section of the EIR evaluates the potential construction-related and operational air quality impacts of the proposed Project. The purpose of this analysis is to identify the construction-related and operational emissions that would be generated by the proposed Project and compare them with the established standards, including the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD).

This section is based upon the Air Quality Impact Analysis for the 8899 Beverly Boulevard Project, prepared by Cadence Environmental Consultants, October 2013. The Air Quality Impact Analysis is provided as Appendix D to this EIR.

2. ENVIRONMENTAL SETTING

A. Air Quality Background

The City of West Hollywood is located within the South Coast Air Basin (Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. This Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generates heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbecue lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, race cars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the Basin. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments establish ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and state standards are set at levels at which concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable standards are identified below.

B. Potential Health Effects of Air Pollutants

Certain air pollutants are recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants are identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

The air pollutants for which national and State standards are promulgated and which are most relevant to air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. In addition, toxic air contaminants emissions are of concern in the Basin. Each of these is described briefly below.

Ozone is a gas that is formed when volatile organic compounds (VOC) and oxides of oxides (NO_x) – both byproducts of internal combustion engine exhaust – undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

Carbon Monoxide is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

Respirable Particulate Matter (PM₁₀) and **Fine Particulate Matter (PM_{2.5})** consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas such as Ventura County, large amount of airborne particulates are generated by plowing and other fieldwork. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

The human body naturally prevents the entry of larger particles into the body. However, PM₁₀ and even smaller PM_{2.5} are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Nitrogen Dioxide (NO₂) is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NOx. NO₂ absorbs blue light and result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀.

Major sources of NOx include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NOx is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline was the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Toxic Air Contaminants (TACs) refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

C. Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

i) Federal Regulations

The federal Clean Air Act (CAA) establishes national ambient air quality standards. Under the CAA, the U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the CAA, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

ii) California Regulations

The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The CAAQS includes more stringent standards than the national ambient air quality standards.

Although not originally intended to specifically reduce air pollutant emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). Local jurisdictions have the option of adopting additional measures of the CalGreen Code. Projects that begin construction after December 31, 2013 will be subject to the updated 2013 CalGreen Code, which amends and repeals portions of the 2010 CalGreen Code and provides further clarity, specificity and direction to the code user.

iii) Regional Regulations

The SCAQMD is the agency principally responsible for comprehensive air pollution control within the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air

quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. The 2012 AQMP demonstrates attainment of federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour ozone standard by 2023. It includes an update to the revised EPA 8-hour ozone control plan with new commitments for short-term NO_x and VOC reductions. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on April 4, 2012. The 2012 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within its jurisdiction. Instead, the SCAQMD has used its expertise and prepared the CEQA Air Quality Handbook and newer thresholds of significance to indirectly address these issues in accordance with the projections and programs of the AQMPs. The purpose of the CEQA Air Quality Handbook and newer thresholds of significance is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin. Specifically, the CEQA Air Quality Handbook and newer thresholds of significance explain the procedures that the SCAQMD recommends be followed during environmental review processes required by CEQA. The CEQA Air Quality Handbook and newer thresholds of significance provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the region, and adverse impacts will be minimized.

***iv)* Local Air Quality Control**

Local jurisdictions, such as the City of West Hollywood, have the authority and responsibility to reduce air pollution through its police powers and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of West Hollywood is also responsible for the implementation of transportation control measures as outlined in the applicable AQMPs. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

1) City of West Hollywood General Plan

The Infrastructure, Resources, and Conservation Element of the City of West Hollywood General Plan was adopted on September 6, 2011 and sets forth the goals and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Infrastructure, Resources, and Conservation Element establishes the following goal and policies regarding air quality:

IRC-7: Improve air quality and reduce emissions of air pollution.

IRC-7.1: Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible.

IRC-7.2: Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.

IRC-7.3: Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

IRC-7.4: Prohibit combustion or gasoline powered engines in leaf blowers.

IRC-7.5: Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

IRC-7.6: Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

IRC-7.7: When possible, collaborate with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.

2) Green Building Ordinance

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

3) Climate Action Plan

The City has also developed and adopted a Climate Action Plan (CAP) to reduce municipal and community-wide GHG emissions that contribute to global climate change. The CAP includes strategies and performance indicators to reduce GHG emissions from both municipal and community-wide activities within West Hollywood. These strategies address seven major GHG sources and recommend actions to achieve GHG reductions through:

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

Implementation of the measures adopted under the CAP will also help to reduce regional air pollutant emissions.

4) CEQA Analyses

In accordance with CEQA and the CEQA review process, the City of West Hollywood assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the city and region will meet federal and state standards. Instead, the City relies upon the expertise of the SCAQMD and utilizes the CEQA Air Quality Handbook and newer thresholds of significance as the guidance documents for the environmental review of plans and development proposals within the South Coast Air Basin portion of its jurisdiction.

In certifying the Final Program EIR for the City of West Hollywood General Plan 2035 and Climate Action Plan, the City adopted mitigation measures 3.2-1 and 3.2-2 for the control of emissions generated during development construction activities. The emission controls required of these measures are applied to all new development and redevelopment projects as conditions of project approval. The requirements of these measures include the following:

- 3.2-1 The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites.
- Require the following measures to be taken during the construction of all projects to reduce the amount of fugitive dust and other sources of PM₁₀, in accordance with SCAQMD Rule 403:
 - Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers
 - Wheel washers for construction equipment
 - Watering down of all construction areas
 - Limit speeds at construction sites to 15 miles per hour
 - Cover aggregate or similar material during transportation of material
 - Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.
- 3.2-2 The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment.
- Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment.
 - Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
 - To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.
 - On-site equipment shall not be left idling when not in use.
 - The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
 - Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.

- Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_x and PM₁₀ control equipment will be available.

D. Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The average daily emissions inventory for the entire Basin and the Los Angeles County portion of the Basin is summarized in Table IV.B-1 (Regional Average Emissions in 2008) for the year 2008, which is the most recent regional data available from the ARB. As shown, exhaust emissions from mobile sources generate the majority of ROC, NO_x, and CO in the Basin. Area-wide sources generate the most airborne particulates (i.e., PM₁₀ and PM_{2.5}).

**Table IV.B-1
Regional Average Emissions in 2008**

Emissions Source	Emissions in Tons Per Day					
	VOC	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
South Coast Air Basin						
Stationary Sources	107.0	48.1	56.0	16.1	24.0	15.4
Areawide Sources	142.6	111.3	25.8	0.9	214.9	52.1
Mobile Sources	361.6	3,090.0	738.2	21.0	43.4	34.4
Natural Sources	86.5	164.2	5.0	1.5	16.6	14.1
Total Emissions	697.7	3,413.5	825.0	39.5	289.9	115.9
Los Angeles County - SCAQMD Jurisdiction						
Stationary Sources	61.0	34.7	36.6	14.4	13.4	9.7
Areawide Sources	81.5	44.0	15.3	0.4	103.8	26.2
Mobile Sources	209.2	1,801.3	446.6	19.5	25.7	20.5
Natural Sources	34.3	65.0	1.9	0.6	6.6	5.6
Total Emissions	386.0	1,945.0	500.4	34.9	149.5	62.0

Source: California Air Resources Board, September 2013.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment” for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a “nonattainment” area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The U.S. EPA and the ARB use different standards for determining whether an air basin or county is an attainment area. Under national standards, the Basin is currently classified as an extreme

nonattainment area for 8-hour ozone concentrations and a nonattainment area for PM_{2.5}. The Basin is in attainment or designated as unclassified for all other criteria pollutants under national standards. Under State standards, the Basin is designated as a nonattainment area for ozone, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5}, and an attainment area for all other criteria pollutants.

E. Existing Local Air Quality

The SCAQMD monitors ambient air pollutant concentrations through a series of monitoring stations located throughout the Basin. In doing so, the SCAQMD has divided the region into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. The proposed Project Site is located within SRA 2, which covers the Northwest Coastal Los Angeles County area. Ambient air quality within SRA 2 is monitored at the West Los Angeles – VA Hospital. This station does not monitor or record information for PM₁₀ or PM_{2.5}. The next representative areas for West Hollywood would be SRA 1, which covers the Central Los Angeles County area including downtown Los Angeles. Therefore, data for PM₁₀ and PM_{2.5} were obtained from the measurements within SRA 1. Table IV.B-2 (Local Ambient Air Quality) identifies the national and state ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured within SRA 2 and SRA 1 through the period 2010 through 2012.

**Table IV.B-2
Local Ambient Air Quality**

Emissions Source	Year		
	2010	2011	2012
Ozone (SRA 2)			
Maximum 1-hour concentration measured	0.099 ppm	0.098 ppm	0.093 ppm
Days exceeding state 0.090 ppm 1-hour standard	2	2	0
Maximum 8-hour concentration measured	0.078 ppm	0.068 ppm	0.073 ppm
Days exceeding national 0.075 ppm 8-hour standard	1	0	0
Days exceeding state 0.070 ppm 8-hour standard	3	0	1
Carbon Monoxide (CO) (SRA 2)			
Maximum 8-hour concentration measured	1.4 ppm	1.3 ppm	1.4 ppm
Days exceeding national and state 9.0 ppm 8-hour standard	0	0	0
Respirable Particulate Matter (PM₁₀) – SRA 1			
Maximum 24-hour concentration measured	42.0 µg/m ³	119.7 µg/m ³	90.8 µg/m ³
Days exceeding national 150 µg/m ³ 24-hour standard	0	0	0
Days exceeding state 50 µg/m ³ 24-hour standard	0	9	43
Annual Arithmetic Mean (AAM) measured	*	28.7 µg/m ³	30.0 µg/m ³
Does AAM exceed state 20 µg/m ³ standard?	*	Yes	Yes
Fine Particulate Matter (PM_{2.5}) – SRA 1			
Maximum 24-hour concentration measured	48.6 µg/m ³	69.2 µg/m ³	58.7 µg/m ³
Days exceeding national 35 µg/m ³ 24-hour standard	5	7	4
Annual Arithmetic Mean (AAM) measured	12.6 µg/m ³	13.5 µg/m ³	13.1 µg/m ³
Does AAM exceed state 12 µg/m ³ standard?	Yes	Yes	Yes
<p><i>ppm = parts per million by volume.</i> <i>µg/m³ = micrograms per cubic meter.</i> <i>AAM = Annual Arithmetic Mean.</i> <i>* = insufficient data to determine the value.</i></p>			
<i>Source: California Air Resources Board, November 2013.</i>			

The Project Site is located along a heavily trafficked segment of Beverly Boulevard within an urbanized area consisting of residential, retail, and commercial uses. Air pollutant emissions are generated in the local vicinity by stationary sources and mobile sources, primarily automobile, truck, and bus traffic. Motor vehicles are the primary source of pollutants in the local vicinity.

F. Existing Project Site Emissions

The Project Site is currently developed with a ten-level (including one basement level and penthouse) commercial building originally built in 1962 (Existing Building). The Existing Building contains a total of approximately 89,630 sf of floor area, including an approximately 3,879 sf restaurant in the basement, approximately 21,249 sf of retail uses on Level 2, plus a total of approximately 64,502 sf of office space on Levels 4 through 9. Air pollutant emissions are generated by area sources, energy use, and motor vehicles traveling to and from the site.

The estimated mass daily operational emissions associated with the existing uses at the Project Site have been calculated utilizing the California Emissions Estimator Model (CalEEMod v. 2013.2.1) recommended by the SCAQMD. These emissions are shown in Table IV.B-3 (Estimated Existing Site Uses Mass Daily Emissions). As shown, mobile sources are the primary contributors to the existing site uses emissions inventory.

**Table IV.B-3
Estimated Existing Site Uses Mass Daily Emissions**

Emissions Source	Emissions in Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season) Emissions						
Area Sources	2.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Sources	0.1	0.4	0.4	<0.1	<0.1	<0.1
Mobile Sources	21.3	20.3	88.1	0.2	10.1	3.0
Total Emissions	24.2	20.8	88.5	0.2	10.2	3.0
Winter Emissions						
Area Sources	2.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Sources	0.1	0.4	0.4	<0.1	<0.1	<0.1
Mobile Sources	24.2	21.4	88.2	0.1	10.2	3.0
Total Emissions	27.2	21.8	88.6	0.1	10.2	3.0

Source: Cadence Environmental Consultants, October 2013.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant air quality impact if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

- d) Expose sensitive receptors to substantial pollutant concentrations; or
- e) Create objectionable odors affecting a substantial number of people.

The Initial Study (included as Appendix A) determined that the proposed Project would result in no impact with respect to Threshold (e), listed above. As such, no further analysis of objectionable odors is required. The following impact analysis addresses Thresholds (a) through (d) listed above, which the Initial Study determined to be potentially significant.

The thresholds discussed below are currently recommended by the SCAQMD in the CEQA Air Quality Handbook and newer thresholds of significance to translate the CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this section, the City of West Hollywood utilizes the CEQA Air Quality Handbook and newer thresholds of significance as the guidance documents for the environmental review of plans and development proposals within the Basin portion of its jurisdiction.

ii) Consistency with the AQMP

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

ii) Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

The following thresholds of significance were published by the SCAQMD in March 2011.

The SCAQMD currently recommends that projects with construction-related mass daily emissions that exceed any of the following emissions thresholds should be considered significant:

- 75 pounds per day of VOC
- 100 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

The SCAQMD currently recommends that projects with operational mass daily emissions that exceed any of the following emissions thresholds should be considered significant:

- 55 pounds per day of VOC
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

iii) Cumulatively Considerable Net Increase of Criteria Pollutants

The SCAQMD recommends that any operational emissions from individual projects that exceed the mass daily thresholds be considered cumulatively considerable.¹ These thresholds apply to individual development projects only; they do not apply to the combined emissions generated by a set of cumulative development projects.

iv) Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD considers residences, schools, daycare centers, playgrounds, and medical facilities to be sensitive receptor land uses.

The SCAQMD currently recommends that projects with site-specific operational emissions that generate the following localized pollutant concentrations at existing human receptors should be considered significant:

- 0.18 ppm NO₂ averaged over a 1-hour period (State standard)
- 0.03 ppm NO₂ annual arithmetic mean (State standard)
- 20 ppm of CO averaged over a 1-hour period (State standard)
- 9.0 ppm of CO averaged over an 8-hour period (national and State standard)
- 10.4 µg/m³ (construction) and 2.5 µg/m³ (operation) of PM₁₀ averaged over a 24-hour period
- 10.4 µg/m³ (construction) and 2.5 µg/m³ (operation) of PM_{2.5} averaged over a 24-hour period

The SCAQMD has assisted in the evaluation of localized site-specific impacts by establishing localized significance thresholds (LSTs) for development sites up to five acres in size. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The SCAQMD has developed LST look-up tables for construction/project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each SRA and various distances from the source of emissions, and represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards in the affected area.

Construction/project sites that are one acre in size or less use the applicable 1-acre LSTs, and a linear regression of the applicable LSTs is used for sites that are between 1-acre and 5 acres in size. The LSTs identify lower thresholds for smaller sites since they assume that the emissions would be concentrated over a smaller area whereas emissions generated at larger sites would be dispersed over a larger area; therefore more emissions would need to be generated at a larger site in order to create the same localized concentrations at a nearby receptor location. The closest receptor distance in the LST look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters.

The proposed project site is located within SRA 2 and the nearest sensitive use (residential) is located to the immediate east of the Project Site, to the north of Rosewood Avenue, and further to the west of the Project Site. Because the Project Site is between one and two acres, the thresholds were adjusted using linear regression based on the size of the Project Site (1.73 acres) and receptors located within 25

¹ Email correspondence with Charles Blankson, Air Quality Specialist, CEQA Section, SCAQMD, April 11, 2007.

meters to address potential localized NO_x, CO, PM₁₀, and PM_{2.5} impacts to the area surrounding the proposed Project Site.

The LSTs for construction-related emissions that are applicable to the Proposed Project are as follows:

- 135.1 pounds per day of NO_x
- 755.5 pounds per day of CO
- 5.5 pounds per day of PM₁₀
- 3.7 pounds per day of PM_{2.5}

The LSTs for operational emissions that are applicable to the Proposed Project are as follows:

- 135.1 pounds per day of NO_x
- 755.5 pounds per day of CO
- 1.7 pound per day of PM₁₀
- 1.0 pound per day of PM_{2.5}

The LSTs only apply to the daily emissions that would be generated at the Project site. They do not apply to the overall mass daily emissions that would be generated away from the Project site.

B. Project Impacts

<i>Threshold</i>	<i>Conflict with or obstruct implementation of the applicable air quality plan.</i>
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Impact B-1: Implementation of the proposed Project would not conflict with or obstruct implementation of the 2012 AQMP. The impact of the proposed Project would be less than significant.

The 2012 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the 2012 AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

The proposed Project would comply with all SCAQMD rules and regulations that are in effect at the time of development; the Applicant is not requesting any exemptions from the currently adopted or proposed rules. The portion of the Project Site is designated Two Family Residential (R1B) and the portion of the site along Beverly Boulevard is designated Community Commercial (CC1). According to the Land Use and Urban Form Element of the West Hollywood General Plan 2035, mixed-use development with residential, commercial, and office uses is encouraged in the Community Commercial 1 areas near major intersections and in locations with high-frequency transit service. The Project Site is located in close proximity to the major intersection of Beverly Boulevard and Robertson Boulevard. Beverly Boulevard is also a commercial corridor and Metro Local Line 14 travels east-west along Beverly Boulevard directly south of the Project Site with average headways of eight minutes during the morning and afternoon peak hours. Other transit lines such as Metro Local Line 220, Metro Local Line 10, Metro Local Line 30, Metro Local Line 330, the West Hollywood City line Blue Route, and the West Hollywood City line Orange Route are located within walking distance of the Project Site. Residents and employees of the proposed mixed-use Project would have access to each of these existing transit services.

Therefore, residential and employment uses are permitted and encouraged under the existing land use designations for the Project Site.

As discussed in the Population and Housing Section of this EIR, the existing office and commercial uses at the Project Site would be expected to accommodate approximately 320 employees. The proposed Project would be expected to accommodate approximately 124 residents and approximately 150 employees. This equates to a net reduction of 46 persons at the Project Site.

The increase in residential population resulting from implementation of the proposed Project (124 residents) is considered minimal, as it would represent approximately 2.8 percent of the anticipated population growth in West Hollywood from 2008 to 2035. This would not be a substantial increase, because the addition of 124 persons would be within the SCAG's population projection for West Hollywood. As such, the population increase is within the level of anticipated development of the site based on SCAG projects and the City's General Plan. Therefore, the proposed Project would not conflict with the 2012 AQMP and, as such, would not jeopardize attainment of state and national ambient air quality standards in the area under the jurisdiction of the SCAQMD. This would be a less than significant impact.

<i>Threshold</i>	<i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</i>
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Impact B-2: The mass daily emissions generated by Project construction and operational activities would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, construction and operation of the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The impact of the proposed Project would be less than significant.

i) Mass Daily Construction Emissions

Construction of the proposed Project is expected to last for approximately 20 months and include all of the activities discussed previously in this report. As with all construction projects less than five acres in size, the proposed Project would be subject to the best available control measures of Table 1 of SCAQMD Rule 403 for the control of fugitive dust throughout the construction phases of development along with Rule 403 implement through mitigation measure 3.2-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan. Project construction activities would also be subject to air pollution controls enforced through mitigation measure 3.2-2 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan, which states:

The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment.

- Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment.
- Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.

- On-site equipment shall not be left idling when not in use.
- The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
- Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
- Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_x and PM₁₀ control equipment will be available.

The analysis of mass daily construction emissions has been prepared utilizing CalEEMod, as recommended by the SCAQMD, with the assumption that the Project would comply with the fugitive dust control requirements of SCAQMD Rule 403. The mass daily construction-related emissions are shown in Table IV.B-4 (Estimated Mass Daily Construction Emissions). These emissions assume a worst-case scenario in which the full set construction equipment would be used each day throughout the entire construction phase. In reality, each piece of equipment would only be used for a portion of each day and there would be days when very little equipment is used.

**Table IV.B-4
Estimated Mass Daily Construction Emissions**

Year of Construction	Emissions in Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2014	6.5	33.4	25.4	<0.1	3.0	2.1
2015	6.9	55.4	37.1	0.1	5.5	3.1
2016	6.2	2.5	3.1	<0.1	0.4	0.3
SCAQMD Thresholds of Significance	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
<i>Note: Construction emission calculations based on the construction phasing discussed previously in this EIR section. Calculated PM₁₀ and PM_{2.5} emissions assume compliance with SCAQMD Rule 403.</i>						
<i>Source: Cadence Environmental Consultants, October 2013.</i>						

As shown in Table IV.B-4, the mass daily construction-related emissions generated during the Project construction phase would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, this impact of the Project would be less than significant.

ii) Mass Daily Operational Emissions

Operational emissions generated by area sources, energy sources, and mobile sources would result from the increased amount of normal day-to-day activities at the Project Site after occupation. The net change in daily operational emissions has been calculated utilizing CalEEMod. The results of these calculations are presented in Table IV.B-5 (Estimated Mass Daily Project Operational Emissions). As shown, the mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. This is largely due to the proposed Project generating 129 fewer vehicle trips per day than the existing uses at the Project Site. It should

also be noted that the total mass daily emissions associated with the proposed Project - not discounting the emissions associated with the existing site uses - would not exceed the SCAQMD's thresholds of significance. As such, the impact of the Project would be less than significant.

**Table IV.B-5
Estimated Mass Daily Project Emissions**

Emissions Source	Emissions in Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season) Emissions						
Area Sources	3.8	0.1	6.8	<0.1	<0.1	<0.1
Energy Sources	0.1	0.5	0.3	<0.1	<0.1	<0.1
Mobile Sources	14.8	13.9	58.2	0.1	9.3	2.6
Total Emissions	18.7	14.5	65.3	0.1	9.4	2.7
Existing Site Emissions	24.2	20.8	88.5	0.2	10.2	3.0
Net Change	-5.5	-6.3	-23.2	<-0.1	-0.8	-0.3
SCAQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
Winter Emissions						
Area Sources	3.8	0.1	6.8	<0.1	<0.1	<0.1
Energy Sources	0.1	0.5	0.3	<0.1	<0.1	<0.1
Mobile Sources	16.9	14.5	58.7	0.1	9.3	2.6
Total Emissions	20.8	15.2	65.8	0.1	9.4	2.7
Existing Site Emissions	27.2	21.8	88.6	0.1	10.2	3.0
Net Change	-6.4	-6.7	-22.8	<-0.1	-0.8	-0.3
SCAQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No

Source: Cadence Environmental Consultants, October 2013.

Threshold	<i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</i>
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Impact B-3: The mass daily and localized emissions generated by Project construction and operational activities would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, the proposed Project would not generate a cumulatively considerable net increase of criteria pollutants. This would be a less than significant cumulative impact.

Because the Basin is currently in nonattainment for ozone, NO₂, PM₁₀ and PM_{2.5}, related projects may likely exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts.² Furthermore, the SCAQMD states that if an individual

² Email correspondence with Charles Blankson, Air Quality Specialist, CEQA Section, SCAQMD, April 11, 2007.

development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction-related emissions generated by the proposed Project would not exceed any of thresholds of significance recommended by the SCAQMD. The mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. Also, as discussed below, localized construction-related and operational emissions generated by the proposed Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant.

<i>Threshold</i>	<i>Expose sensitive receptors to substantial pollutant concentrations.</i>
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Impact B-4: Emissions generated by the proposed Project would not expose receptors in the vicinity of the Project Site to substantial pollutant concentrations. The impact of the Project would be less than significant.

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The nearest sensitive receptors to the proposed Project Site are the residents located to the immediate east of the Project Site, to the north of Rosewood Avenue, and further to the west of the Project Site. There are no schools in close proximity to the Project Site.

ii) Localized Construction Emissions

Table IV.B-6 (Estimated Daily Localized Construction Emissions) identifies the maximum daily emissions that are estimated to occur at the Project Site during the construction phases of the proposed Project. As shown, emissions at the Project site during the construction phases would not exceed the SCAQMD's LSTs for the specified pollutants. Therefore, impacts related to localized pollutant concentrations during construction would be less than significant.

**Table IV.B-6
Estimated Daily Localized Construction Emissions**

Emissions Source	Emissions in Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition				
On-site Emissions	30.5	22.2	2.6	1.9
SCAQMD Localized Thresholds	135.1	755.5	5.5	3.7
Significant Impact?	No	No	No	No
Building Construction and Excavation				
On-site Emissions	44.5	29.4	4.6	3.6

**Table IV.B-6
Estimated Daily Localized Construction Emissions**

Emissions Source	Emissions in Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
SCAQMD Localized Thresholds	135.1	755.5	5.5	3.7
Significant Impact?	No	No	No	No
Building Construction and Parking Structure				
On-site Emissions	26.5	18.2	1.9	1.8
SCAQMD Localized Thresholds	135.1	755.5	5.5	3.7
Significant Impact?	No	No	No	No
Building Construction and Architectural Coatings				
On-site Emissions	25.1	17.2	1.8	1.8
SCAQMD Localized Thresholds	135.1	755.5	5.5	3.7
Significant Impact?	No	No	No	No
<i>Note: Localized thresholds for construction emissions at a receptor distance of 25 meters, as established by the SCAQMD for sites in SRA 2.</i>				
<i>Source: Cadence Environmental Consultants, October 2013.</i>				

ii) Localized Operational Emissions

The average daily localized operational emissions that would be generated at the Project Site are shown in Table IV.B-7 (Estimated Daily Localized Operational Emissions) along with the applicable operational LSTs for SRA 1. As shown on-site operational emissions generated by the proposed Project would not approach the established SCAQMD localized thresholds. Therefore, this impact would be less than significant.

In addition to the emissions generated at the Project Site, localized emissions would also be generated by vehicles traveling through nearby intersections. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots." The SCAQMD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots.

**Table IV.B-7
Estimated Daily Localized Operational Emissions**

Emissions Source	Emissions in Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	0.1	6.8	<0.1	<0.1
Energy Sources	0.5	0.3	<0.1	<0.1
Total Emissions	0.6	7.1	<0.1	<0.1
SCAQMD Localized Thresholds	135.1	755.5	1.7	1.0
Significant Impact?	No	No	No	No
<i>Note: Localized thresholds for operational emissions at a receptor distance of 25 meters, as established by the SCAQMD for sites in SRA 2.</i>				
<i>Source: Cadence Environmental Consultants, October 2013.</i>				

As discussed in the Transportation/Traffic section of this EIR, the proposed Project would generate 129 fewer daily trips, 48 fewer A.M. peak hour trips, and 37 fewer P.M. peak hour trips than the existing uses at the Project Site. Therefore, the proposed Project would not worsen the operating conditions of the local study-area intersections that could create a localized CO hotspot. This would be a less than significant impact.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative air quality analysis is the South Coast Air Basin. Air pollution is regarded as a regional issue; therefore, this would be the area most likely to be impacted by Project emissions. However, the SCAQMD has not adopted any thresholds of significance that would apply to the cumulative emissions generated by all of the related projects within the SCAQMD. Instead, the SCAQMD recommends that any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above would also be considered cumulatively considerable.

Because the area of the Basin is currently in nonattainment for ozone, NO₂, PM₁₀, and PM_{2.5}, other new projects in the local vicinity could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed Project contribution, the SCAQMD considers any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above to be considered cumulatively considerable. As discussed previously in this report, the mass daily construction-related emissions generated by the proposed Project would not exceed any of thresholds of significance recommended by the SCAQMD. The mass daily operational emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. Also, localized construction-related and operational emissions generated by the proposed Project would not exceed the SCAQMD's LSTs. Therefore, the proposed Project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed Project would be less than significant.

5. MITIGATION MEASURES

The construction-related and operational air quality impacts of the proposed Project would not be significant. Therefore, no mitigation is required. The proposed Project would, however, be subject to the construction-related emission controls required by mitigation measures 3.2-1 and 3.2-2 from the Final Program EIR for the City of West Hollywood General Plan 2035 and Climate Action Plan. These emission controls would be applied to the Project as conditions of approval.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts to air quality would be less than significant.

Cumulative impacts would be less than significant.

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IV. ENVIRONMENTAL IMPACT ANALYSIS

C. CULTURAL RESOURCES

1. HISTORIC

1. INTRODUCTION

This section discussed the potential impacts of the Project on historic resources. The analysis is based on the analysis and conclusions of the *8899 Beverly Boulevard West Hollywood, California Historic Resource Report*, prepared by GPA Consulting, dated June 2013 (Historic Report). This report is incorporated herein by reference and is included as Appendix E to this EIR.

2. ENVIRONMENTAL SETTING

A. Project Site Description and History

The Project Site is located on Beverly Boulevard between the intersections of Almont Drive and Robertson Boulevard. Beverly Boulevard is a major commercial strip in West Hollywood with a high concentration of low-rise commercial and office buildings. North of the Project is a residential neighborhood, bounded by Rosewood Avenue to the south, Rangely Avenue to the north, and Robertson to the east. The alley directly east of Doheny Drive serves as the western boundary. This neighborhood consists of one- and two-story single-family residences in period revival styles and is further characterized by its gridded streets, narrow sidewalks, and regularly planted Jacaranda trees.

Historical site utilization research indicates that in 1902, there was little to no visible development within the Project Site; however, there were three roads and one building within the vicinity of the Project area. The Project Site was located within a fresh water marsh with two intermittent streams running to the east of the Project Site. The Pasadena and Pacific Railroad ran to the northwest of the Project Site. The Project Site was located within the historic place name of Rodeo de Las Aguas and historic place names nearby included Sherman. In 1921, there was still little to no visible development within the Project Site. There were two roads, three buildings, and two oil wells located within the vicinity of the Project area. The fresh water marsh is no longer present; however, there was one intermittent stream that appears to have run through the Project Site. The Pacific Electric Railroad ran northwest and northeast of the Project Site. Historic names for the area included Sherman and Beverly.¹

The town of Sherman was originally settled on 12 acres of land north of Santa Monica Boulevard, on former barley fields. In the 1890s, as part of his strategy for developing new housing to support the growing Los Angeles metropolis, Moses H. Sherman extended a new line of his Pacific Electric Railway Company along Santa Monica Boulevard through the area. A site near the current corner of Santa Monica and San Vicente Boulevards was used as the company's headquarters and rail yards, providing employment for nearby residents and helping the modest village of Sherman to prosper and grow through the next several decades. By 1910, a small commercial district was well established along Santa Monica Boulevard. Although the nearby town of Hollywood was annexed to the City of Los Angeles in

¹ Correspondence from the South Central Coastal Information Center, file # SCCIC #13227.9923, dated July 29, 2013.

1910, the town of Sherman voted against annexation by a narrow majority in 1924. The following year, the town of Sherman voted to change its name to West Hollywood, both maintaining its individual identity and merging its future with that of its neighbors to the east.²

B. Existing Building - Description

The building at 8899 Beverly Boulevard (Existing Building) was designed by architect Richard Dorman and was constructed in 1962. The ground floor was to be occupied by the International Design Center for use as a showroom full of architectural and interior design exhibits.³ The owner and developer of the Design Center Building (for this EIR known as “Existing Building”), Martin Lowitz, was a Los Angeles art dealer.⁴

Designed in the Corporate Modern style, the Design Center Building (Existing Building) is rectangular in plan with a flat roof. It is constructed of concrete, in part using the “slip form” method.⁵ The 10-story building (including penthouse and basement) consists of a stacked ground level, an integrated parking garage, and a six-story (plus penthouse level) rectangular tower.

The primary elevation faces south towards Beverly Boulevard. The stacked ground level is most apparent on this elevation and consists of two floors: one six feet below street level and one elevated slightly above street level. The ground level is recessed behind hexagonal concrete piers that extend to the roofline. The piers curve to meet the roofline creating rounded, rectangular shapes. There are eleven total entrances on the ground level: eight on the upper portion and three on the lower portion. On the upper portion, the easternmost entrance consists of an elongated canvas awning and curved glass panels. Continuing west, there are two storefronts consisting of a pair of double plate glass doors flanked by full-height, butt-jointed display windows, a storefront with a fully-glazed metal frame door flanked by full-height metal frame display windows, and a storefront with a pair of fully-glazed metal frame sliding glass doors flanked by full-height metal frame display windows. West of the sliding glass doors is the entrance to the building’s lobby, which consists of double plate glass doors flanked by butt-jointed glass windows. West of the lobby entrance is a single metal slab door that serves as access to a stairwell. The westernmost storefront consists of a pair of plate glass doors arranged to one side of three butt-jointed display windows. The three windows and the plate glass doors have transoms. On the lower portion, there are two fully-glazed metal frame doors on the east end and one metal frame sliding glass door on the west end. The third floor consists of a parking garage concealed behind a wide band of concrete, which also serves as a place for signage. The third level is much wider than the rest of the building; it extends farther east, west and north to allow for more parking spaces. Underneath the west extension of the second floor are two vehicular entrance ramps that provide access to the parking garage. Underneath the east extension is the easternmost entrance with curved glass.

Above the parking level is a six-story (plus penthouse level) tower. On the south elevation, the tower is divided into six evenly spaced vertical bays by the hexagonal piers. The six floors are divided by horizontal bands of tiled panels, creating thirty-six segments. Within each segment, two metal frame

² *City of West Hollywood General Plan Final EIR, October 2010, Cultural Resources section, pages 3.4-1 - 3.4-2.*

³ *No Author, “Design Center Headquarters for 3 Groups,” Los Angeles Times, March 22, 1964, p. H18.*

⁴ *Ibid.*

⁵ *No Author, “Design Center Building Construction Due Soon,” Los Angeles Times, September 17, 1961, p. M2.*

windows flank a metal frame sliding glass door. The sliding glass doors lead to trapezoidal concrete balconies that are partially enclosed by two glass panels.

The rear elevation faces north towards Rosewood and is partially obscured by a perimeter wall. Based on what is visible, the stacked ground floor is enclosed by stucco walls. There is one visible entrance near the center of the north elevation, accessed by a set of stairs and covered by a canvas awning. The north elevation of the tower is identical in design to the south elevation.

There are no windows or doors on the east and west elevations, which are identical in design and divided into three bays. The bays are distinguished by the use of different panel materials and styles. The center bay features six rounded rectangular panels stacked vertically and made of textured concrete. There is a slight separation between each panel. The outer bays feature six rectangular panels stacked vertically and made of stucco. There is no separation between the stucco panels, other than thin construction joints at the floor lines. Each joint is highlighted by two small rectangles painted onto the stucco.

i) ***Alterations***

There do not appear to have been any major permitted alterations to the exterior. The majority of permits on file for the building are for the removal or remodeling of non-load bearing interior partitions or for electrical and plumbing upgrades. In 1973, a permit was filed by then-owner Bill Meyers for the installation of a walk-up window; in 1979, then-owner Wolcott-Ramirez filed a permit for the remodeling of a glass storefront. Although there are no permits on file for the work, the iron filigree railing at the ground level does not appear to be original. All six of the sliding glass doors in one vertical bay on the north elevation have been in-filled. Otherwise, the building appears to be intact.

C. Historic Context

i) ***Corporate Modern Architecture***

Corporate Modernism is one of several post-war styles of modern architecture. It evolved from the work of the early modern architect, Mies van der Rohe. The origins of modern architecture are open to debate; however, most historians trace the roots to three interrelated phenomenon that developed in Europe after World War I: the availability of new building materials such as iron, steel, concrete, and glass that led to the development of new building techniques; a desire to apply these new techniques and materials to create functional buildings for the masses; and, a reaction against the stylistic excesses of earlier eras.

After World War II, the United States experienced an unprecedented building boom. Modernism gained acceptance and then popularity with corporations and businesses during the post-war years because the use of standardized building materials and methods allowed it to be constructed quickly and economically.

The primary emphasis of Corporate Modernism is the expression of the structure, normally a steel frame, with concrete panels and glass curtain walls. These materials lend themselves to the boxy, rectangular forms typical of the style, which are sparsely decorated, if at all. Corporate Modern buildings usually consist of a ground floor recessed behind piers or *pilotis* that support a tower above.

The tower consists of glass curtain walls or horizontal bands of windows. Parking is often an integral part of the design and is included within the structure, as well as a plaza or garden.⁶

ii) Modern Architecture in West Hollywood

Although West Hollywood is relatively small in geographical area, it contains a wide variety of modern architecture and the work of a number of prominent architects. Rudolph Schindler and Lloyd Wright both lived and worked in West Hollywood, both of whom were early Modernist. Eight local landmarks and one historic district are modern in style, as described in Table IV.C-1 below and the paragraphs that follow.

**Table IV.C-1
Designated Modern Buildings in West Hollywood⁷**

Name	Year	Address	Designation	Architect
Schindler House	c. 1922	835 Kings Road	West Hollywood Cultural Resource/ California Register/National Register	Rudolph Schindler
Lloyd Wright Home and Studio	c. 1927	858 Doheny Drive	West Hollywood Cultural Resource/ California Register/National Register	Lloyd Wright
Lingenbrink Commercial Grouping	1937, 1946	Holloway Drive	West Hollywood Historic District	Rudolph Schindler
9231 Doheny Drive	1936-38	9231 Doheny Drive	West Hollywood Cultural Resource	Unknown
Sunset Patios	c. 1949	1127 Horn Avenue	West Hollywood Cultural Resource	Edward Fickett
Rootenburg-Markham House	c. 1952	902 Kings Road	West Hollywood Cultural Resource	Josef Van der Kar
Fountain Lanai	c. 1953	1285 Sweetzer Avenue	West Hollywood Cultural Resource	Edward Fickett
Hollywood Riviera	c. 1954	1400 Hayworth	West Hollywood Cultural Resource	Edward Fickett
Pacific Design Center	1975, 1987	8687 Melrose Avenue	West Hollywood Cultural Resource	Cesar Pelli

Source – GPA Consulting, June 2013

The GPA Historic Resources Report discusses in detail these buildings and their architects. The Report can be found as Appendix D to this Draft EIR.

⁶ *Historic Resources Group and Pasadena Heritage, Cultural Resources of the Recent Past Historic Context Report: City of Pasadena, October 2007, p. 69.*

⁷ *Ibid.*

iii) Interior Design

The presence of interior design in West Hollywood quickly grew from a few showrooms relocating to La Cienega Boulevard in the 1940s to the booming hub of over three hundred design firms of today. The most rapid growth occurred in the 1950s and 1960s. Two realtors, Bert J. Friedman and Ronald S. Kates, were inspired by the 1940s La Cienega showrooms and decided to take advantage of the inexpensive land in the Beverly-Robertson area. Up until this point, showrooms for furnishings had been concentrated in the downtown Los Angeles area and the Beverly-Robertson area was a disjointed cross-section of single-family homes, manufacturing facilities, and shops. The first major showroom to open was a Clark & Burchfield space in 1945, followed by the iconic Herman Miller Showroom in 1949.⁸ The culmination of this industry growth was César Pelli's Pacific Design Center in 1975, a huge showroom that attracted buyers from an international market.⁹

iv) Richard Dorman – Existing Building Architect

Richard Dorman was born in 1922 in Los Angeles.¹⁰ He attended college first at the University of Illinois and then transferred to the University of Southern California where he studied architecture. Dorman was hand picked out of college by Welton Becket to work for his firm and within five years became the firm's assistant design director and vice president. Dorman started his own firm by the age of thirty-eight and worked with a number of known architects including Dion Neutra, the architect son of Richard Neutra.¹¹ In 1967, Dorman partnered with architect Peter Munselle to become Dorman/Munselle Associates.¹² The two dissolved the partnership in 1971.¹³ Dorman was both prolific and lauded, amassing a number of national awards. He is responsible for dozens of houses in the Los Angeles area, as well as a number of multi-family and commercial buildings as indicated in Table IV.C-2 below.

**Table IV.C-2
Known Commercial and Multi-Family Dorman Buildings**

Name	Year	Address	City	Source
Paper Mate Building	1957	1681 26 th Street	Santa Monica, CA	PCR Services
Park Plaza Lodge	1959	6001 W. 3 rd Street	Los Angeles, CA	Los Angeles Times
Sepulveda Rose Apartments	1959	3330 Sepulveda Boulevard	Los Angeles, CA	Los Angeles Office of Historic Resources
Salton Bay Yacht Club	1960	(demolished)	Salton City, CA	Los Angeles Times
Office Building	1960	8929 Sepulveda Boulevard	Los Angeles, CA	Los Angeles Times

⁸ *Historic Preservation Element, p. 11.*

⁹ *Ryan Gierach, West Hollywood (Charleston: Arcadia Publishing, 2003), p. 88.*

¹⁰ *1930 US Federal Census, accessed May 28, 2013, via www.ancestry.com.*

¹¹ *"Dion Neutra Joins Dorman," Los Angeles Times, December 30, 1962, accessed May 23, 2013 via ProQuest.*

¹² *"Architects Combine to Organize New Firm," Los Angeles Times, August 6, 1967, accessed May 29, 2013 via ProQuest.*

¹³ *"Partnership Dissolved," Los Angeles Times, October 31, 1971, accessed May 23, 2013 via ProQuest.*

**Table IV.C-2
Known Commercial and Multi-Family Dorman Buildings**

Name	Year	Address	City	Source
Richard Dorman & Associates Office	1960	113 N. San Vicente Boulevard	Beverly Hills, CA	Los Angeles Times
Ivory Tower Restaurant	1960	1610 26 th Street (demolished or altered)	Santa Monica, CA	Los Angeles Times
Empire Savings and Loan Headquarters	1961	6750 Van Nuys Boulevard	Los Angeles, CA	Los Angeles Times
Medical Building	1963	606 Wilshire Boulevard	Santa Monica, CA	Los Angeles Times
Republic Federal Savings	1963	7 th /Hope (demolished or altered)	Los Angeles, CA	Los Angeles Times
Yale-Wilshire Medical Center	1964	290 Wilshire Boulevard	Santa Monica, CA	Los Angeles Times
University of California Irvine Aldrich Hall	1974	UCI campus	Irvine, CA	LAPL California Index
USC Married Student Housing	1965	USC campus	Los Angeles, CA	Los Angeles Times
<i>Source – GPA consulting, June 2013</i>				

D. Regulatory Environment

Generally, a lead agency must consider a property a historic resource under the California Environmental Quality Act if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). A property is presumed to be historically significant if it is listed in a local register of historic resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹⁴ The National and California Register designation programs are discussed below.

i) National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."¹⁵

1) Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of four established criteria:¹⁶

¹⁴ Public Resources Code Section 5024.1 and 14 CCR Section 4850.

¹⁵ Title 36 Code of Federal Regulations Part 60.2.

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

2) Physical Integrity

According to *National Register Bulletin #15*, “to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity.” Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”¹⁷ Within the concept of integrity, the National Register recognizes seven aspects or qualities that in various combinations define integrity. They are feeling, association, workmanship, location, design, setting, and materials.

3) Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”¹⁸ A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

ii)* *California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process.¹⁹ The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;

¹⁶ Title 36 Code of Federal Regulations Part 60.4.

¹⁷ *National Register Bulletin #15*, pp. 44-45.

¹⁸ *National Register Bulletin #15*, p. 7.

¹⁹ *Public Resources Code Section 5024.1*.

- California Registered Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property must be at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.²⁰

The California Register may also include properties identified during historic resource surveys.

However, the survey must meet all of the following criteria:²¹

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with office [OHP] procedures and requirements.
3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523.²²
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

²⁰ *Public Resources Code Section 4852.*

²¹ *Public Resources Code Section 5024.1.*

²² *A copy of the completed DPR 523 form can be found attached to Appendix IV.XX of this Draft EIR.*

iii) OHP Survey Methodology

The evaluation instructions and classification system proscribed by OHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historic resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

iv) A full listing of the Historical Resource Status Codes can be found here: <http://www.scic.org/docs/OHP/chrstatus%20codes.pdf>. City of West Hollywood

1) City of West Hollywood Historic Preservation Ordinance

The City adopted the Historic Preservation Ordinance (Ordinance) in 1989 as part of the Municipal Code (Title 19, Article 19-4, Chapter 19.58). The Ordinance outlines goals to preserve cultural resources in the City, including the designation criteria and the establishment of a governing commission, the Historic Preservation Commission (HPC)(see description of HPC, below).

The HPC may approve the nomination and recommend to the City Council the designation of a historic (cultural) resource or historic district if it finds that the historic (cultural) resource meets one or more of the following criteria (WHMC 19.58.050):

- A. *Exemplifies Special Elements of the City.* It exemplifies or reflects special elements of the City's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:
 1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
 2. It contributes to the significance of a historic area by being:

- a. A geographically definable area possessing a concentration of historic or scenic properties; or
 - b. A thematically related grouping of properties that contribute to each other and are unified aesthetically by plan or physical development; or
3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning; or
 4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation; or
 5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city; or
- B. *Example of Distinguishing Characteristics.* It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or
- C. *Identified with Persons or Events.* It is identified with persons or events significant in local, state, or national history; or
- D. *Notable Work.* It is representative of the work of a notable architect, builder, or designer.

2) Historic Preservation Commission

The Historic Preservation Commission (HPC) updates the City's Historic Resources Survey and recommends to the Planning Commission and City Council the designation of cultural resources. The HPC (formerly Cultural Heritage Commission) was created on November 6, 1989, and consists of five members appointed directly by a Council member and two members appointed by the Council as a whole (at-large). All members appointed serve a 2-year term, commencing on June 1 following a general election. Members have a significant interest in the City such as residency, business or residential ownership, economic involvement, or some other valid link as determined by the City Council. All members of the HPC have a demonstrated interest or competence in, or knowledge of, historic preservation and the cultural resources of the City. HPC members are not officers or employees of the City.

The powers and duties of the HPC are outlined in West Hollywood Municipal Code Section 2.40.100 et seq. and include periodically updating the City's Historic Resources Survey and recommending to the City Council the designation of cultural resources including structures, portions of structures, improvements, natural features, landmarks, sites, objects, historic districts, multiple resources, or thematic groupings of structures sharing common characteristics or uses, and recommending certificates of appropriateness to the Planning Commission.

3) West Hollywood General Plan

The City of West Hollywood has adopted a Historic Resources Element to its General Plan. The Element includes goals and policies related to historic preservation. Listed below are the policies relevant to the proposed Project:²³

HP-2: Continue to identify and evaluate cultural resources.

HP-2.2: Continue to seek designation of eligible properties as West Hollywood Cultural Resources and/or Historic Districts.

IRC-8: Protect cultural resources from demolition and inappropriate alterations.

IRC-8.2: Continue to coordinate Section 106 (National Historic Preservation Act) procedures with other environmental review procedures.

E. Historic Evaluation

The Existing Building located at 8899 Beverly Boulevard was historically known as the International Design Center Building and in this historic evaluation, the building is referred as the “Design Center Building”. The Design Center Building was evaluated for listing in the National and California Registers using the established criteria. The contexts considered in these evaluations were the Corporate Modern style of architecture, the history of modern architecture in West Hollywood, the history of the interior design industry in West Hollywood, and the work of Richard Dorman.

i) National Register of Historic Places

1) Criterion A

In order to qualify under Criterion A, a property must be associated with events or trends that have made a significant contribution to the broad patterns of our history. The context considered under this criterion is the history of the interior design industry in West Hollywood. The interior design industry has played an important role in the economic development of West Hollywood since the late 1940s. The subject building, the International Design Center, was constructed in 1962. Bert J. Friedman Associates served as the “exclusive leasing agents” for the building and signed office space to the American Institute of Architects (AIA), the National Society of Interior Designers (NSID), and the American Institute of Designers (AID) soon after construction was completed.²⁴ The building is, therefore, associated with the interior design industry in West Hollywood. However, as *National Register Bulletin # 15* points out: “Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well.”²⁵

The interior design industry began to coalesce in the Beverly-Robertson area in the late 1940s and early 1950s. Therefore, the building merely contributed to a trend that was already well established by the

²³ *City of West Hollywood General Plan, Historic Element, September 6, 2011.*

²⁴ *Design Center Headquarters for 3 Groups,” Los Angeles Times, March 22, 1964, p. H18.*

²⁵ *National Register Bulletin #15; p. 12.*

time it was constructed in 1962. While the Design Center Building was the largest building in the area that was specifically designed for architects, contractors, and interior design professionals, it did not appear to have an important or lasting effect on the industry. By contrast, the Pacific Design Center that was developed in the following decade and opened the first iconic building on the now multiple building campus in 1975 (which was dubbed 'the Blue Whale'), had a profound effect on the industry by expanding and elevating its stature throughout the region, if not the country.

Following the departure of the majority of the design community tenants from the Existing Building, it was briefly occupied by the talent agency International Creative Management (ICM) Partners. ICM was formed in 1975 through the merger of Creative Management Associates and International Famous Agency. The agency represents creative and technical talent in the fields of motion picture, television, books, music, live performance, branded entertainment, and new media. Citing the need for more space, the agency relocated to an office building at Wilshire Boulevard and LaPeer Avenue in the early 1990s and relocated a third time in 2006 to Constellation Place (the former MGM Tower) in Century City for the same reason. As there was never a coalescence of talent agencies in the immediate area, the transitory presence of ICM in the Existing Building does not appear to have an important or lasting effect on the industry.

Therefore, the subject building appears to be ineligible for listing in the National Register under Criterion A.

2) Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past. A precise list of individuals who leased space in the Design Center could not be established. City directory research indicated the names of various companies and individuals with offices in the building. They were researched using online sources; however, no information was found suggesting that they were significant in the context of the interior design industry.

The person most closely associated with the Design Center Building is Martin Lowitz, the original owner and developer. Lowitz was a successful art dealer with a gallery in Beverly Hills. He moved his gallery from Beverly Hills to the subject building in 1962. He dealt mostly in fine art, but later garnered a reputation as someone who sold paintings by the yard.²⁶ He enlisted struggling artists to produce paintings in large quantities, which he sold mostly to hotels. An article in the *Miami Daily News* boosted that Lowitz "has 42 top oil painters under contract throughout the world. Each is capable of dashing off as many as 15 first rate originals a day."²⁷ Another article about Lowitz in *Time* magazine described him as "the entrepreneur and founder of the world's largest production line of oil paintings."²⁸ Although Lowitz was apparently a shrewd businessman, such a dubious distinction in the art world does not make him a significant person in this context. Therefore, the building appears to be ineligible for listing in the National Register under Criterion B.

²⁶ Cameron Shipp, "He Peddles Pictures by the Yard," *Saturday Evening Post*, March 9, 1955, Vol. 227, p. 36.

²⁷ Damon Runyon Jr., "Miami? Fabulous He Says," *Miami Daily News*, August 26, 1955, p. 9A.

²⁸ No Author, "Painting Factory," *Time*, June 10, 1957, Vol. 69, p. 80.

3) Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The building was designed in a general Corporate Modern style. Although it employs many of the style's typical elements such as the rectangular shapes, flat roofline, absence of ornamentation, and modular components with office spaces arranged within the structural framework, the Design Center Building is not an outstanding example of Corporate Modernism. The balconies in the center of each segment on the north and south elevations are a unique addition to the style. However, the metal frames used for the windows and sliding glass doors and the horizontal bands of tiled panels muddle the simplicity of the design. While other office buildings in the area were experimenting with curtain walls, reducing the solid-to-void ratio of the building envelope, and exposing vertical circulation systems, the Design Center Building has rather repetitive and heavy facades, especially on the east and west. There are examples of Corporate Modern buildings with blank facades; however, those facades are either used as a backdrop for corporate logos or signage, used as a screen for privacy or environmental purposes, or enhanced by the use of materials such as brick or stone. A case in point is the Crescent Professional Building at 8105 W. 3rd Street in Los Angeles. Designed by Richard Neutra in 1959, the street-facing façade is composed of opposing solid walls with the entryway in the center. One wall is clad in Roman bricks, while the other wall is clad in travertine panels. Each material has a different color, texture, and pattern, which create visual interest. The office building at 113 N. San Vicente Boulevard in Beverly Hills that Dorman designed for his firm is another case in point. Here, Dorman used brick on the side elevations and divided the street-facing elevations (one on San Vicente and one on Gale) into three equally sized sections. In the middle section he made a feature out of the exposed staircase and in the side sections there are floor-to-ceiling glass windows. The Design Center Building is not significant in the context of Corporate Modernism because it is only a modest example of the style. It is neither a classic expression of the style or an important variation. (Photographs of selected works are located in Section 7: Additional Figures).

Portions of the Design Center Building were constructed using the slip-form technique of pouring concrete.²⁹ The method involves the use of a continuously moving form and quick setting concrete, which results in smooth walls without marks. The technique was invented in the late 1940s for the construction of silos and grain elevators, but was not introduced in residential or commercial construction until the 1960s. One of its first uses in high-rise buildings in the United States was in 1962 on the shear wall supported apartment building at Turk and Eddy Streets in San Francisco. The Design Center Building was constructed the same year; as such it could also be considered an early example of the technique. However, the building does not really illustrate this method of construction, because it appears to have only been used for the hexagonal piers, which are a minor visual feature. The advantage of the technique is more clearly illustrated in buildings where the concrete is a more prominent visual element.

While there is no scholarly work supporting the argument that Richard Dorman is a master architect, he is undoubtedly one of the more talented architects working in the region during the middle of the

²⁹ Tom Cameron, "New Techniques Expand Uses of Concrete," *Los Angeles Times*, March 10, 1963, p. P1.

twentieth century. However, the subject building is not representative of his work and does not express a particular phase in the development of his career. Dorman is best known for the design of Midcentury Modern single-family residences. He also designed a number of multi-story apartment and office buildings. The Design Center Building is lacking in the clean lines, clearly expressed structure, and sense of lightness found in Dorman's best projects. Notable examples of his work include the residences at 1711 Stone Canyon Boulevard in Bel Air, 2291 San Ysidro Drive in Beverly Hills, and 3356 Woodcliff Road in Sherman Oaks, the Paper Mate Building at 1681 26th Street in Santa Monica, the Sepulveda Rose Apartments at 3330 Sepulveda Boulevard in West Los Angeles, and Dorman's own office building at 113 N. San Vicente Boulevard in Beverly Hills.

With regard to the last two aspects of Criterion C, the building lacks the kind of ornamentation and/or detail associated with buildings possessing high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction. This last aspect is generally applied to historic districts. The subject building does not contribute to a potential historic district, as there are not enough buildings from the same period of time, of the same architectural style, or with the same historic associations to form a historic district. For all of the stated reasons, the building appears to be ineligible for listing in the National Register under Criterion C.

4) Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources; however, there is no reason to believe that the building has yielded or will yield information important to the prehistory or history of the local area, state, or nation. It does not appear to be significant under this criterion.

5) Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period of significance. Although the Design Center Building does not have a period of significance, as it does not meet any of the National Register criteria, it retains all aspects of integrity because it remains substantially unaltered.

6) Summary of Eligibility

The Design Center Building is not eligible for listing in the National Register. Despite retaining all aspects of integrity, it is not significant under any of the established criteria.

ii) California Register of Historical Resources

Because the California Register criteria mirror those of the National Register, the Design Center Building is ineligible for listing in the California Register for the same reasons outlined under the National Register evaluation.

iii) City of West Hollywood Historic Preservation Ordinance

The Existing Building is not currently designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. Specifically, the

subject property is not listed under the City of West Hollywood Historic Preservation Ordinance and has not been identified in any historic resource surveys of West Hollywood.

3. ENVIRONMENTAL IMPACTS AND MITIGATIONS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant effect on the environment if it would:

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

ij) Methodology

GPA Consulting prepared the Historic Resources Report for the Existing Building located at 8899 Beverly Boulevard. Teresa Grimes, Principal Architectural Historian with GPA, was responsible for the preparation of this report. She fulfills the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Amanda Yoder, Architectural Historian at GPA, assisted with the preparation of the report.

Section 15064.5 of the State CEQA Guidelines defines historical resources as: (1) a resource listed in or determined to be eligible for listing in the California Register of Historical Resources; (2) a resource listed in certain local registers of historical resources or identified as significant in an historical resource survey meeting certain state requirements; or (3) any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

In conducting the analysis of potential historic resources and impacts, the following tasks were performed:

1. Conducted a preliminary field inspection of the property and surrounding area to determine the study area for the report. As the proposed project involves the adaptive reuse of the building, the study area for the report was established as the project site itself.
2. Conducted a subsequent, in-depth field inspection of the property to determine the context in which it should be evaluated as well as its physical attributes.
3. Researched the property to determine whether or not it is currently listed as a landmark at the national, state, or local levels and whether or not it has been previously identified or evaluated as a historic resource.
4. Obtained and reviewed the building permit record for the property, which begins in 1962, the original date of construction. Subsequent alterations were determined by the building permit record and visual observation. It should be noted that there were only a few permits for exterior alterations to the property on record.

5. Conducted general research on the history of modern architecture and the interior design industry in West Hollywood and in its vicinity. Additional research was conducted on the building's architect, Richard Dorman, including a review of the relevant databases, newspapers, books, and articles.
6. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs.

B. Project Impacts and Mitigation Measures

<i>Threshold</i>	<i>Would the proposed project Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?</i>
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Impact C.1-1 The proposed Project would not cause a substantial adverse change in the significance of a historic resource. Therefore, Project impacts to historic resources would be less than significant.

The proposed Project is a mixed-use development of the adaptive re-use of an existing 10-story (including basement and penthouse), 125-foot tall retail/commercial office building at 8899 Beverly Boulevard (Existing Building) and development of new residential uses to the rear along Rosewood Avenue on an existing surface parking lot serving the Existing Building (as previously mentioned, known historically as the Design Center Building).³⁰

The Existing Building is not currently designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. Specifically, the subject property is not listed under the City of West Hollywood Historic Preservation Ordinance and has not been identified in any historic resource surveys of West Hollywood. The building was evaluated in the Historic Resources Report (and summarized above) as part of the CEQA compliance process. The building does not appear to be eligible for listing in the National or California Registers due to a lack of historical significance and a lack of architectural distinction. Additionally, it does not appear to contribute to a potential historic district. The recommended evaluation code for the building is 6Z ineligible for designation at the national, state, and local levels through survey evaluation. Therefore, the property is not a historic resource subject to CEQA. Therefore, implementation of the proposed Project would not cause a substantial adverse change in significance of a historic resource as identified in State CEQA Section 15064.5 and Project impacts would be less than significant. Further, as the Project's impact on historic resources would be less than significant, no further study is recommended or required.

4. CUMULATIVE IMPACTS

The geographic scope of cultural resources for historic analysis is the half-mile radius of the Project Site, which adequately captures the past, present and probable future projects that would potentially contribute to cumulative historic resource impacts. Cumulative impacts on historic resources evaluate whether impacts of the proposed Project and related projects, when taken as a whole, substantially

³⁰ *The height of the Penthouse will be lowered and the overall height of the Existing Building will be 120.5 feet.*

diminish the number of extant resources within the same or similar context or property type. As discussed above, the Existing Building is not currently designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. The building is not eligible for listing in the National or California Registers due to a lack of historical significance and a lack of architectural distinction. Additionally, it does not appear to contribute to a potential historic district. As such, the proposed Project will not result in a significant impact to any historic resource. Additionally, although it is not known at this time if future development of the related Project Sites would involve historic resources, it is anticipated that if historic resources are potentially affected, the related projects would be subject to the requirements of CEQA and City of West Hollywood historic resource protection ordinances. It is further anticipated that the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

5. MITIGATION MEASURES

No significant impacts were identified. Therefore, no mitigation is required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to historic resources would be less than significant.

Cumulative impacts related to historic resources would be less than significant.

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IV. ENVIRONMENTAL IMPACT ANALYSIS

C. CULTURAL RESOURCES

2. ARCHAEOLOGY

1. INTRODUCTION

This section discussed the potential impacts of the Project on historic resources. The discussion of archaeological resources is based on information from *City of West Hollywood General Plan Final EIR, October 2010, Cultural Resources* section, written correspondence from the South Central Coastal Information Center, file #SCCIC #13227.9923, dated July 29, 2013 from Lindsey Noyes and written correspondence from Dave Singleton, Program Analyst, Native American Heritage Commission, dated October 8, 2013. Both written correspondences are located in Appendix D to this EIR.

2. ENVIRONMENTAL SETTING

A. Project Site History

Historical site utilization research indicates that in 1902, there was little to no visible development within the Project Site; however, there were three roads and one building within the vicinity of the Project area. The Project Site was located within a fresh water marsh with two intermittent streams running to the east of the Project Site. The Pasadena and Pacific Railroad ran to the northwest of the Project Site.

The Project site was located within the historic place name of Rodeo de Las Aguas and historic place names nearby included Sherman. In 1921, there was still little to no visible development within the Project Site. There were two roads, three buildings, and two oil wells located within the vicinity of the Project area. The fresh water marsh is no longer present; however, there was one intermittent stream that appears to have run through the Project Site. The Pacific Electric Railroad ran northwest and northeast of the Project Site. Historic names for the area included Sherman and Beverly.³¹

The town of Sherman was originally settled on 12 acres of land north of Santa Monica Boulevard, on former barley fields. In the 1890s, as part of his strategy for developing new housing to support the growing Los Angeles metropolis, Moses H. Sherman extended a new line of his Pacific Electric Railway Company along Santa Monica Boulevard through the area. A site near the current corner of Santa Monica and San Vicente Boulevards was used as the company's headquarters and rail yards, providing employment for nearby residents and helping the modest village of Sherman to prosper and grow through the next several decades. By 1910, a small commercial district was well established along Santa Monica Boulevard. Although the nearby town of Hollywood was annexed to the City of Los Angeles in 1910, the town of Sherman voted against annexation by a narrow majority in 1924. The following year, the town of Sherman voted to change its name to West Hollywood, both maintaining its individual identity and merging its future with that of its neighbors to the east.³²

³¹ Correspondence from the South Central Coastal Information Center, file # SCCIC #13227.9923, dated July 29, 2013.

³² *City of West Hollywood General Plan Final EIR, October 2010, Cultural Resources* section, pages 3.4-1 - 3.4-2.

B. Project Site and Vicinity History of Archaeological Resources

The proposed Project is located in a highly urbanized area of the City of West Hollywood and has been subject to past disturbance, including the construction of the existing commercial building and affiliated surface parking. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. Furthermore, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search determined that no Native American cultural resources are within the Project area.³³ However, the absence of specific site information in the Sacred Lands File does not preclude the possibility of cultural resources within the planning area. Contact letters were sent to individuals listed by the NAHC as potentially having an interest in the project. No comments have been received to date. In addition, no archaeological sites have been identified on maps maintained by the South Central Coastal Information Center within a half-mile radius of the Project Site. No sites are located within the Project Site. No archaeological resources have been recorded as having been found on the site.³⁴

C. Regulatory Setting

i) Archaeological Resources Protection Act of 1979

According to the Archaeological Resources Protection Act of 1979, “the term ‘archaeological resource’ means any material remains of past human life or activities which are of archeological interest, as determined under uniform regulations promulgated pursuant to this Act. Such regulations containing such determination shall include, but not be limited to: pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, human skeletal materials, or any portion or piece of any of the foregoing items. Non-fossilized and fossilized paleontological specimens, or any portions or piece thereof, shall not be considered archeological resources, under the regulations under this paragraph, unless found in an archaeological context. No item shall be treated as an archaeological resource under regulations under this paragraph unless such item is at least 100 years of age.³⁵ Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources, which meet the criteria for historical resources, as discussed above, or which constitute unique archaeological resources.

ii) West Hollywood General Plan

The City of West Hollywood has adopted a Historic Resources Element to its General Plan. The Element includes goals and policies related to archeological resource. Listed below are the policies relevant to the proposed Project:³⁶

³³ *Written correspondence from Dave Singleton, Program Analyst, Native American Heritage Commission, dated October 8, 2013.*

³⁴ *Written correspondence from the South Central Coastal Information Center, file # SCCIC #13227.9923, dated July 29, 2013.*

³⁵ *Archeological Resources Protection Act of 1979 (as amended), Section 3, http://www.cr.nps.gov/local-law/FHPL_ArchRsrcsProt.pdf, accessed July 25, 2013.*

³⁶ *City of West Hollywood General Plan 2035, Historic Element, September 6, 2011.*

IRC-8: Protect cultural resources from demolition and inappropriate alterations.

IRC-8.2: Suspend development activity when archaeological resources are discovered during construction. The Project sponsor will be required to retain a qualified archaeologist to oversee the handling of resources in coordination with appropriate local and State agencies and organizations and local Native American representatives, as appropriate.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant effect on the environment if it would:

- b) Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5;

i) Methodology

EcoTierra Consulting, Inc. (EcoTierra) staff contacted Lindsey Noyes of the South Central Coastal Information Center on July 22, 2013 to request an archaeological records search for the entire Project Site. The search included a review of all recorded archaeological sites within a half-mile radius of the Project Site, as well as a review of cultural resources reports on file. In addition, EcoTierra staff supplemented the archeological records search with published information from the City of West Hollywood including the *General Plan 2035* and the *General Plan Final EIR, Cultural Resources* section, as well as the Archeological Resources Protection Act of 1979 (as amended), Section 3 website. Finally, EcoTierra staff contacted the Dave Singleton of the California Native American Heritage Commission on August 7, 2013 for consultation.

B. Project Impacts and Mitigation Measures

<i>Threshold</i>	<i>Would the proposed project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?</i>
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Impact C.2-1 The proposed Project would not cause a substantial adverse change in significance of an archaeological resource. Therefore, Project impacts to archaeological resources would be less than significant.

As previously discussed, the proposed Project Site is located in an urbanized area, which has been previously disturbed by construction activities, including the construction of the Existing Building, including a subterranean garage and the affiliated surface parking area. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. As discussed previously, a SLF search determined that no Native American cultural resources are within the Project area and the proposed Project Site is not located in an area designated by the SCCIC or the City of West Hollywood Planning Department as being in an archaeological site or survey area. As previously discussed, the proposed Project is expected to disturb the soil at depths greater than the historic disturbance. The excavations anticipated for the proposed Project are those associated with the

construction of the new subterranean parking garage, which is anticipated to be between 12 and 15 feet deep. While it is possible that archaeological resources could be discovered during construction activities, it is highly unlikely due to the fact that no archaeological resources have ever been discovered on the site, there are no known archaeological resources located on the Project Site or in the immediate vicinity, and there is no indication that any archaeological resources are located on the site. Nonetheless, since archaeological resources could be located subsurface and impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially significant. However these potential impacts can be mitigated to less than significant levels with implementation of the mitigation measure listed below.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative cultural resources analysis with respect to archaeological resources is the Project vicinity. Archaeological resource impacts tend to be localized; therefore, the area near the Project Site would be most affected by Project activities (generally within a 500-foot radius).

Development of the related projects would require grading and excavation that could potentially affect archaeological. As discussed above, the proposed Project will not result in any impact to archaeological resources. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources, if these resources are not protected upon discovery. CEQA requirements for protecting archaeological resources are applicable to development in the City of West Hollywood, as are local cultural resource protection ordinances. Since the proposed Project will not result in any impact to archaeological or paleontological resources or human remains and subsurface cultural resources will be protected upon discovery as required by law, impacts to those resources would be cumulatively less than significant and would not be cumulatively considerable.

5. MITIGATION MEASURES

The proposed Project proposes implementation of the following measures in the remote possibility they are needed as a further precaution to protect any archaeological resources.

- IV.C.2-1** Prior to excavation and construction on the Proposed Project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the Proposed Project site.

If any archaeological materials are encountered during the course of the Project development, construction shall be halted in the immediate area and a qualified archaeologist shall be consulted to determine the discovery's significance and, if necessary, develop a mitigation plan, pursuant to the Public Resources Code Section 21803.2, 21084.1 and CEQA Guidelines Section 15064.5. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact.

If the discovered cultural materials are prehistoric in nature or include Native American remains, the Project archaeologist shall arrange for a Native American monitor to be retained to assist in the identification of the resources or human remains. The Native American monitor shall be retained from a list of suitable candidates from the Native American Heritage Commission.

Copies of the archaeological survey, study or report shall be submitted to the South Central Coastal Information Center (SCCIC) at Cal State University Fullerton. A covenant and agreement shall be recorded prior to obtaining a grading permit.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to archaeological resources and human remains would be potentially significant as a result of the construction of the proposed project. However, implementation of Mitigation Measure IV.C.2-1 provided above would reduce the potential impacts to less than significant.

Cumulative impacts related to archaeological resources would be less than significant with implementation of Project Mitigation Measures IV.C.2-1.

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IV. ENVIRONMENTAL IMPACT ANALYSIS

C. CULTURAL RESOURCES

3. PALEONTOLOGY

1. INTRODUCTION

This section discussed the potential impacts of the Project on historic resources. The discussion of archaeological resources is based on information from *City of West Hollywood General Plan Final EIR, October 2010, Cultural Resources* section and written correspondence from Samuel A. McLeod, Ph.D. of the Natural History Museum of Los Angeles County, Vertebrate Paleontological Division. Written correspondence is located in Appendix D to this EIR.

2. ENVIRONMENTAL SETTING

A. Project Site Soil Composition

The entire proposed Project area has surficial deposits that consist of younger Quaternary Alluvium, derived as alluvial fan deposits from the Santa Monica Mountains to the north. These deposits usually do not contain significant vertebrate fossils, at least in the uppermost layers, but they are underlain by older Quaternary deposits at varying but relatively shallow depths that do contain significant vertebrate fossils. The older Quaternary Alluvium deposits grade down into even older Quaternary deposits typically referred to as the Palos Verdes Sand in the Project area.³⁷

B. Definition of Paleontological Resources

Paleontological resources include fossil remains, fossil localities, and formations that have produced fossil material in other nearby areas. Paleontological resources are limited, nonrenewable, sensitive scientific resources, including fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of skeletons, tracks, or burrows, or other trace fossils, coprolites (fossilized excrement), seeds or pollen, and other microfossils from terrestrial, aquatic, or aerial organisms.

C. Project Site and Vicinity History of Paleontological Resources

No unique geologic features are located on the proposed Project Site, which is located in a highly urbanized area of the City of West Hollywood and has been subject to past disturbance, including the construction of existing commercial building and affiliated surface parking area. As previously discussed, the entire proposed Project area has surficial deposits that consist of younger Quaternary Alluvium, derived as alluvial fan deposits from the Santa Monica Mountains to the north. These deposits usually do not contain significant vertebrate fossils, at least in the uppermost layers, but they are underlain by older Quaternary deposits at varying but relatively shallow depths that do contain significant vertebrate fossils. The older Quaternary Alluvium deposits grade down into even older Quaternary deposits typically referred to as the Palos Verdes Sand in this area.

³⁷ Correspondence from the Natural History Museum of Los Angeles County, Vertebrate Paleontology Section, dated August 15, 2013.

Correspondence received from the Los Angeles County Natural History Museum states that they have not identified any fossil localities that lie directly within the proposed Project area boundaries. However, there are fossil localities nearby from the same or similar deposits as occur in the proposed Project area. Specifically, there is a vertebrate fossil locality from these older Quaternary deposits (LACM 7673), just northeast of the proposed Project area near the intersection of Rosewood Avenue and Westbourne Drive that produced a specimen of fossil horse (*Equus*) at unstated depth. Additionally, paleontological resources have been identified at several other locations within and near the City, at depths as shallow as 10 feet below the ground surface. Near the intersection of Sierra Bonita and Oakwood avenues, a fossil bison (*Bison antiquus*) was recovered from a depth of 12 feet. Mastodon and mammoth fossils were recovered from a site near the intersection of Kilkea Drive and Beverly Boulevard. Two known fossil localities are near the intersection of Fairfax Avenue and First Street. Fossils recovered from these localities include pocket gopher (*Thomomys*), pond turtle (*Clemmys*), garter snake (*Thamnophis*), mammoth (*Mammuthus columbi*), cottontail rabbit (*Sylvilagus*), kangaroo rat (*Dipodomys*), meadow mouse (*Microtus*), horse (*Equus occidentali*), bison, and camel (*Camelops hesternus*).³⁸

The proposed Project Site has been subject to past disturbance, including the construction of the existing commercial building and the affiliated parking area. In the opinion of the Los Angeles County Natural History Museum, surface grading or very shallow excavations in the proposed Project area are unlikely to encounter significant vertebrate fossils. Any deeper excavations in the proposed Project area, however, have a good chance of uncovering significant vertebrate fossils. Any substantial excavations in the proposed Project area, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. It is further recommended that, as some of the fossils recovered from the Quaternary deposits in the immediate vicinity are very small and can only be detected by screen-washing and picking matrix, sediment samples from these deposits unearthed during excavation and grading operations be collected and processed to determine their suitability for producing vertebrate microfossils.³⁹

D. Regulatory Setting

***i)* West Hollywood General Plan**

The City of West Hollywood has adopted a Historic Resources Element to its General Plan. The Element includes goals and policies related to paleontological resources. Listed below are the policies relevant to the proposed Project:⁴⁰

IRC-8: Protect cultural resources from demolition and inappropriate alterations.

IRC-8.2: Suspend development activity when archaeological resources are discovered during construction. The Project sponsor will be required to retain a qualified archaeologist to oversee the handling of resources in coordination with

³⁸ Correspondence from the Natural History Museum of Los Angeles County, Vertebrate Paleontology Section, dated August 15, 2013.

³⁹ *Ibid.*

⁴⁰ City of West Hollywood General Plan, Historic Element, September 6, 2011.

appropriate local and State agencies and organizations and local Native American representatives, as appropriate.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant effect on the environment if it would:

- a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- b) Disturb any human remains, including those interred outside of formal cemeteries.

i) Methodology

EcoTierra Consulting, Inc. (EcoTierra) staff contacted Samuel A. McLeod, Ph.D of the Natural History Museum of Los Angeles County, Vertebrate Paleontological Division on July 19, 2013 to request a paleontological records search for the entire Project Site. The search included a review of the museum’s paleontology collection records for the Project Site and vicinity. In addition, EcoTierra staff supplemented the paleontological records search with published information from the City of West Hollywood including the *General Plan 2035* and the *General Plan Final EIR, Cultural Resources* section.

B. Project Impacts and Mitigation Measures

<i>Threshold</i>	<i>Would the proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>
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Impact C.3-1 The proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, Project impacts to paleontological resources would be less than significant.

Paleontological resources have never been discovered on the Project Site, there are no known paleontological resources located on the Project Site, and there is no indication that any paleontological resources are located on the Project Site. The Project Site has been subject to past disturbance, including the construction of the Existing Building, including a subterranean garage and the affiliated parking area. In the opinion of the Los Angeles County Natural History Museum, surface grading or very shallow excavations in the proposed Project area are unlikely to encounter significant vertebrate fossils. However, as previously discussed, the proposed Project is expected to disturb the soil at depths greater than the historic disturbance. The excavations anticipated for the proposed Project are those associated with the construction of the new subterranean parking garage, which are anticipated to be between 12 and 15 feet deep. Further, it is the opinion of the Los Angeles County Natural History Museum that any excavations in the proposed Project area have a good chance of uncovering significant vertebrate fossils. Any substantial excavations in the proposed Project area, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. Therefore, since paleontological resources could be located subsurface and Project impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially

significant. However these potential impacts can be mitigated to less than significant with implementation of the mitigation measure listed below.

<i>Threshold</i>	<i>Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?</i>
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Impact C.3-2 The proposed Project would not disturb any human remains, including those interred outside of formal cemeteries. Therefore, Project impacts to human remains would be less than significant.

No known human burials have been identified on the proposed Project Site or within recorded resources located in the vicinity. See also analysis of archaeological and paleontological resources above. While it is possible that human remains could be discovered during construction activities, it is highly unlikely due to the previously disturbed nature of the Project Site. Nevertheless, since human remains could be located subsurface and Project impacts to these resources would be unknown until encountered during excavation, Project impacts to such resources would be potentially significant but can be mitigated to less than significant levels with implementation of the mitigation measure listed below.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative cultural resources analysis with respect to paleontological resources and human remains is the Project vicinity. Archaeological resource impacts tend to be localized; therefore, the area near the Project Site would be most affected by Project activities (generally within a 500-foot radius).

Development of the related projects would require grading and excavation that could potentially affect archaeological. As discussed above, the proposed Project will not result in any impact to archaeological resources. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources, if these resources are not protected upon discovery. CEQA requirements for protecting archaeological resources are applicable to development in the City of West Hollywood, as are local cultural resource protection ordinances. Since the proposed Project will not result in any impact to archaeological or paleontological resources or human remains and subsurface cultural resources will be protected upon discovery as required by law, impacts to those resources would be cumulatively less than significant and would not be cumulatively considerable.

5. MITIGATION MEASURES

The proposed Project proposes implementation of the following measures in the remote possibility they are needed as a further precaution to protect any paleontological resources or human remains.

Paleontological Resources

IV.C.3-1 The Project Applicant shall identify and engage a qualified paleontologist by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum prior to any excavation, grading, or construction. The City of West Hollywood Community Development Department, Current and Historic Preservation Planning Division shall approve the selected paleontologist prior to issuance of the grading

permit. The Project Paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying or removing sensitive scientific resources, including fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of skeletons, tracks, or burrows, or other trace fossils, coprolites (fossilized excrement), seeds or pollen, and other microfossils from terrestrial, aquatic, or aerial organisms from the Proposed Project site.

If any paleontological materials are encountered during the course of the Project development, construction shall be halted in the immediate area. The Project Paleontologist shall be called in to assess the resources and evaluate the impact. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Any recovered fossils and a copy of the report will be deposited in an accredited curation facility. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Human Remains

IV.C.3-2 If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to paleontological resources and human remains would be potentially significant as a result of the construction of the proposed project. However, implementation of Mitigation Measures IV.C.3-1 and IV.C.3-2 provided above would reduce the potential impacts to less than significant.

Cumulative impacts related to paleontological resources and human remains would be less than significant with implementation of Project Mitigation Measures IV.C.3-1 and IV.C.3-2.

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IV. ENVIRONMENTAL IMPACT ANALYSIS

D. GEOLOGY & SOILS

1. INTRODUCTION

This section describes the geologic conditions at and near the Project Site and identifies the types of geotechnical hazards associated with development of the site. The following analysis is based upon the *Final Geotechnical Exploration and Recommendations Report, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California*, dated June 10, 2013, the *Response to Geotechnical Review Questions, 8899 Beverly Blvd, West Hollywood, California*, dated November 6, 2013, and the *Geotechnical Exploration and Recommendations Report – Revision 1, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California*, dated November 25, 2013 (Geotechnical Reports), all prepared by Golder Associates for the Proposed Project. Copies of the Geotechnical Reports, which are incorporated herein by this reference, are provided in Appendix D to this EIR.

Also other sources used included: *Phase I Environmental Site Assessment, 8899 Beverly Boulevard West Hollywood, California*, by EBI Consulting, dated April 6, 2012 (located in Appendix F to this EIR); State of California, Department of Conservation, *Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Beverly Hills Quadrangle 1998*, updated 2001, website: http://gmw.consrv.ca.gov/shmp/download/evalrpt/bevh_eval.pdf, accessed September 27, 2013; *National Earthquake Information Center*, website: <http://neic.usgs.gov/>, accessed September 27, 2013; *Geologic and Seismic Technical Background Report, City of West Hollywood General Plan Update*, West Hollywood, Los Angeles County, California prepared by KFM GeoScience, dated March 15, 2010; and *Buildings Standards Commission, Department of General Services*, websites: <http://www.bsc.ca.gov/codes/adoptcycle/2013CodeCycle.aspx>, and http://www.documents.dgs.ca.gov/bsc/Title_24/documents/2013/Triennial%20Cycle%20timeline%20-%202013%20Intervening.pdf, accessed September 27, 2013

2. ENVIRONMENTAL SETTING

A. Existing Conditions

i) Geologic Setting

The City of West Hollywood is located along the northern boundary of the Los Angeles Basin, at the base of the Hollywood Hills, which are part of the broader reaching Santa Monica Mountains. The City is situated on an alluvial fan complex shed from the southern flank of the Santa Monica Mountains. The northern portion of the City spans the southern base of the Santa Monica Mountains, which are composed of igneous and meta-sedimentary rock materials. The Santa Monica Mountains are located along the southern boundary of the Transverse Ranges Geomorphic Province which is dominated by east-west trending north over south thrust faults. The Santa Monica-Hollywood-Raymond Fault Zone represents the northern structural boundary between the Santa Monica Mountains and the Los Angeles Basin to the south. The southern portions of the City are within the northern portions of the Hollywood Basin, a small sedimentary depression (<1 kilometer (km) thick) that abuts the Santa Monica-Hollywood Fault Zone on the north.

Most of the community is underlain by sedimentary rock primarily dating from the Tertiary era, 66 million years ago. The sedimentary rock is overlain with alluvial deposits of varying ages, all within the Quaternary era, two million years ago.

The Project Site is located in a relatively flat area, and the general slope of the surrounding region is to the east-southeast. The Project Site itself is relatively flat and slopes gently to the east-southeast with an average elevation of approximately 186 feet above mean sea level.¹

ii) Subsurface Geology at the Project Site

The Project Site is located on alluvial soils derived from the adjacent Santa Monica Mountain range. The alluvial sediments occur in deposits that are vertically and horizontally cut into each other as a result of periods of stream erosion and subsequent alluvial deposition. The alluvium soils are generally thickest farther away from the mountains. The alluvial soils are typically coarser-grained (sandier) near the base of the hills and become finer-grained (silty and clayey) away from the mountains.

Based on the field investigation, the Project Site is underlain by alluvial soil deposits to the depths explored. These deposits generally consist of a mixture of silt, sand, clay, and/or gravel with some layers/lenses of lean clay. Subsurface exploration revealed the following general subsurface layers from top to bottom:

- The soils in the upper 10 feet generally consisted of firm to stiff clay.
- Below 10 feet the soils generally consisted of medium dense to dense sand, silty sands and clayey sands with varying amounts of gravel. An occasional layer or lens of stiff to very stiff silty clay or clayey silt was encountered.

iii) Groundwater

According to the groundwater level contour map prepared by the California Geologic Survey (CGS) (formerly California Division of Mines and Geology (CDMG)) and presented in Seismic Hazard Zone Report for the Beverly Hills 7.5-minute Quadrangle², the historical groundwater level at the site is approximately 10 feet bgs. This map also indicates that the groundwater level deepens to the north-east suggesting that the Hollywood fault (located less than 1 mile north-east of the site) may act as a groundwater barrier.

During the geotechnical drilling program, groundwater was first encountered at approximately 25 to 30 feet bgs, and approximately one hour after-drilling levels rose to 7 to 17 feet bgs (refer to Figure IV. D-1 Soil Boring Location Map). The actual groundwater levels could not be accurately assessed at the site primarily because the water pressure in the borings was not allowed to equalize. The borings were backfilled prior to this occurring. However, the measured water levels are consistent with the historic high ground water table.

iv) Faulting & Seismicity

Instrumental and written records from the late 19th Century through August 2012 reveal that at least 467 earthquakes of magnitude (M) ≥ 4.0 have epicenters located within about 62 miles (100 km) of the proposed Project Site. Earthquake epicenter locations were taken from the California and Preliminary Determination of Epicenters (PDE) and California 1735-1974 catalogs maintained by the U.S. Geological

¹ *Phase I Environmental Site Assessment, 8899 Beverly Boulevard West Hollywood, California, EBI Project No. 11121572, by EBI Consulting, dated April 6, 2012, Page 18.*

² *State of California, Department of Conservation, Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Beverly Hills Quadrangle 1998, updated 2001, website: http://qmw.consrv.ca.gov/shmp/download/evalrpt/bevh_eval.pdf, accessed September 27, 2013.*

Survey National Earthquake Information Center.³ Fifty one (51) earthquakes of $M \geq 5.0$ have been recorded from the early 19th Century through August 2012, and 5 of these earthquakes were of $M \geq 6.0$. Most of the recorded earthquakes have occurred at distances of more than 19 miles (30 km) from the site.

The largest earthquake recorded close to the Project Site was the moment magnitude (M) 6.9 Wrightwood earthquake that occurred on December 8, 1812- approximately 38 miles (61 km) away from the Project Site. This earthquake has been identified as one along the Mojave segment of the San Andreas Fault between Tejon and Cajon Pass.

The site is not located in an Alquist-Priolo Earthquake Fault Zone and no known active faults have been mapped trending across or toward the site. The nearest mapped active fault is the Hollywood fault which is located approximately one mile (1.5 km) away from the site and considered capable of producing surface fault rupture during future earthquake events. If the entire nine mile (15 km) long Hollywood Fault ruptured by itself, it could produce a moment magnitude M 6.5 earthquake. However, if the fault ruptured together with other faults to the west (Santa Monica, Malibu Coast) or to the east (Raymond), then earthquakes much larger than M 6.5 could result. Assuming a minimum slip rate of 0.35 mm/yr for the Hollywood Fault, a recurrence interval of approximately 4,000 years for a M 6.5 event was estimated. Although the timing of the most recent rupture of the Hollywood Fault is currently poorly constrained, trench and borehole data suggest that the last rupture occurred approximately 7,000 years ago.⁴

v) Slope Stability / Landslides

A landslide area, as identified by the State of California, is an area that is located in the general area of sites that possess the potential for earthquake-induced rock falls, slope failure, and debris flow. The Project Site is located approximately one mile south of the Hollywood Hills, which are characterized by rolling hillsides, but the site itself is not located immediately adjacent to any hills, mountains or steep slopes. The Project Site is not located within any landslide areas mapped in the available public geologic maps.⁵ Furthermore, according to the Geotechnical Report prepared for the Safety Element of the General Plan of the City of West Hollywood, the site is not within a landslide or hillside area.⁶ The Project Site is located in an area that is generally topographically flat.⁷

³ National Earthquake Information Center, website: <http://neic.usgs.gov/>, accessed September 27, 2013.

⁴ City of West Hollywood General Plan Update, West Hollywood, Los Angeles County, California, Geologic and Seismic Technical Background Report, prepared by KFM GeoScience, dated March 15, 2010.

⁵ State of California, Department of Conservation, Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Beverly Hills Quadrangle 1998, updated 2001, website: http://qmw.consrv.ca.gov/shmp/download/evalrpt/bevh_eval.pdf, accessed September 27, 2013.

⁶ City of West Hollywood General Plan Update, West Hollywood, Los Angeles County, California, Geologic and Seismic Technical Background Report, prepared by KFM GeoScience, dated March 15, 2010.

⁷ Phase I Environmental Site Assessment, 8899 Beverly Boulevard West Hollywood, California, EBI Project No. 11121572, by EBI Consulting, dated April 6, 2012, Page 18.

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LEGEND

- ◆ BOREHOLE
- - SITE BOUNDARY

Source: Golder Associates, April 2, 2013.

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vi) Liquefaction/Lateral Spreading and Seismic-Induced Settlement

Liquefaction is the process in which saturated, silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by earthquakes. The vast majority of liquefaction hazards are associated with sandy soils and silty soils of low plasticity. Potentially liquefiable soils must be saturated or nearly saturated to be susceptible to liquefaction. Significant factors that affect liquefaction include water level, soil type, particulate size and gradation, relative density, confining pressure, intensity of shaking, and duration of shaking. Liquefaction potential has been found to be the greatest where the groundwater level is shallow and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases with increasing grain size and clay and gravel content, but increases as the ground acceleration and duration of shaking increase. Liquefaction is therefore more likely to occur in sand dune areas. Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements (both total and differential), and undergo lateral spreading. The site is within an area mapped as a liquefaction hazard zone by the State of California Division of Mines and Geology. The historical high groundwater table is approximately 10 feet bgs at the site. Groundwater levels encountered during the recent drilling program fluctuated from 7 to 17 feet bgs. A liquefaction triggering analysis was performed for the site using the cone prediction test (CPT) data (refer to Appendix B of the Geotechnical Report) from the recent drilling with the groundwater table located approximately 10 feet bgs. The results of the liquefaction triggering analysis indicate that a potentially liquefiable zone exists at approximately 13 to 20 feet bgs; thus liquefaction might occur at the site during the design earthquake⁸.

Seismically-induced settlement at the site was estimated using the procedure proposed by Tokimatsu and Seed.⁹ Both total seismic settlements are estimated to be to be approximately one inch. A differential settlement equal to one-half of the total settlement should be expected. These seismically-induced settlements should be considered in the structural design

vii) Subsidence

The Project Site is not within an area of known subsidence associated with fluid withdrawal (ground water or petroleum), peat oxidation (natural decay of organic peat materials), or hydrocompaction (compression of soils due to the introduction of water).

viii) Expansive Soils

Expansion and contraction of volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly, and can cause structural damage to buildings and infrastructure. Since soils at the Project Site are mostly silty sandy clays and lean clay lenses/layers with low to medium plasticity and expansion potential are not considered an issue.

⁸ *In seismic hazard analyses a "design earthquake", also referred to as a "maximum considered earthquake", or "maximum considered event" (MCE) for a specific area, is generally considered to be an earthquake that is expected to occur once in approximately 2,500 years; that is, it has a 2-percent probability of being exceeded in 50 years. Refer also to page 11, section 5.2.2, Ground Shaking, of the November 2013 Geotechnical Report (Revision 1).*

⁹ *Soil Mechanics in Engineering Practice, Third Edition, Terzaghi, et. al., 1996, John Wiley & Sons, page 472.*

B. Regulatory Setting

i) State of California

1) State of California Building Code

The Geotechnical Report relies on the adopted 2010 State of California Building Code, Volumes 1 and 2, which is based in part on the 2009 International Building Code. These regulations include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils.

California Building Codes (California Code of Regulations Title 24) are published on a triennial basis. The California Building Standards Commission is currently undergoing the 2013 annual code adoption cycle. The Commission will receive proposed code changes from several state agencies, including (but not limited to) the Department of Housing and Community Development (HCD), the Division of the State Architect - Access Compliance (DSA-AC), the Division of the State Architect - Structural Safety (DSA-SS), the Office of the State Fire Marshal (SFM), the Office of Statewide Health Planning and Development (OSHPD), the Department of Water Resources (DWR), and the California Department of Public Health (CDPH) for code change consideration in the 2013 Intervening Code Cycle. Agencies can submit proposed code changes during the month of December 2013. The proposed code change submittals include the text of the proposed changes and justification. Supplements and errata are issued throughout the cycle. The 2013 code is scheduled to go into effect in January 2014¹⁰.

2) Alquist-Priolo Earthquake Fault Zoning Act

The California Seismic Safety Commission was established by the Seismic Safety Commission Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

¹⁰ Buildings Standards Commission, Department of General Services, websites: <http://www.bsc.ca.gov/codes/adoptcycle/2013CodeCycle.aspx>, and http://www.documents.dgs.ca.gov/bsc/Title_24/documents/2013/Triennial%20Cycle%20Timeline%20-%202013%20Intervening.pdf, accessed September 27, 2013.

The Alquist-Priolo Geologic Hazards Zone Act (the “Alquist-Priolo Act”) was enacted by the State of California in 1972 to address the hazards and damage caused by surface fault rupture during an earthquake. The Alquist-Priolo Act has been amended ten times and renamed the Alquist-Priolo Earthquake Fault Zoning Act, effective January 1, 1994. The Alquist-Priolo Act requires the State Geologist to establish “earthquake fault zones” along known active faults in the state. Cities and counties that include earthquake fault zones are required to regulate development projects within these zones.

The Seismic Hazard Mapping Act of 1990 (the “Seismic Act”) was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Seismic Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards zones.

The State of California Geological Survey (formerly known as the California Division of Mines and Geology), adopted seismic design provisions in Special Publication 117 Guidelines for Evaluating and Mitigating Seismic Hazards in California on March 13, 1997, and was revised as Special Publication 117A on September 11, 2008.

ii) City of West Hollywood

The following Codes became effective on January 1, 2011 in the City of West Hollywood (City):

- 2010 California Building Code (based on the 2009 International Building Code) with 2011 Edition County of Los Angeles Building Code Amendments
- 2010 California Residential Code (based on the 2009 International Residential Code) with 2011 Edition County of Los Angeles Residential Code Amendments
- 2010 California Green Building Standards Code with 2011 Edition County of Los Angeles Green Building Standards Amendments
- 2010 California Mechanical Code (based on the 2009 Uniform Mechanical Code) 2010 California Electrical Code (based on the 2008 National Electrical Code) 2010 California Plumbing Code (based on 2009 Uniform Plumbing Code)
- 2010 California Energy Code

The City is in the process of adopting the California Building Standards Commission’s 2013 Triennial Edition Code, as published on July 1, 2013 and effective January 1, 2014.

The City of West Hollywood Building and Safety Division is responsible for implementing the provisions of the Building Code and Grading Standards.

The City requires that firms performing geotechnical investigations, sampling, and testing have their laboratory certified by the Building and Safety Materials Control Section.

The City’s primary seismic regulatory document is the Safety Element of the City’s General Plan 2035, adopted September 6, 2011. The City’s regulations incorporate the State’s requirements. The objective of the Safety Element is to better protect occupants and equipment during various types and degrees of seismic events.

The West Hollywood General Plan 2035, Safety and Noise chapter, contains the following relevant goal and policies:

SN-1: Reduce injury and damage from natural hazards.

SN-1.2: Allow the consideration of potential natural or man-made hazards in project review and in City operations, considering best practices in hazard-avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.

SN-1.3: Require fault rupture hazard studies for sites located within the City-defined Fault Precaution Zone delineated around the Hollywood Fault Zone.

SN-1.4: Maintain high standards for the seismic performance of buildings in all new development, through requirements for detailed geotechnical investigations following State guidelines and prompt adoption and careful enforcement of the best available standards for seismic design.

SN-1.6: Utilize relevant data on natural hazards, including earthquakes, flooding, liquefaction, landslides, natural gas and subsurface methane gas, and apply this information for purposes of land use planning, including any permitting.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

i) Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G to the *State CEQA Guidelines*, the Proposed Project could have a potentially significant impact if it were to:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving¹¹:
 - 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;
 - ii. Strong seismic ground shaking;
 - iii. Seismic-related ground failure, including liquefaction; or
 - iv. Landslides.
- b) Result in substantial soil erosion or the loss of topsoil.

¹¹ Pursuant to a recent court decision, CEQA does not require an analysis of effects the environment has on a project. See *Ballona Wetlands Land Trust, et al. v. City of Los Angeles (2009) _ Cal.App.4th _ (Nov. 9, 2011, Case No. B231965)*. [To the extent CEQA guidelines require an analysis of environmental effects on the project (as opposed to the project's effects on the environment) they are not consistent with CEQA.]

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- d) Be located on expansive soil, as defined I the Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

As discussed in the Initial Study for the proposed Project (see Appendix A to this Draft EIR), the proposed Project would have no impact or a less than significant impact with respect to Thresholds a) i., a) ii. a)iv., b), d) and e) listed above. No Further analysis of these topics is required.

***i)* Methodology**

Golder Associates Inc. prepared the *Final Geotechnical Exploration and Recommendations Report, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California*, dated June 10, 2013, the *Response to Geotechnical Review Questions, 8899 Beverly Blvd, West Hollywood, California*, dated November 6, 2013, and the *Geotechnical Exploration and Recommendations Report – Revision 1, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California*, dated November 25, 2013 (Geotechnical Reports), to assess the geology and subsurface conditions and geologic hazards at the Project Site. The Geotechnical Reports summarize the findings of a field investigation, laboratory testing, and engineering. Field investigation consisted of site reconnaissance and the drilling of borings. Six borings were drilled within the Project Site.

B. Project Characteristics

The proposed Project's architectural and structural designs have not been finalized as of the date of this analysis. Therefore, the findings and recommendations provided in the Geotechnical Reports are based on the initial conceptual design, and are intended for preliminary design purposes and to aid and inform the decision makers in their process.

The planned modifications to the Existing Building would add loads to some existing columns, which would need to be supported by the existing foundations, new foundations, or a combination of the two. The current design approach would be to add a mat foundation that would be capable of supporting all new loads and would be connected to the existing pile caps. This foundation system will be verified based on the final structural design, and will be evaluated through soil-structure interaction analyses. An alternative design, if required, would include installation of additional piles. The following is a summary description of the conceptual structural design for the proposed Existing Building renovation:

- Tower Addition and Structural Upgrade Description
 - Added floor area at tower levels L4 (fourth floor) through the roof.
 - Existing columns would be retrofitted, enlarged or carbon fiber wrapped as required for increased bearing capacity and to be consistent with current seismic standards.
 - New shear walls would be added to provide lateral force resisting system to support the Existing Building levels with floor addition.
- Conceptual Hybrid Foundation Description

- Existing pile caps and piles would remain.
 - Existing interior grade beams would be removed.
 - Existing perimeter grade beams and grade beams directly connecting to perimeter grade beams would remain.
 - Existing slab-on-grade would be removed; the basement would be excavated to four or five feet below the top of the existing grade beams at a minimum. Where the existing pile cap is deeper than four or five feet, excavation around those caps would be increased to one foot deeper than bottom of pile cap.
 - New four- to five-foot thick (minimum) reinforced concrete mat would be installed throughout the basement in and around all existing remaining pile caps and grade beams. The new mat would flush out with the top of most of the existing pile caps and grade beams. The new mat would extend under the remaining existing grade beams and pile caps to create continuous corbel that acts to support existing caps, should caps undergo settlement due to future loads.
- Hybrid Foundation Design Summary
 - New mat foundation would share future loads with the existing pile caps and grade beams.
 - Existing current loads are supported by the existing piles.
 - Future additional loads (gravity and lateral loads) would be supported by the hybrid foundation composed of the existing piles and caps with the new mat foundation.
 - Future loads would be accommodated by the pile and mat foundation. If the pile or mat is subjected to a loading that tends to induce settlement, load would be transferred and supported by the other, and settlement would be limited.

The following structural design criteria are recommended for the Townhomes foundation footings:

- Shallow spread footings should have a minimum dimension of two feet.
- Shallow continuous footings should have a minimum width of 1.5 feet.
- Locate the bottoms of all footings at least two feet below the lowest adjacent grade.
- Allowable bearing pressures were provided in Tables 2 and 3 of the June 2013 Geotechnical Report for a static settlement of one inch. Golder's recommendations for footing dimensions and location below adjacent grade will not change. However, since the Project has been revised to include one basement level instead of two, Golder will need to collect additional samples for consolidation testing prior to providing revised bearing pressures.
- Design footings bearing on undisturbed native soils using the static allowable bearing pressures are shown in Tables 2 and 3 of the June 2013 Geotechnical Report. The recommended bearing values in these Tables are for equivalent gross loads and may be increased by one-third for wind, seismic, or other transient loading conditions.

C. Project Impacts

<i>Threshold</i>	<i>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?</i>
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Impact D-1 **The proposed Project would not expose people or structures to potential adverse effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, Project impacts to would be less than significant.**

As discussed previously, liquefaction is the process in which saturated, silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by earthquakes.

The site is within an area mapped as a liquefaction hazard zone by the CDMG. The historical high groundwater table is approximately 10 feet bgs at the site. Groundwater levels encountered during the recent drilling program fluctuated from 7 to 17 feet bgs. A liquefaction triggering analysis was performed and the results indicated that a potentially liquefiable zone exists at approximately 13 to 20 feet bgs; thus liquefaction might occur at the site during the design earthquake. Therefore, the Geotechnical Study prepared for the proposed Project has identified foundation design recommendations for the new townhouse construction and the renovation of the existing building. The proposed Project would comply with existing regulations, and would implement all site-specific requirements identified in the Geotechnical Study (see Appendix F to this EIR). Thus, risks associated with liquefaction/lateral spreading during operation of the proposed Project would be minimized. Therefore, impacts associated with liquefaction or lateral spreading would be less than significant.

Additionally, seismic settlement can occur in saturated and unsaturated, loose, and unconsolidated materials. Although the amount of settlement is anticipated to be minimal ($\frac{3}{4}$ inches of total settlement), this settlement needs to be incorporated into project design to minimize potential impacts. The proposed Project shall be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, the site-specific recommendations provided in the Geotechnical Report (Appendix F), which may be modified as part of final Project design, and qualified structural engineers and as approved by the City of West Hollywood Department of Building and Safety. With incorporation of these site-specific requirements, seismic settlement impacts would be less than significant.

<i>Threshold</i>	<i>Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>
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Impact D-2 **The proposed Project would not 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. Therefore, Project impacts to would be less than significant.**

As previously discussed, the Project Site is not within an area of known subsidence associated with fluid withdrawal (ground water or petroleum), peat oxidation (natural decay of organic peat materials), or hydrocompaction (compression of soils due to the introduction of water). Also, the Project Site is relatively flat and does not contain any major slopes that would become unstable due to Project

implementation. Further, the proposed Project shall be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, the site-specific recommendations provided in the Geotechnical Report and qualified structural engineers, and as approved by the City of West Hollywood Department of Building and Safety; with the implementation of these site-specific requirements, impacts associated with subsidence would be less than significant.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative geology and soils analysis is the Project vicinity. Geologic, soils and seismicity impacts tend to be localized; therefore, the area near the Project Site would be most affected by Project activities (generally within a 500-foot radius). Geotechnical impacts related to future development in the City of West Hollywood would involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geology and soils impacts would be less than significant.

5. MITIGATION MEASURES

No significant impacts were identified. Therefore, no mitigation is required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts with regard to geology and soils would be less than significant.

Cumulative impacts would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

E. GREENHOUSE GAS EMISSIONS

1. INTRODUCTION

This section of the EIR evaluates the potential greenhouse gas (GHG) impacts of the proposed Project. This section is based upon the Greenhouse Gas Impact Analysis for the 8899 Beverly Boulevard Project, prepared by Cadence Environmental Consultants, October 2013, which is based in large part on the City of West Hollywood Climate Action Plan (CAP). The Greenhouse Gas Impact Analysis is provided as Appendix F to this EIR.

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects is substantial, the contribution of an individual general development project is so small that direct project-specific significant impacts (albeit not cumulative significant impacts) are highly unlikely.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a global climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions, or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project's emissions. Rather, due to the "relocation" factor, new land use projects sometimes merely redistribute existing mobile emissions;¹ accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the "addition" of redistributed emissions to a new locale can make a substantial difference to overall air quality.

¹ For example, a subdivision of 500 homes generates 5,000 new trips per day and those trips would be added to the local streets and intersections. In the case of climate change, the trips that are associated with those same 500 homes presumably would emit roughly the same volume of GHGs in the City of West Hollywood as they would if they were traveling the same number of miles in Cleveland, Ohio. As a result, while raw vehicle trip counts occurring within a project area will accurately predict changes in congestion at intersections, the same certainty cannot be provided for climate change. The trips would certainly increase the number of vehicles passing through local intersections, but they will not increase the amount of GHG emissions into the world's atmosphere if those trips simply have been relocated from another location on the planet.

2. ENVIRONMENTAL SETTING

A. Global Climate Change

The greenhouse effect refers to warming that results when the atmosphere traps heat radiating from Earth toward space. Certain gases in the atmosphere act like the glass in a greenhouse – allowing sunlight to pass into the greenhouse, but blocking the heat from escaping into space. The California Global Warming Solutions Act of 2006 (see below) defined GHGs to include carbon monoxide (CO₂), methane, nitrogen oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. California Senate Bill (SB) 104 (approved by the Governor on October 11, 2009) added nitrogen trifluoride to this list. While the greenhouse effect is essential to life on earth, emissions from burning fossil fuels, deforestation, and other causes have increased the concentration of GHGs to dangerous levels.

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

- Notable examples of potential effects include:
- More frequent and intense extreme weather events (i.e., hurricanes)
- Increased stress on water resources
- Coastal areas at greater risk from sea-level rise and storm surges
- Reduced food security
- Increased threats to human health (i.e., mosquito-borne diseases)
- Ecosystem loss or degradation
- Economic and geopolitical disruption

B. Global Greenhouse Gas Emissions

Data describing atmospheric GHG concentrations over the past 800,000 years show that concentrations of CO₂, the main GHG, have increased since pre-industrial times, from approximately 280 parts per million (ppm) to approximately 353 ppm in 1990 and approximately 379 ppm in 2005.

In 2000, the United Nations International Panel on Climate Change (IPCC) described potential global emission scenarios for the coming century. The scenarios vary from a best-case characterized by low population growth, clean technologies, and low GHG emissions; to a worst-case where high population growth and fossil-fuel dependence result in extreme levels of GHG emissions. While some degree of climate change is inevitable, most climate scientists agree that to avoid dangerous climate change, atmospheric GHG concentrations need to be stabilized at 350-400 ppm.

C. California Greenhouse Gas Emissions

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

D. Regulatory Setting

ij) California Regulations

California has adopted a wide variety of regulations aimed at reducing the state's GHG emissions. While State actions alone will not stop global warming, adopting and implementing this legislation demonstrates California's leadership in addressing this critical challenge. Key legislation pertaining to California's reduction targets is described below.

Climate Change Scoping Plan: The Climate Change Scoping Plan was approved by the ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required under AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT of carbon dioxide equivalent (CO₂e), or approximately 28% from the state's projected 2020 emission level.

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

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

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

Executive Order S-1-07 (2007): EO-S-1-07 establishes a Low-Carbon Fuel Standard to reduce the carbon intensity of transportation fuels sold in California by a minimum of 10% by 2020.

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

Senate Bill 375 (2008): SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy, which allocates land uses in the Metropolitan Planning Organizations' Regional Transportation Plan. Qualified projects consistent with an approved Sustainable Communities Strategy or Alternative Planning Strategy and categorized as "transit priority projects" receive incentives under new provisions of CEQA.

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

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

Senate Bill 1368 (2006): SB 1368 requires the California Public Utilities Commission (PUC) to establish a GHG emission performance standard for base load generation from investor-owned utilities, and requires the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities. The legislation further requires that all electricity provided to California must be generated in plants that meet standards set by the PUC and CEC.

Title 24: Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). Local jurisdictions have the option of adopting additional measures of the CalGreen Code.

ii) Regional Regulations

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control within the South Coast Air Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments, county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. As of the present date, the only regulation adopted by the SCAQMD addressing the generation of GHG emissions is the establishment of a 10,000 MTCO_{2e} per year screening level threshold of significance for stationary/source/industrial projects for which the SCAQMD is the lead agency.

iii) Local Regulations

1) Green Building Ordinance

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

2) Climate Action Plan

The City has developed and adopted a CAP to reduce municipal and community-wide GHG emissions that contribute to global climate change. The CAP seeks to:

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

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

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

The CAP implements Policy IRC-6.3 of the West Hollywood General Plan 2035 Infrastructure, Resources, and Conservation Element. The General Plan includes specific goals and policies that guide the City's approach to climate change, including emissions reduction targets, guidelines for preparing inventories or plans, and general reduction strategies. The City Council has established a GHG emissions reduction target of 20 to 25% below 2008 emission levels by 2035. The target represents the community's aspirations to implement achievable emission reductions within West Hollywood's specific land use setting and location, as well as the anticipated benefits from the State's emission reducing legislative and regulatory actions. The target was established following evaluation of a wide range of land use, transportation, energy, waste and water related measures and consideration of General Plan policies.

In 2020, GHG emission reductions from the seven strategies within the CAP and statewide reductions have the potential to reduce GHG emissions by approximately 16.9% below 2008 emission levels, as measured from business-as-usual conditions in 2020. In 2035, statewide legislation and GHG reduction strategies have the potential to reduce GHG emissions in West Hollywood by approximately 25.5% below 2008 emission levels as measured from business-as-usual conditions in 2035.

E. West Hollywood Greenhouse Gas Emissions

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

solid waste, streetlights, and other government-owned/operated facilities, are a subset of the community-wide emissions inventory.

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

**Table IV.E-1
West Hollywood Baseline and Projected GHG Emissions**

Emissions Sector	Baseline Metric Tons CO ₂ e (percent of total emissions)		
	2008	2020	2035
Transportation	361,350 (62%)	412,450 (64%)	456,600 (64%)
Commercial/Industrial Energy Use	116,197 (20%)	116,028 (18%)	127,653 (18%)
Residential Energy Use	70,378 (12%)	77,519 (12%)	84,081 (12%)
Wastewater Treatment	20,981 (4%)	22,768 (4%)	24,974 (4%)
Solid Waste Disposal	8,543 (1%)	9,267 (1%)	10,172 (1%)
Water Consumption	5,764 (1%)	8,200 (1%)	8,971 (1%)
Total Emissions	583,213 (100%)	646,232 (100%)	712,451 (100%)
GHG Emissions per Service Population ¹	9.7	9.9	9.8

¹ Service population includes population and jobs in the City of West Hollywood.
Source: SCAQMD, September 2013.

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

F. Existing Project Site GHG Emissions

The Project Site is currently developed with a ten-level (including one basement level and penthouse) commercial building originally built in 1962 (Existing Building). The Existing Building contains approximately 89,630 sf of floor area, including an approximately 3,879 sf restaurant in the basement, approximately 21,249 sf of retail uses on Level 2, plus approximately 64,502 sf of office space on Levels 4 through 9. GHG emissions are generated by energy use, motor vehicles traveling to and from the site, waste disposal, water consumption, and wastewater generation.

The estimated annual operational GHG emissions associated with the existing uses at the Project Site have been calculated utilizing the California Emissions Estimator Model (CalEEMod v. 2013.2.1) recommended by the SCAQMD. These emissions are shown in Table IV.E-2 (Existing Project Site Uses GHG Emissions). As shown, approximately 2,389 metric tons of CO₂e are associated with the existing

uses on an annual basis. Mobile sources are the primary contributors (77%) to the existing site uses emissions inventory.

Table IV. E-2
Existing Project Site Uses GHG Emissions

Emissions Source	CO₂e Emissions in Metric Tons per Year
Area Sources	>0.1
Energy Sources	514.6
Mobile Sources	1,837.0
Waste Disposal	4.6
Water & Wastewater	32.4
Total Emissions	2,388.6
Source: Cadence Environmental Consultants, October 2013.	

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant impact associated with GHG emissions if it would:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b) Conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHG.

CEQA Guidelines Section 15183.5 allows jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level, by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. Project-specific environmental documents prepared for projects consistent with the General Plan and CAP may rely on the programmatic analysis of GHGs contained in the EIR certified for the West Hollywood General Plan 2035 and CAP. A project-specific environmental document that relies on the CAP for its cumulative impacts analysis must identify the specific CAP measures applicable to the project and how the project incorporates the measures.

This methodology is also consistent with the draft thresholds of significance that have been considered by the SCAQMD. The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 MTCO₂e per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

- Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

However, for the purpose of evaluating the GHG impacts associated with the proposed Project, this analysis evaluates the consistency of the proposed Project with the City of West Hollywood CAP.

B. Project Impacts

<i>Threshold</i>	<i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHG.</i>
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Impact E-1: The proposed Project would generate fewer GHG emissions than the existing uses at the Project Site. The Project would also be consistent with the applicable measures from the CAP, comply with the City's Green Building Ordinance, and implement mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan 2035 and Climate Action Plan. The impact of the proposed Project would be less than significant.

As with the existing site land uses, the net change in estimated annual construction-related and operational GHG emissions associated with the proposed Project have been calculated utilizing CalEEMod as recommended by the SCAQMD. These emissions are shown in Table IV.E-3 (Estimated Project Annual GHG Emissions). As shown, the annual emissions associated with the proposed Project would be less than those associated with the existing land uses at the Project Site. This is largely due to the proposed Project generating 129 fewer vehicle trips per day than the existing uses at the Project Site. It should also be noted that the total GHG emissions associated with the proposed Project - not discounting the emissions associated with the existing site uses - would not exceed the SCAQMD's draft 3,000 MTCO₂e threshold for mixed-use projects.

**Table IV. E-3
Estimated Project Annual GHG Emissions**

Emissions Source	CO₂e Emissions in Metric Tons per Year
Construction ¹	10.9
Operation	
Area Sources	1.4
Energy Sources	446.5
Mobile Sources	1,701.6
Waste Disposal	6.4
Water & Wastewater	38.0
Total Emissions	2,193.9
Existing Site Use Emissions	2,388.6
Net Change	-194.7
¹ Construction emissions are amortized over 30 years in accordance with SCAQMD guidance (327.73 MTCO ₂ e/30 years). Source: Cadence Environmental Consultants, October 2013.	

The proposed Project would also comply with the following measures from the City of West Hollywood CAP:

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

The portion of the Project Site fronting Beverly Boulevard is located within the Melrose/Beverly commercial district. Beverly Boulevard is a commercial corridor and Metro Local Line 14 travels east-west along Beverly Boulevard directly south of the Project Site with average headways of eight minutes during the morning and afternoon peak hours. Other transit lines such as Metro Local Line 220, Metro Local Line 10, Metro Local Line 30, Metro Local Line 330, the West Hollywood City line Blue Route, and the West Hollywood City line Orange Route are located within walking distance of the Project Site. Residents and employees of the proposed mixed-use Project would have access to each of these existing transit services.

LU-1.2 Encourage the preservation and reuse of existing buildings.

The proposed Project involves the adaptive re-use of the existing 10-story, 125-foot tall retail/commercial office building at 8899 Beverly Boulevard along with an expansion of this building and the development of new residential uses along Rosewood Avenue.

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

The proposed Project would provide new street level retail and restaurant uses, which would encourage continued pedestrian movement along Beverly Boulevard.

T-4.3 Assess and implement parking strategies in commercial corridors and in the Transit Overlay Zone.

As envisioned under this measure, the proposed Project would implement a shared parking strategy to meet the needs of higher density/intensity developments in commercial areas. The peak parking demand of the Project would be 247 spaces, which is a surplus of 10 parking spaces when compared to the proposed parking supply of 257 spaces at the site.

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

As stated in this measure, the proposed Project would be required to achieve California Building Code Tier II Energy Efficiency Standards. This is required of all new development projects in West Hollywood.

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

As stated in this measure, the proposed Project would be required to be sub-metered to allow each tenant the ability to monitor their own energy and water use. This is required of all new development projects in West Hollywood.

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

As stated in this measure, the proposed Project would be required to use a minimum of 20% recycled materials as part of the proposed construction. This is required of all new development projects in West Hollywood.

- W-1.1** Reduce per capita water consumption by 30% by 2035.

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

Additionally, the proposed Project would be required to implement GHG emission controls in accordance with mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan. This measure states that:

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

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

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

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

- Improve fuel efficiency of construction equipment:
 - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
 - perform equipment maintenance (inspections, detect failures early, corrections);
 - train equipment operators in proper use of equipment;
 - use the proper size of equipment for the job; and
 - use equipment with new technologies (repowered engines, electric drive trains).
- Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
- Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (emissions of oxides of nitrogen [NOx] from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g).
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
- Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.
- Produce concrete on-site if determined to be less emissive than transporting ready mix.
- Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f).
- Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.

Lastly, the proposed Project would be designed and constructed in accordance with the City's Green Building Ordinance, which would include implementing energy efficient systems and appliances, installing energy efficient lighting, and using water-efficient landscaping, irrigation systems and water conserving plumbing and fixtures.

Based on the proposed Project generating fewer GHG emissions than the existing uses at the Project Site, the Project's consistency with the applicable measures from the CAP, and the required compliance

with the City's Green Building Ordinance along with implementation of mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan, the proposed Project would result in a less than significant impact regarding GHG emissions.

4. CUMULATIVE IMPACTS

Given that global climate change is just that - a global issue - the geographical scope for cumulative GHG impacts would be the Earth. However, it is beyond the scope of this EIR and the City of West Hollywood to identify and evaluate the GHG emissions that would be generated by new projects around the globe. There are also no thresholds of significance that have been adopted for the cumulative GHG emissions that would be generated by all of the new projects around the globe. There are, in fact, no thresholds that have been adopted that apply to cumulative GHG emissions generated by related projects in the United States, California, or the South Coast Air Basin. Instead, this analysis assumes that the proposed Project would cause a considerable contribution to the global climate change impact if it were to be inconsistent with the strategies that have been adopted by the City of West Hollywood in the Climate Action Plan to reduce city-wide GHG emissions.

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially.

As discussed above, the proposed Project would generate fewer GHG emissions than the existing uses at the Project Site. The Project would also be consistent with the applicable measures from the CAP, comply with the City's Green Building Ordinance, and implement mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan and Climate Action Plan. For these reasons, the contribution of the Project to the cumulative effect of global climate change is not considered to be cumulatively considerable.

5. MITIGATION MEASURES

The proposed Project would generate fewer GHG emissions than the existing uses at the Project Site and the GHG impact of the proposed Project would not be significant. Therefore, no mitigation is required. The proposed Project would, however, be subject to the GHG emission controls required under mitigation measure 3.15-1 from the Final Program EIR for the City of West Hollywood General Plan 2035 and Climate Action Plan. These emission control measures would be applied to the Project as conditions of Project approval.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project would not create any unavoidable significant GHG impacts.

IV. ENVIRONMENTAL IMPACT ANALYSIS

F. HYDROLOGY & WATER QUALITY

1. INTRODUCTION

This section presents the existing conditions with regard to surface water and groundwater resources within the City of West Hollywood, summarizes the regulatory and planning framework, and analyzes the impacts on surface water resources associated with implementation of the proposed project. The following analysis is based upon the *Final Geotechnical Exploration and Recommendations Report, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California* dated June 10, 2013 (Geotechnical Report), prepared by Golder Associates. This report is incorporated herein by this reference, and is included as Appendix F to this EIR. Also other sources include: *Phase I Environmental Site Assessment for 8899 Beverly Boulevard West Hollywood, California* prepared by EBI Consulting April 6, 2012, which is also included as Appendix F to this EIR; County of Los Angeles Department of Public Works, Watershed Management website: http://ladpw.org/wmd/watershed/bc/docs/BallonaCreeketc_wtrshed.pdf, accessed October 2, 2013; *Los Angeles Regional Water Quality Control Board, Water Quality Control Plan*, Page 1-20, Figure 1-9, Regional Groundwater Basins; State of California, Department of Conservation, Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Beverly Hills Quadrangle 1998, updated 2001, website: http://gmw.consrv.ca.gov/shmp/download/evalrpt/bevh_eval.pdf, accessed September 27, 2013; City of West Hollywood, General Plan 2035, Safety and Noise Element, Figure 10-3: Dam Inundation Hazard Areas, September 6, 2011; and City of West Hollywood, General Plan 2035 Final EIR.

2. ENVIRONMENTAL SETTING

A. Project Site

The 1.73-acre Project Site is currently developed with a ten-level (including one basement level) commercial building originally built in 1963 (Existing Building). The Existing Building contains approximately 89,630 square feet of floor area, including an approximately 3,879 square foot restaurant in the basement, approximately 21,249 square feet of retail uses on Level 2, and approximately 64,502 square feet of office space on Levels 4 through 9. On-site parking is provided within a basement garage on Level 1 containing approximately 35 parking spaces, a second level of structured parking containing 62 parking spaces on Level 3, and a surface parking lot fronting Rosewood Avenue that is accessed through the garage and that contains approximately 134 parking spaces.¹ The parking spaces in the basement garage and surface parking lot are both accessed via a driveway from Beverly Boulevard, while the parking spaces on the Level 3 parking deck are accessed via an adjacent ramp also from Beverly Boulevard.

The Project Site also includes 12 lots fronting Rosewood Avenue that contain a total area of approximately 48,000 square feet and that are developed with a surface parking lot serving the existing uses. An easement for public roadway widening purposes located over the northerly 10 feet of these lots is proposed to be vacated.

¹ Existing on-site parking is for tenants, visitors and customers only.

i) Topography

The Project site is located at an elevation of approximately 186 feet above mean sea level (msl). The topography of the Project site is relatively flat and slopes gently to the east-southeast. The Project site is located in a relatively flat area, and the general slope of the surrounding region is to the east-southeast.²

ii) Soil Conditions

The Project Site is located on alluvial soils derived from the adjacent Santa Monica Mountain range. The alluvial sediments occur in deposits that are vertically and horizontally cut into each other as a result of periods of stream erosion and subsequent alluvial deposition. The alluvium soils are generally thickest farther away from the mountains. The alluvial soils are typically coarser-grained (sandier) near the base of the hills and become finer-grained (silty and clayey) away from the mountains.

Based on the field investigation, the Project Site is underlain by alluvial soil deposits to the depths explored. These deposits generally consist of a mixture of silt, sand, clay, and/or gravel with some layers/lenses of lean clay. Subsurface exploration revealed the following general subsurface layers from top to bottom:

- The soils in the upper 10 feet generally consisted of firm to stiff clay.
- Below 10 feet the soils generally consisted of medium dense to dense sand, silty sands and clayey sands with varying amounts of gravel. An occasional layer or lens of stiff to very stiff silty clay or clayey silt was encountered.³

iii) Surface Water Hydrology

The Project Site is located within the Ballona Creek Watershed. However, there are no lakes, rivers, or streams that flow within, through, or near the Project Site. Furthermore, no ephemeral ponds exist on the Project Site.⁴ The Los Angeles County Flood Control District maintains the backbone flood control system within the City; a network of catch basins and underground storm drain pipes. The City owns and maintains a few catch basins and small storm drain pipes that directly flow into the Los Angeles County Flood Control District system. The public storm drain system discharges into Ballona Creek. Ballona Creek flows in a southwesterly direction and discharges into the Pacific Ocean at Santa Monica Bay.

² *Phase I Environmental Site Assessment for 8899 Beverly Boulevard West Hollywood, California prepared by EBI Consulting, EBI Project No. 11121572, April 6, 2012, included as Appendix D to this EIR.*

³ *Final Geotechnical Exploration and Recommendations Report, Proposed Residential Development, 8899 Beverly Blvd., West Hollywood, California dated June 10, 2013 (Geotechnical Report), prepared by Golder Associates.*

⁴ *County of Los Angeles Department of Public Works, Watershed Management website: http://ladpw.org/wmd/watershed/bc/docs/BallonaCreeketc_wtrshed.pdf, accessed October 2, 2013.*

iv) Groundwater

The Los Angeles Water Quality Control Board region overlies 14 major regional groundwater basins as identified by the Los Angeles Region Water Quality Control Board's Basin Plan.⁵ The Los Angeles Coastal Plain and the San Fernando Valley cover the majority of the City of West Hollywood. The Los Angeles Coastal Plain includes the Palos Verdes Hydrological Sub-Area, the West Coast Hydrological Sub-Area, the Santa Monica Hydrological Sub-Area, the Hollywood Hydrological Sub-Area, and the Central Hydrological Sub-Area. The San Fernando Valley Hydrological Area overlies the Bull Canyon Hydrological Sub-Area, the Sylmar Hydrological Sub Area, the Tujunga Hydrological Sub-Area, the Verdugo Hydrological Sub-Area, and the Eagle Rock Hydrological Sub-Area. The Project Site is located in the Central Hydrological Sub-Area within the Los Angeles Coastal Plain Hydrological Area within the Los Angeles-San Gabriel Valley Hydrological Unit.⁶

According to the groundwater level contour map prepared by the California Geologic Survey (CGS) (formerly California Division of Mines and Geology (CDMG)) and presented in Seismic Hazard Zone Report for the Beverly Hills 7.5-minute Quadrangle⁷, the historical groundwater level at the site is approximately 10 feet below ground surface (bgs). This map also indicates that the groundwater level deepens to the north-east suggesting that the Hollywood fault (located approximately 1 mile north-east of the site) may act as a groundwater barrier.

During the geotechnical investigation, groundwater was first encountered at approximately 25 to 30 feet bgs, and approximately one hour after-drilling levels rose to 7 to 17 feet bgs. The actual groundwater levels could not be accurately assessed at the site primarily because the water pressure in the borings was not allowed to equalize. The borings were backfilled prior to this occurring. However, the measured water levels are consistent with the historic high groundwater table.

As discussed in section IV.I, Utilities, water in the City of West Hollywood is uniquely supplied by two agencies, the City of Beverly Hills and the Los Angeles Department of Water and Power. Beverly Hills provides water service to approximately 368 acres of the western portion of West Hollywood in which the Project Site is located.

The City of Beverly Hills obtains its water supply from two sources: the Metropolitan Water District (MWD) and local groundwater. Approximately 90 percent of its water source is from MWD and 10 percent from the local groundwater supply.

The City of Beverly Hills attains local groundwater extracted from the Hollywood Subbasin, which is located within the Coastal Plain of the Los Angeles Groundwater Basin. The Hollywood Subbasin is bounded to the north by the Santa Monica Mountains, on the east by the Elysian Hills, on the west by the Inglewood Fault zone, and on the south by the La Brea High.⁸ Historical production has come from deeper aquifers of the San Pedro Formations and the shallower aquifers of the Lakewood Formations.

⁵ Los Angeles Regional Water Quality Control Board, *Water Quality Control Plan, Page 1-20, Figure 1-9, Regional Groundwater Basins.*

⁶ Los Angeles Region Water Quality Control Board, *Basin Plan, Page 1-6, and Page 1-7 Figure 1-2, Hydrologic Units.*

⁷ State of California, Department of Conservation, *Seismic Hazard Zones Maps: State of California Seismic Hazard Zones, Beverly Hills Quadrangle 1998, updated 2001, website: http://qmw.consrv.ca.gov/shmp/download/evalrpt/bevh_eval.pdf, accessed September 27, 2013.*

⁸ City of Beverly Hills, *2010 Urban Water Management Plan, page 2-6.*

These aquifers are widespread throughout the coastal plain of Los Angeles. Unconfined groundwater conditions exist in the shallow aquifers in the northern and eastern portion of the Hollywood Subbasin. In the deeper aquifers and in the remainder of the Hollywood Subbasin, groundwater is confined, and clay members separate the aquifers over much of this subbasin.⁹

Recharge within the Hollywood Subbasin is from direct precipitation and ephemeral stream-flow from higher areas to the north, receiving an average annual precipitation of approximately 14 inches.¹⁰ As the Hollywood Subbasin does not receive artificial recharge, the actual annual pumping limits are equal to the natural safe yield of 3,000 acre feet (approximately 978,000,000 gallons) per year. Overall, the Hollywood Subbasin contains a total water storage capacity of nearly 200,000 acre feet.¹¹

v) ***Flood Hazards***

According to Federal Emergency Management Agency, Flood Insurance Rate Map (FIRM) No. 06037C1605F, the Project Site is located in an area designated as 1) areas of 0.2 percent annual flood chance; 2) areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and 3) areas protected by levees from 1 percent annual chance flood. Further, on September 29, 2008, FEMA issued a Letter of Map Revision for Case No. 08-09-1715P. The flood insurance rate map was revised for the southwest portion of the City (where the Project Site is located) to reflect upgrades to flood protection due to the completion of the Los Angeles County Flood Control District's Holly Hills Storm Drain System. One of the aims of this storm drain upgrade project was to eliminate the 100-year flood risk from West Hollywood reducing the affected area and converting it to a 500-year flood risk.¹² The site does not lie within any mapped inundation boundaries resulting from a failed or breached upgradient reservoir.¹³ Further, the FIRMs for West Hollywood have identified only two areas in the City that lie within the 0.2 percent annual flood chance. These areas include: 1) an area on either side of Santa Monica Boulevard between Fairfax Avenue and Curson Avenue; and 2) an area south of Santa Monica Boulevard between Westmount Drive and San Vicente Boulevard. These two areas are within FEMA 500-year flood zone.¹⁴ No portions of West Hollywood lie within a federally designated mandatory flood insurance zone.¹⁵

vi) ***Tsunamis, Seiches, and Mudslides***

Tsunamis are very large waves in the ocean caused by seismic events, landslides, or volcanic eruptions. Seiches are waves in lakes, bays, or gulfs that result from seismic events, landslides, or atmospheric disturbances. The distance of the Project Site from the ocean (approximately 8 miles) and other large bodies of water and its elevation of over 186 feet above mean sea level suggest that the probability of experiencing adverse effects from tsunamis and seismic seiches is negligible at the site. With respect to the potential impact from a mudflow, the proposed Project Site is relatively flat and is surrounded by

⁹ *California's Groundwater Bulletin, February 27, 2004.*

¹⁰ *City of Beverly Hills, 2010 Urban Water Management Plan, page 2-7.*

¹¹ *Ibid.*

¹² *City of West Hollywood General Plan, Safety Background Report, March 2010.*

¹³ *City of West Hollywood, General Plan 2035, Safety and Noise Element, Figure 10-3: Dam Inundation Hazard Areas, September 6, 2011.*

¹⁴ *City of West Hollywood General Plan Final EIR, October 2010.*

¹⁵ *Ibid.*

urban development. Further, there are no major hills or steep slopes in the Project vicinity. Therefore, there are no proximate sources of potential mudflow to the Project Site.

B. Water Quality Regulatory Framework

i) Clean Water Act

The 1987 amendments to the Federal Water Pollution Control Act, commonly referred to as the Clean Water Act (CWA), added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the National Pollutant Discharge Elimination System (NPDES) program. As of 1991, all municipal and industrial stormwater runoff is also regulated under the NPDES system. Although the CWA has established 126 “priority contaminants (metals and organic chemicals)”, the California Ocean Plan has established effluent limitation for 21 of these pollutants. The U.S. Environment Protection Agency (EPA) is the primary Federal agency responsible for implementing the CWA. Subsequently, the EPA published final regulations that established requirements for applications for stormwater permits for specific categories of industries and construction activities of five acres or more and between one and five acres.

The California State Water Resources Control Board (SWRCB) and its regional water board, the Los Angeles Regional Water Quality Control Board (LARWQCB), is the primary State agency responsible for implementing the CWA and the State’s Porter-Cologne Water Quality Act within State waters. The LARWQCB is also responsible for water quality regulation through its work in preparing and adopting the California Ocean Plan. Local agencies also have responsibility for managing wastewater discharges. All are required to meet criteria set forth in their NPDES permits, to monitor their discharges, and to submit monthly reports to the LARWQCB and the EPA. In addition to infrastructure deficiencies, the increasing volume of stormwater runoff has become the major source of pollutants discharging into the Los Angeles River.

ii) General Construction Activity Stormwater Permit (Municipal NPDES Permit)

In 2003, the California State Water Resources Control board (SWRCB) adopted the General Construction Activity Stormwater Permit (General Permit), which is “...required for all storm water discharges associated with construction activity where clearing, grading, and excavation results in a land disturbance of one or more acres.” The General Permit was recently updated and the revised permit is effective as of July 1, 2010. As the Project site involves clearing, grading, and the excavation of 1.45 acres of land, a General Permit must be obtained from the SWRCB prior to the start of construction. In order to be covered under the General Permit, the Applicant must submit a Notice of Intent (NOI), a Storm Water Pollution Prevention Plan (SWPPP), and other documents required by the General Permit, and mail the appropriate permit fee to the SWRCB.

The General Permit requires all dischargers where construction activity disturbs one acre or more, to:

- Develop and implement a SWPPP which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters;
- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation;

- Perform inspections of all BMPs.¹⁶

The General Permit authorizes the discharge of stormwater associated with construction activity from construction sites. However, it prohibits the discharge of materials other than stormwater and all discharges, which contain hazardous substances in excess of reportable quantities, established at 40 Code of Federal Regulations 117.3 or CFR 302.4, unless a separate NPDES permit has been issued to regulate those discharges. In addition, the General Permit incorporates discharge prohibitions contained in water quality control plans, as implemented by the nine Regional Water Boards.¹⁷

The General Permit requires development and implementation of a SWPPP, emphasizing BMPs, which are defined as “schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States.” The SWPPP has two major objectives:

- to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges; and
- to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in storm water as well as non-storm water discharges. The SWPPP shall include BMPs which address source control and, if necessary, shall also include BMPs which address pollutant control.

Furthermore, the General Permit requires that a Project enrolled in more than a three-month construction period to submit information and annually certify that the site is in compliance with the requirements of the General Permit. The General Permit requires that key personnel (e.g., SWPPP preparers, inspectors, etc.) have specific training or certifications to ensure their level of knowledge and skills are adequate to ensure their ability to design and evaluate Project specifications that will comply with General Permit requirements.¹⁸

Phase II of the NPDES stormwater program covers small construction activities disturbing between one and five acres. Phase II became final and published in the Federal Register on December 8, 1999 with small construction permit applications due by March 10, 2003. The Phase II Final Rule also expanded the existing NPDES regulations (Phase I) to address stormwater discharges from municipal separate sewer systems serving populations of less than 100,000 persons.

The Los Angeles Regional Water Quality Control Board (LARWQCB) originally issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001¹⁹, that requires new development and redevelopment projects to incorporate storm water mitigation measures. Also known as an MS4 Discharge Permit, the Permit was amended and updated most recently by Final Order No. R4-2012-0175

¹⁶ *National Pollutant Discharge Elimination System (NPDES) General Permit For Storm Water Discharges Associated With Construction Activity (General Permit) Water Quality Order 99-08-DWQ, Fact Sheet, page 1, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf, accessed October 2, 2013.*

¹⁷ *Ibid, page 4.*

¹⁸ *Ibid, page 6.*

¹⁹ *California Regional Water Quality Control Board, Los Angeles Region.*

Website:

http://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/la_ms4/2012/Order%20R4-2012-0175%20-%20A%20Final%20Order%20revised.pdf accessed October 2, 2013.

on November 8, 2012, it became effective on December 28, 2012 and expires on December 28, 2017. Under the Municipal Storm Water NPDES Permit, redevelopment is defined as any land-disturbing activity that “results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site.”²⁰

West Hollywood Municipal Code *15.56.095 Standard Urban Storm Water Mitigation Plan (SUSMP) Requirements for New Development and Redevelopment Projects*²¹ states that the following projects for new development and redevelopment, if subject to discretionary project approval in the Zoning Ordinance of the city, shall require a storm water mitigation plan that complies with the most recent SUSMP and the current Municipal NPDES Permit:

1. Ten or more unit homes (includes developments of single family homes, condominiums and apartments);
2. A 100,000 or more square feet of impervious surface area industrial/commercial development; after March 10, 2003, one acre or more of impervious surface area industrial/commercial development;
3. Automotive service facilities (SIC 5013, 5014, 5542, 7532-7534 and 7536 – 7539);
4. Retail gasoline outlets;
5. Restaurants (SIC 5812);
6. Parking lots 5,000 square feet or more of surface area or with twenty-five or more parking spaces;
7. Redevelopment projects in subject categories that meet redevelopment thresholds;
8. Any new development or redevelopment project located in or directly adjacent to or discharging directly into an environmentally sensitive area (as defined herein), where the development will:
 - i. Discharge storm water and urban runoff that is likely to impact a sensitive biological species or habitat; and
 - ii. Create 2,500 square feet or more of impervious surface area.

The Project would be subject to the waste discharge requirements for stormwater discharge into municipally owned separate storm sewer systems (MS4s) set forth in the general NPDES stormwater permit issued by the LARWQCB to the County of Los Angeles (Los Angeles County MS4 Permit) and multiple municipalities within the county.²² The City of West Hollywood is a permittee under the MS4 Permit and, therefore, has legal authority to enforce the terms of the MS4 Permit within its jurisdiction.

²⁰ *Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)*. Los Angeles County Department of Public Works. September 2002 website: http://dpw.lacounty.gov/wmd/npdes/SUSMP_MANUAL.pdf accessed October 2, 2013.

²¹ *City of West Hollywood Municipal Code*. Website: http://qcode.us/codes/westhollywood/view.php?topic=15-3-15_56-15_56_095&frames=on, accessed November 25, 2013.

²² *Los Angeles Regional Water Quality Control Board Order No. R4-2012-0175, NPDES No. CAS00400, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County*.

The MS4 Permit is intended to ensure that combinations of site planning, source control and treatment control practices are implemented to protect the quality of receiving waters. Section VI.D.8, of this Permit, Development Construction Program, requires Permittees to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.

Structural BMPs, also referred to as treatment control BMPs, involve physical treatment of the runoff, usually through structural means. Site design or planning management BMPs are used to minimize runoff from new development and to discourage development in environmentally sensitive areas that are critical to maintaining water quality.

iii) Low Impact Development – Previously Known as Standard Urban Stormwater Mitigation Plan (SUSMP)

Low Impact Development (LID) is a leading stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its sources as possible. Urban runoff discharged from municipal storm drain systems is one of the principal causes of water quality impacts in most urban areas. LID comprises a set of site design approaches and best management practices (or BMPs) that are designed to address runoff and pollution at the source. These LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of stormwater flows. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.²³ Lid includes specific techniques, tools, and materials to control the amount of impervious surface, increase infiltration, improve water quality by reducing runoff from development sites, and reduce costly infrastructure.²⁴ Additional BMPs may be required by ordinance or code adopted by the Permittee and applied generally or on a case-by-case basis. Developers must incorporate appropriate LID requirements into their project plans. As the Permittee, the City of West Hollywood Division of Public Works, Engineering Department will review the plan for proposed development within the Project Site as part of the development plan approval process and prior to issuance of building and grading permits.

iv) Stormwater Quality

This section discusses typical pollutants found in stormwater runoff and discusses the types of contaminants that may be found in existing stormwater runoff from the Project Site. Stormwater quality is a significant concern in California. The Project site is located within the Ballona Creek Watershed and the receiving water is the Pacific Ocean at Santa Monica Bay. There are currently no known stormwater quality systems on-site. Under Section 303(d) of the 1972 Clean Water Act, areas are required to declare a list of water quality limited segments. Watercourses included on this list do not meet water quality standards, even after installing the minimum level of pollutant control technology on point sources, and must develop action plans, known as Total Maximum Daily Loads (TMDLs) to improve water quality. The LARWQCB indicates that certain pollutants in watersheds may include ammonia, nutrients, algae, odors, and unnatural scum/foam, both coming from point and non-point sources. Receiving waters can assimilate a limited quantity of various constituent elements;

²³ California Environmental Protection Agency, State Water Resources Control Board, *Low Impact Development website: www.waterboards.ca.gov/water_issues/low_impact_development/*, December 2013.

²⁴ *Ibid.*

however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would:

- a) Violate any water quality standards or waste discharge requirements;
- 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);
- 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;
- 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;
- 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;
- f) Otherwise substantially degrade water quality;
- 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;
- h) Place within a 100-year flood hazard area structures 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; or
- j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

As discussed in the Initial Study for the proposed Project (see Appendix A to this Draft EIR), the proposed Project would have no impact or a less than significant impact with respect to Thresholds a), b), c), d), f), g), h) and j) listed above. No further analysis of these topics is required. The following analysis examines thresholds e) and i).

i) Methodology

The proposed Project was analyzed to determine its effect incremental impact on existing hydrology/water quality conditions. The analysis considers the stormwater runoff and associated

pollutants from the proposed Project as well as the proposed Project's compliance with applicable regulations. Factors considered for the analysis of hydrology/water quality impacts include the development area footprint (including the Existing Building and surface parking lot along Rosewood Avenue), and the project's incorporation of stormwater quality BMPs, if any.

B. Project Impacts

<i>Threshold</i>	<i>Would the project 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?</i>
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Impact F-1 **The proposed 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. Therefore, Project impacts to would be less than significant.**

i) **Construction**

Three general sources of short-term construction-related stormwater runoff and pollution associated with the Project site are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment; and 3) the maintenance and operation of construction equipment.

1) Construction Materials

The Project site would contain a variety of construction materials that are potential sources of stormwater pollution. Categories of such materials include: adhesives, cleaning agents, landscaping, plumbing, painting, heating/cooling, and masonry materials, floor and wall coverings, and construction debris. Construction material spills can be a source of stormwater pollution and/or soil contamination, which could generate a potentially significant impact to water quality.

As previously stated, since the Project site involves clearing, grading, and excavation, a General Construction Activity Stormwater Permit must be obtained from the SWRCB prior to the start of construction. The NPDES requires that an NOI be filed with the SWRCB. By filing an NOI, the developer agrees to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and implementation of a SWPPP. The SWPPP identifies which structural and non-structural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. These BMPs are designed to eliminate or limit to acceptable levels materials leaving the property and control the flow of stormwater to avoid surface runoff during construction.

In addition, under the Los Angeles County MS4 permit, the project contractor would be required to implement BMPs that would meet or exceed local, State, and Federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation, disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities.

The following SWPPP BMPs may be required by the City of West Hollywood Building and Safety Department to prevent construction debris from entering the municipal storm drain system:

- All construction waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler.
- All leaks, drips, and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Material spills on pavement shall not be hosed down or otherwise be allowed to enter the stormdrain system. Dry cleanup methods shall be used whenever possible.
- Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained.
- During the construction period, the Applicant/Contractor shall conduct on-going street sweeping and truck wheel cleaning to prevent dirt in stormwater.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

During Project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via NPDES, SWPPP, and LID regulations. With implementation of the required BMPs, included as regulatory measure IV.F-4 below, short-term impacts on water quality from construction materials would be less than significant.

a) Site Grading

Soil erosion is the process by which soil particles are removed from the land surface by wind, water, and/or gravity. Soil particles removed by stormwater runoff are considered pollutants that if discharged to the municipal storm drain system eventually reach the Pacific Ocean and can have negative impacts upon aquatic habitats. Grading activities can greatly increase erosion processes, which would generate a potentially significant impact to water quality.

The following SWPPP BMPs will be required by the City of West Hollywood Building and Safety Department to prevent construction silt from entering the municipal storm drain system:

- The amount of exposed soils shall be limited and erosion control procedures implemented for those areas that must be exposed.
- Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities.
- Appropriate dust suppression techniques, such as watering or tarping shall be used in areas that must be exposed.
- The area shall be secured to control off-site migration of pollutants.

- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities.
- Truck loads shall be tarped.
- Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic.
- Simple sediment filters shall be constructed at or near the entrances to the municipal storm drain system wherever feasible.

With implementation of the required BMPs, included as regulatory measure IV.F-5 below, short-term impacts on hydrology and water quality from site grading would be less than significant.

b) Equipment Maintenance

Poorly maintained vehicles and heavy equipment that leak fuel, oil antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination which would generate a potentially significant impact to water quality.

The following SWPPP BMPs may be required by the City of West Hollywood Building and Safety Department to prevent pollutants due to poor equipment maintenance from entering the municipal storm drain system:

- All leaks, drips, and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the municipal storm drains.
- Material spills on pavement shall not be hosed down or otherwise be allowed to enter the stormdrain system. Dry cleanup methods shall be used whenever possible.
- The Applicant/Contractor shall conduct truck wheel cleaning and truck washing to prevent dirt in stormwater.
- The Applicant/Contractor shall keep vehicles in good working order.

With the implementation of the required BMPs, included in regulatory measure IV.F-4 below, short-term impacts on water quality from equipment maintenance would be less than significant.

ii) Operation

1) Storm Drainage

According to the General Plan 2035 EIR, implementation of the General Plan 2035 building out (including any new development within the City of West Hollywood) would not involve the alteration of existing drainage channels. Future infill development in the City's existing urban areas is not expected to substantially increase the amount of existing impervious surface or substantially change the flow velocity or volume of storm water runoff. The General Plan assumed that redevelopment might provide opportunities to create new pervious surfaces to facilitate groundwater infiltration through new landscaping and use of porous pavements. The General Plan 2035 EIR concluded that impacts would be less than significant.

The Project Site is currently developed primarily with impervious surfaces with the Existing Building and the 48,000 sf surface parking lot. Implementation of the proposed Project would develop new buildings

on the already impervious surfaces of the Project Site. Further, the new Townhomes and Indoor Pool House would have outdoor open gardens with landscaped planters and grass areas which would replace the existing landscaped setback area along Rosewood Avenue. As such, the proposed Project would not create substantially greater impervious surfaces from existing condition; thus, the Project would not create substantially greater surface water runoff from the site. Therefore, the Project would not be expected to create such drainage that the exiting storm drainage system in the Project area would become incapable of handling the runoff. Therefore, Project impacts to surface drainage would be less than significant.

2) Surface Water Quality

If not properly designed and constructed, the proposed development could increase the rate of urban pollutant introduction into the municipal storm drain system. In order to prevent these potential impacts, the proposed Project would be designed in compliance with: 1) Section 402(p) of the Federal Water Pollution Control Act, or Clean Water Act (CWA); 2) the Los Angeles County MS4 Permit; 3) the County of Los Angeles LID; and 4) the City of West Hollywood Municipal Code (WHMC).

Once the proposed Project has been constructed, urban runoff might include all of the above contaminants, as well as trace metals from pavement runoff, nutrients and bacteria from pet wastes, and landscape maintenance debris may be mobilized in wet-season storm runoff from roadway areas, parking areas, and landscaping, and in dry-season “nuisance flows” may result from landscape irrigation. Liquid product spills occurring at the Project site could also enter the storm drain. Dry product spills could enter the storm drain via runoff in wet weather conditions or dry-season “nuisance flows.” Runoff from the exposed portions of the Project’s driveway would be intercepted by a filtered trench drain device before outletting to the street, while water from the building roof would be directed to a series of downspouts and routed through inline downspout filter devices, with NPDES planter devices utilized prior to discharge off-site.

Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, would apply to the proposed Project. This Program requires, among other things, that projects retain on site the runoff volume from: (a) the .75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. In compliance with the MS4 Permit, the proposed Project would be required to retain runoff before entering the City stormwater drainage system. This system must follow specific design requirements set forth in the MS4 permit and must be approved by the City. In compliance with the LID requirements, the proposed development would provide for the treatment/filtration of on-site stormwater runoff before it enters the public stormwater conveyance system, in order to minimize the introduction of pollutants of concern.. Applicable BMPs would also be selected from those approved sources identified in the LID for Los Angeles County and City of West Hollywood. Additionally, a preventive maintenance program, including regular street and parking lot sweeping with equipment designed for removal of such compounds, shall be provided by the Project owner/developer, to reduce the potential water quality impacts to a less than significant level. Other aspects of the LID with which the Project site must comply include provisions for the proper design of outdoor material and trash storage areas.

As noted above, the Project site would provide structural or treatment control BMPs designed to control stormwater runoff contamination. While some infiltration through landscaped areas would occur, the Project site would primarily rely on the implementation of Treatment Control BMPs to control stormwater runoff contamination. As required by the LID, detailed plans for the site’s compliance with

the LID would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits. Detailed plans would include the location of oil and grease separators at storm drain inlets, and the location of infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping. With compliance with the LID requirements, the proposed project’s operational impacts on stormwater quality would be less than significant.

The Project Site would be required to comply with the City’s Urban Runoff Ordinance, which outlines practices for all developments in the City and runoff control requirements for all new development. Good housekeeping practices include: 1) collection, storage, and minimization of urban runoff; 2) maintenance of equipment; 3) removal of debris; and 4) prohibition of the use of any pesticides and fungicides that are banned by the US Environmental Protection Agency. As part of the runoff control requirements for new developments, all new developments in the City must prepare an Urban Runoff Mitigation Plan that must address one or more of the following goals: 1) maximization of permeable areas for infiltration of runoff; 2) maximization of the amount of runoff directed toward permeable areas or stored for reuse; and 3) removal of pollutants through installation of treatment control BMPs, Compliance with the City’s Urban Runoff Ordinance would ensure that the proposed Project does not adversely affect off-site water quality. Furthermore, with implementation of regulatory measures IV.F-6 through IV.F-15, listed below, impacts on water quality would be reduced to a level of less than significant.

3) Groundwater Water Quality

Based on the geotechnical investigation of the Project Site, groundwater was first encountered at approximately 25 to 30 feet bgs, and approximately one hour after-drilling levels rose to 7 to 17 feet bgs. The actual groundwater levels could not be accurately assessed at the site primarily because the water pressure in the borings was not allowed to equalize. The borings were backfilled prior to this occurring. However, the measured water levels are consistent with the historic high groundwater table. Grading for the Project would consist of excavation of approximately 18,770 cy of earth materials along Rosewood Avenue to accommodate the subterranean garage and additional 2,840 cy of earth materials from the Existing Building for the subterranean garage. Should unexpected groundwater be encountered during excavation, the pumping and disposal of groundwater is regulated by the Regional Water Quality Control Board (RWQB). Prior to commencing excavation, the Applicant would procure a NPDES permit from the Los Angeles Regional Water Quality Control Board for pumping and disposal of groundwater, if deemed necessary. Therefore, the Applicant would comply with the NPDES permit requirement for dewatering if dewatering is deemed necessary. Further, the Project would be required to comply with stormwater pollution prevention with best management practices (such as erosion control, elimination of storm water pollution during construction, etc.). With these regulations and BMPs, impacts would be less than significant.

<i>Threshold</i>	<i>Would the expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of failure of a levee or dam?</i>
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Impact F-2 The proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of failure of a levee or dam. Therefore, Project impacts to would be less than significant.

As previously discussed, the Project site is in Flood Zone X, and therefore outside of the 50, 100 and 500-year flood zones. Therefore, the Project would not place housing within a 100-year flood hazard area; place structures, which would impede or redirect flood flows within a 100-year flood hazard area; or

expose people, structures or sensitive biological resources to a significant risk of loss, injury or death involving flooding. Further, the site does not lie within any mapped inundation boundaries resulting from a failed or breached upgradient reservoir.²⁵ Therefore, Project impacts associated with flood hazards would be less than significant.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative hydrology and water quality analysis is the Project vicinity. Hydrologic and water quality impacts tend to be localized, therefore, the area near the Project Site (generally within a 500-foot radius) would be most affect by Project Site activities.

Future development of the related projects could affect the amount, the rate, the velocity, and the quality of runoff within their respective drainage areas. Whether the effects would be positive or adverse would depend on a number of factors including the amount of pervious/impervious surfaces that would change, the duration of the construction period, the drainage improvements and BMPs that would be incorporated into the design, etc. for each of those projects. Nonetheless, similar to the proposed project, each of the related projects would be required to prepare and implement LID and undergo a preliminary review by the City to determine what, if any, drainage improvements and BMPs would be required to ensure that the stormdrain capacity of the system serving each of the related projects is adequate, that no downstream flooding would occur as a result of exceedance of stormdrain capacity, and that no significant water quality issues would result. As discussed above, with implementation of the regulatory measures, the proposed Project would not result in any significant hydrology and water quality impacts. Therefore, the proposed Project would not have a considerable contribution to cumulative impacts to hydrology and water quality, and cumulative impacts would be less than significant.

5. MITIGATON MEASURES

Compliance with City, RWQCB and SWRCB permit requirements means that the Project would not result in significant impacts to hydrology and water quality. The following reflect existing regulatory and Lead Agency requirements.

- IV.F-1.** The proposed Project shall be designed and constructed in accordance with California Building Code seismic standards, the City of West Hollywood Building Code, the site-specific recommendations provided in the Geotechnical Report (Appendix F, which may be modified, if necessary as part of final Project design), and qualified structural engineers and as approved by the City of West Hollywood Department of Building and Safety. (Refer also to section IV. D, Geology & Soils and Project Design Feature IV.D-1.)
- IV.F-2.** The Applicant shall comply with the SWPPP and maintain all structural or treatment control BMPs for the life of the Project as required by the SWPPP.
- IV.F-3.** All earthworks on the Project site shall be performed in accordance with the requirements of the City of West Hollywood Building and Safety, the City of West

²⁵ *City of West Hollywood, General Plan 2035, Safety and Noise Element, Figure 10-3: Damn Inundation Hazard Areas, September 6, 2011.*

Hollywood Civil Engineer of Record, and the Storm Water Pollution Prevention Program.

Short-Term Construction Impacts

IV.F-4. The following SWPPP BMPs are required to prevent construction debris and/or pollutants from equipment maintenance, from entering the municipal storm drain system:

- All construction waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler.
- All leaks, drips, and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Material spills on pavement shall not be hosed down or otherwise be allowed to enter the stormdrain system. Dry cleanup methods shall be used whenever possible.
- Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained.
- During the construction period, the Applicant/Contractor shall conduct on-going street sweeping and truck wheel cleaning and truck washing to prevent dirt in stormwater.
- The Applicant/Contractor shall keep vehicles in good working order. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

IV.F-5. The following SWPPP BMPs are required to prevent construction silt from entering the municipal storm drain system:

- The amount of exposed soils shall be limited and erosion control procedures implemented for those areas that must be exposed.
- Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities.
- Appropriate dust suppression techniques, such as watering or tarping shall be used in areas that must be exposed.
- The area shall be secured to control off-site migration of pollutants.

- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities.
- Truck loads shall be tarped.
- Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic.
- Simple sediment filters shall be constructed at or near the entrances to the municipal storm drain system wherever feasible.

Surface Water Runoff/Water Quality Impacts

The following are required to prevent surface runoff and water quality impacts:

- IV.F-6.** The Applicant(s) shall implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required, and shall be provided to the City of West Hollywood Department of Building and Safety prior to Project occupancy.
- IV.F-7.** Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- IV.F-8.** Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- IV.F-9.** Any toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- IV.F-10.** Reduce and recycle wastes, including: paper, glass, aluminum, oil, and grease.
- IV.F-11.** Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- IV.F-12.** All storm drains inlets and catch basins within the Project area must be stenciled with prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping. Legibility of stencils and signs must be maintained.
- IV.F-13.** Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

The storage area must be paved and sufficiently impervious to contain leaks and spills.

The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

IV.F-14. Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.

IV.F-15. The owner(s) of the property will prepare and execute covenant and agreement satisfactory to the City of West Hollywood binding the owners to post construction maintenance on the structural and operational BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer's instructions.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With compliance with regulatory requirements, impacts related to hydrology and water quality would be less than significant and no mitigation measures are required.

Cumulative impacts would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

G. LAND USE AND PLANNING

1. INTRODUCTION

This section of the EIR analyzes the proposed Project's effects on land use and planning issues. This section is largely based on information from the *City of West Hollywood General Plan 2035* and the City of West Hollywood Municipal Code (WHMC).

2. ENVIRONMENTAL SETTING

West Hollywood is a vibrant and eclectic City in the heart of the bustling Los Angeles Metropolitan Area. West Hollywood is located within Los Angeles County, which is one of the densest urbanized regions in the United States. The City itself covers 1.9 square miles. It is located approximately seven and a half miles northwest of downtown Los Angeles, and is one in a network of interconnected communities within the Los Angeles Region. Key regional commercial, entertainment, and circulation corridors run east-west through West Hollywood, connecting it to the greater Los Angeles Region. These include Sunset Boulevard and Santa Monica Boulevard, both of which connect West Hollywood to many other communities within Los Angeles County. Although the Pacific Electric Railway is long gone, West Hollywood's main corridors are served by frequent bus service, and future enhancements to regional transit, including the possibility of fixed rail, are being studied. Over time, West Hollywood has evolved as a regional entertainment, shopping, and employment destination. Combined with its central regional location and diverse and active community, West Hollywood is a vibrant and attractive City for visitors, tourists, businesses, and residents alike.

The Project Site is located in the southwest area of the City in a commercial sub-area identified by the Land Use and Urban Form Element of the General Plan as the Melrose/Beverly District. The Melrose/Beverly District, also known as the West Hollywood Design District (formerly known as "The Avenues"), is composed of segments of Melrose Avenue, Robertson Boulevard, and Beverly Boulevard and surrounds the landmark Pacific Design Center (PDC). The PDC is a national and international center for the arts, fashion, design, and furnishings businesses. The District is characterized by the contrasts between the small, closely-packed scale of the commercial buildings and streetscape along Melrose and Robertson and the monumental scale of the PDC and nearby Beverly Center and Cedars-Sinai Hospital.

A. Project Site

i) Existing On-Site Land Uses

The Project Site is located at 8899 Beverly Boulevard and is comprised of 17 legal lots and contains a total area of 75,700 sf. The Project Site consists of five lots fronting on Beverly Boulevard, which are developed with a commercial building containing approximately 89,630 sf (Existing Building), and 12 lots to the north, fronting on Rosewood Avenue (8846 – 8908 Rosewood Avenue), which are developed with a surface parking area serving the Existing Building containing approximately 134 spaces.

The Existing Building consists of a ten level (including basement level and penthouse) retail/commercial building, approximately 125 feet tall, originally built in the 1960's. The Existing Building is within the Commercial, Community 1 (CC1) zone and is located upon five lots with an area of 27,500 sf. It contains approximately 89,630 sf of floor area, including an approximately 3,879 square foot restaurant in the

basement (Level 1), approximately 21,249 sf of retail uses on Level 2, and approximately 64,502 sf of office space on Levels 4 through 9.

The Project Site includes 12 lots fronting Rosewood Avenue within the Residential, Single-Family or Two-Unit Low Density Zone (R1B) that contain a total area of 48,000 sf and that are developed with a surface parking lot serving the Existing Building. Adjoining Rosewood Avenue is a 10-foot wide easement for public purposes, which is proposed to be vacated. Photographs depicting land uses on the Project Site and the immediate surrounding area are provided in Section III (Environmental Setting) of this Draft EIR.

ii) Surrounding Uses

The Project Site is generally bound by commercial development to the east, west and south and residential uses to the north. Specifically, the Existing Building adjoins commercial uses on the east and west sides that are zoned CC1. The Existing Building is across Beverly Boulevard from a new commercial development located on the south side between Swall and La Peer Drives. Other uses on the south side include furniture stores and design-related businesses. The properties on the south side of Beverly Boulevard are zoned CC2. The Project Site's surface parking lot adjoins a commercial parking lot to the west, a residential lot developed with three units to the east, and residential lots improved with one and two units on the north side of Rosewood Avenue. Thus, the Project Site is surrounded by numerous commercial, restaurant, and retail uses that are easily accessible to the Project Site. Refer to Figure II-2, Site Location Aerial Map, illustrating the location of the Project Site and surrounding uses.

B. Regulatory Framework

i) Applicable Land Use Policies and Regulations

The Project Site is subject to the applicable policies and zoning requirements of several local and regional plans. At the regional and sub-regional levels, development within the Project Site is subject to the planning guidance of the Southern California Association of Governments (SCAG). SCAG has adopted the 1996 Regional Comprehensive Plan and Guide (RCPG), the Regional Housing Needs Assessment (RHNA), the 2008 RTP, the Regional Transportation Improvement Program (RTIP), and the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in an effort to address regional growth and measure progress toward achieving regional planning goals and objectives. Additionally, the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), and the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Plan for Los Angeles County (CMP) serve as additional regional planning and guidance documents. At the City level, development within the Project Site is subject to the West Hollywood General Plan 2035 and the City of West Hollywood Municipal Code (WHMC). An overview of the relative and applicable components of each plan and regulation is provided below.

1) Regional Plans

a) Regional Comprehensive Plan and Guide

Adopted by SCAG in 1994 and amended in 1996, the RCPG served as a framework to guide decision making by local governments until 2008, when the new Regional Comprehensive Plan (RCP) was adopted. The RCPG assisted local agencies in meeting federal and State mandates for growth management, mobility, and environmental standards while maintaining consistency with regional growth goals. SCAG encouraged local agencies to utilize the prior RCPG as the basis for their own plans

and encouraged agencies to discuss consistency between the RCPG and proposed development projects deemed to be of “regional significance.” In 2008, SCAG adopted the current RCP, which now serves as the advisory document to local agencies in the Southern California region.

b) Final 2008 Regional Comprehensive Plan

SCAG prepared and issued the 2008 RCP in response to its Regional Council’s directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges. The 2008 RCP serves as a policy framework for implementation of short-term strategies and long-term initiatives to improve regional mobility and sustainability, while also directly addressing the interrelationships between natural resource sustainability, economic prosperity, and quality of life. The 2008 RCP incorporates the principles and goals of the 2004 Compass Growth Vision and addresses the following subject areas: Land Use and Housing, Transportation, Air Quality, Energy, Open Space and Habitat, Water, Solid Waste, Economy, and Security and Emergency Preparedness. The Regional Council accepted the 2008 RCP as a guideline document on October 2, 2008, with direction that the 2008 RCP serve as an advisory document for local governments in developing local plans and addressing local issues of regional significance. Because of its advisory nature, SCAG has concluded that the 2008 RCP shall not be used in the SCAG’s Inter-Governmental Review process.¹ Accordingly, a consistency analysis with the RCP is not required for the proposed Project.

c) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

For the past three decades, SCAG has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region’s residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for the goods movement system. The development of a world-class zero- or near-zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction, and economic development.

The 2012–2035 RTP/SCS includes some goals and policies applicable land use projects. Goals and policies relevant to the proposed Project are provided in Table IV.G-1 (Consistency of the proposed Project with the Applicable Goals of the 2012–2035 Regional Transportation Plan/Sustainable

¹ SCAG, *Final 2008 Regional Comprehensive Plan*, page vii.

Communities Strategy) with a consistency analysis. Regional transportation impacts of the proposed Project are analyzed in greater detail in Section IV.K Traffic of this EIR.

d) Air Quality Management Plan

The Project Site is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), updated and adopted in 2012 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the proposed Project and consistency of the Project impacts with the AQMP are analyzed in greater detail in Section IV.B Air Quality of this EIR.

e) Congestion Management Plan

Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating regional transportation policies. The Congestion Management Program (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California *Government Code*. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects, which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. Metro is the designated congestion management agency responsible for coordinating the County's adopted CMP. The proposed Project's traffic Study, which is presented in greater detail in Section IV.K Traffic of this EIR, was prepared in accordance with the County of Los Angeles CMP.

2) Local Plans and Regulations

a) The West Hollywood General Plan 2035 Land Use and Urban Form Element and Zoning Ordinance

The City's General Plan and Zoning Ordinance are principal instruments of land use regulation for all properties and proposed development within the City. The West Hollywood General Plan 2035, adopted in September 2011, includes a Land Use and Urban Form Element. This element establishes goals and policies for the manner in which new development should occur and how existing uses should be preserved within the City. In West Hollywood, the land use designations and locations are compatible with the zoning districts found in the Zoning Ordinance. For each land use designation, the uses allowed and the standards of dwelling unit density for residential designations (as measured in dwelling units per acre) and building intensity for commercial designations (as measured in Floor Area Ratio, or FAR) are specified. While the General Plan land use designations are broad, the zoning districts include specific allowances and prohibitions of uses, dimensional requirements such as building setbacks, parking standards, and more refined heights compared to the General Plan. The land use designations are divided into three broad categories – residential, commercial and public.

As noted previously, the Project Site is located in the southwest area of the City in a commercial sub-area identified by the Land Use and Urban Form Element of the General Plan as the Melrose/Beverly

District. The Melrose/Beverly District, also known as the West Hollywood Design District, is composed of segments of Melrose Avenue, Robertson Boulevard, and Beverly Boulevard and surrounds the landmark Pacific Design Center (PDC). The PDC is a national and international center for the arts, fashion, design, and furnishings businesses. The District is characterized by the contrasts between the small, closely-packed scale of the commercial buildings and streetscape along Melrose and Robertson and the monumental scale of the PDC and nearby Beverly Center and Cedars-Sinai Hospital.

As illustrated in Figure IV.G-1, City of West Hollywood Zoning Districts, the Project Site is designated CC1 and R1B and is located within the Mixed-Use Incentive Overlay Zone (MUIOZ) and a Parking Overlay District.

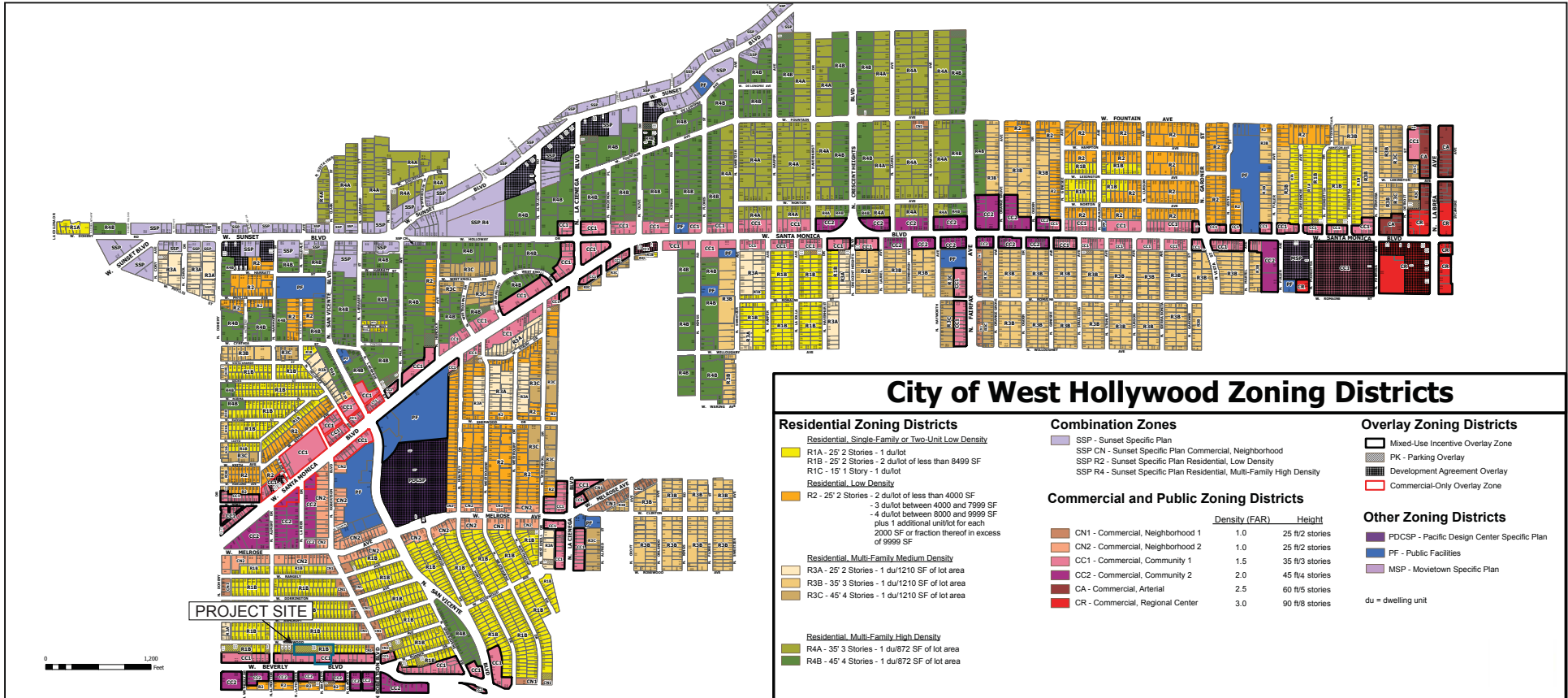
The CC1 designation provides for commercial uses and mixed-use development along major corridors (e.g., Santa Monica Boulevard, Beverly Boulevard and La Cienega Boulevard). The CC1 designation allows for a variety of commercial uses including retail, professional offices, business support and personal services, entertainment, restaurants, specialty shops, overnight accommodations, cultural facilities, and small-scale manufacturing related to design furnishings, galleries, motion pictures, television, music, and arts related uses. Mixed-use development with residential, commercial, and office uses is encouraged near major intersections and in locations with high-frequency transit service; however, residential uses are prohibited on certain parcels on Santa Monica Boulevard, and certain parcels adjacent to those fronting on Santa Monica Boulevard, generally between Almont Drive and Larrabee Street, where such uses may be incompatible with existing entertainment uses. This designation has a FAR of 1.5 and a height of 35 feet, without applicable bonuses.

The R1 designation provides for the retention, maintenance, and development of existing single-family residential neighborhoods. This designation identifies areas of the City characterized by single-family homes on smaller parcels, together with other low density residential development in specific neighborhoods. The intention of the designation is to preserve and maintain the single family residential character and to ensure that new development is compatible with existing character. There are three sub-categories within the Single-Family and Two-Family designation: R1A, R1B, and R1C. The Project Site's R1B designation allows for: 2 units per lot of less than 8,499 sf; 3 units per lot between 8,500 and 11,999 sf; Plus 1 additional unit per lot, for each 3,500 sf or fraction thereof in excess of 11,999 sf.

The MUIOZ identifies certain locations where a mix of residential and commercial uses is encouraged. The MUIOZ is intended to focus residential mixed-use projects in high priority nodes, focused on commercial corridors and including locations with high transit levels of service and major intersections. New development with a mix of residential and commercial uses in this overlay zone may receive an additional 0.5 FAR and ten (10) feet in height.

The Parking Overlay District (PK) identifies certain locations within residential zoning districts where nonresidential parking lots and parking structures may be established or maintained. The PK districts are only applied to residentially zoned property contiguous to a commercially zoned site. The 12 lots fronting Rosewood Avenue include the PK district as it is contiguous to the five commercial Project Site lots fronting Beverly Boulevard.

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City of West Hollywood Zoning Districts

Residential Zoning Districts

- Residential, Single-Family or Two-Unit Low Density**
- R1A - 25' 2 Stories - 1 du/lot
 - R1B - 25' 2 Stories - 2 du/lot of less than 8499 SF
 - R1C - 15' 1 Story - 1 du/lot
- Residential, Low Density**
- R2 - 25' 2 Stories - 2 du/lot of less than 4000 SF
 - 3 du/lot between 4000 and 7999 SF
 - 4 du/lot between 8000 and 9999 SF plus 1 additional unit/lot for each 2000 SF or fraction thereof in excess of 9999 SF
- Residential, Multi-Family Medium Density**
- R3A - 25' 2 Stories - 1 du/1210 SF of lot area
 - R3B - 35' 3 Stories - 1 du/1210 SF of lot area
 - R3C - 45' 4 Stories - 1 du/1210 SF of lot area

- Residential, Multi-Family High Density**
- R4A - 35' 3 Stories - 1 du/872 SF of lot area
 - R4B - 45' 4 Stories - 1 du/872 SF of lot area

Combination Zones

- SSP - Sunset Specific Plan
- SSP CN - Sunset Specific Plan Commercial, Neighborhood
- SSP R2 - Sunset Specific Plan Residential, Low Density
- SSP R4 - Sunset Specific Plan Residential, Multi-Family High Density

Commercial and Public Zoning Districts

	Density (FAR)	Height
CN1 - Commercial, Neighborhood 1	1.0	25 ft/2 stories
CN2 - Commercial, Neighborhood 2	1.0	25 ft/2 stories
CC1 - Commercial, Community 1	1.5	35 ft/3 stories
CC2 - Commercial, Community 2	2.0	45 ft/4 stories
CA - Commercial, Arterial	2.5	60 ft/5 stories
CR - Commercial, Regional Center	3.0	90 ft/8 stories

Overlay Zoning Districts

- Mixed-Use Incentive Overlay Zone
- PK - Parking Overlay
- Development Agreement Overlay
- Commercial-Only Overlay Zone

Other Zoning Districts

- PDCSP - Pacific Design Center Specific Plan
- PF - Public Facilities
- MSP - Movietown Specific Plan

du = dwelling unit

PROJECT SITE



Source: City of West Hollywood, November 3, 2011.

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b) *The West Hollywood General Plan 2035 Housing Element*

The Housing Element of the City's General Plan provides a profile of the West Hollywood resident population and housing stock. The element provides a comprehensive profile of West Hollywood households including composition, size, income, and special housing needs. It also analyzes the City's housing stock in terms of tenure, affordability, maintenance, costs, and vacancy rates. The element projects future population in the City and analyzes the ability of existing housing to meet future needs.

The Housing Element has six goals, each of which is associated with policies to facilitate achievement of these goals. The six goals include:

- Goal H-1: Provide affordable rental housing.
- Goal H-2: Maintain and enhance the quality of the housing stock and residential neighborhoods.
- Goal H-3: Encourage a diverse housing stock to address the needs of all socioeconomic segments of the community.
- Goal H-4: Provide for adequate opportunities for new construction of housing.
- Goal H-5: Provide for a government environment that facilitates housing development and preservation.
- Goal H-6: Promote equal access to housing for all.

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

c) *City of West Hollywood Green Building Program*

West Hollywood adopted one of the nation's first mandatory green building ordinance, which became effective on October 1, 2007. The ordinance ensures that new buildings will be healthier for residents, and use energy and resources more efficiently. Flexibility, responsiveness to local conditions, and cost-effectiveness are key features of the ordinance. The Green Building Requirements and Incentives for Private Development Ordinance focus on the following:

- Establishes new development standards that apply to all development, including all new residential and commercial projects as well as remodels and tenant improvements;
- Develops a point system for new construction with incentives for projects that achieve "exemplary" status; and
- Implements "green building" education and outreach program.

The “green” development standards are green building requirements for remodels, tenant improvements, additions and new construction. These standards were incorporated into the Zoning Ordinance so that all projects incorporate elements such as drought-tolerant landscaping, low-flow plumbing fixtures, and energy efficient appliances. The green building point system will be incorporated in all new structures, with incentives such as FAR bonuses for projects that go above and beyond minimum requirements. The requirements are structured as a point system to allow for maximum flexibility and the points allowed each reflect West Hollywood’s unique opportunities and constraints. Specifically, the point system was designed to emphasize locally-available materials, encourage green elements to be incorporated early into project design and provide flexibility to alter green elements as the project evolves. In addition, any new public buildings will be certified by the Leadership in Energy and Environment Design (LEED) program.

3. ENVIRONMENTAL IMPACTS

A. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the proposed Project would have a potentially significant effect on the environment if it would:

- a) Physically divide an established community;
- 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; and
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study (included in Appendix A to this Draft EIR) determined that the proposed Project would result in no impacts with respect to checklist questions a) and c), above. As such, no further analyses of these topics are required. The following impact analysis addresses checklist question b) above.

i) Methodology

The analysis of land use impacts considers both consistency of the Project with adopted plans and policies that govern land use on the Project Site and the compatibility of proposed uses with adjacent land uses. A significant impact related to land use compatibility would result if the interface of physical and operational characteristics of the proposed Project were found to be substantially incompatible with the surrounding land uses. The determination of compatibility is based upon a survey of land uses in the area, in combination with the analysis of the physical development, construction and operational characteristics of the proposed Project.

B. Project Impacts

<i>Threshold</i>	<i>Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>
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Impact G-1 Implementation of the proposed Project would be generally consistent with the applicable land use plans, policy and regulations for the Project Site, including the 2012-2035 RTP/SCS, SCAQMD AQMP, the CMP, the Land Use and Urban Form Element of the West Hollywood General Plan 2035, and the City’s Zoning Ordinance. Thus, because the proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect following adoption of the Specific Plan, impacts associated with Land Use and Planning would be less than significant.

As previously discussed, the development of the proposed Project would be subject to several regional and local land use plans as well as the development regulations in the City’s Zoning Ordinance. The proposed Project’s consistency with applicable land use plans, including the 2012-2035 RTP/SCS, the Land Use and Urban Form Element of the West Hollywood General Plan 2035, and the City’s Zoning Ordinance are described in detail in this Section. The Proposed Project’s consistency with the AQMP is addressed in Section IV.B Air Quality, and consistency with the CMP is addressed in Section IV.I Traffic of this EIR.

ij) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

As shown in Table IV.G-1 (Consistency of the proposed Project with the Applicable Goals of the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy), the proposed Project would conform to the goals identified in the RTP/SCS. Therefore, land use impacts with respect to RTP/SCS consistency would be less than significant.

**Table IV.G-1
Consistency of the Proposed Project with the
Applicable Goals of the 2012–2035 Regional Transportation Plan/Sustainable Communities
Strategy**

Goal	Project Consistency
RTP/SCS Goal: Maximize mobility and accessibility for all people and goods in the region.	Consistent: The Project will replace an existing commercial surface parking lot adjoining a residential area with more appropriate low-density residential uses. The denser residential components of the Project are focused towards Beverly Boulevard where they are accessible to convenient commercial services and mass-transit opportunities. In addition, The Project adds a residential component to one of the most highly amenitized areas within West Hollywood that will allow residents to walk to commercial uses in the vicinity and provides access to mass-transit opportunities, thereby reducing the necessity to use a vehicle. Therefore, the proposed Project would be consistent with this goal.
RTP/SCS Goal: Maximize the productivity of our transportation system.	Consistent: The proposed Project would provide infill development in an urbanized area at a greater density than what currently exists on the site that would provide accessible to the regional transportation system. In addition, the Project adds a residential component to one of the most highly amenitized areas within West Hollywood that will allow residents to walk to commercial uses in the vicinity and provides access to mass-transit

**Table IV.G-1
Consistency of the Proposed Project with the
Applicable Goals of the 2012–2035 Regional Transportation Plan/Sustainable Communities
Strategy**

Goal	Project Consistency
	opportunities, thereby reducing the necessity to use a vehicle. Therefore, the proposed Project would be consistent with this goal.
RTP/SCS Goal: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The Project will replace an existing commercial surface parking lot adjoining a residential area with more appropriate low-density residential uses. The denser residential components of the Project are focused towards Beverly Boulevard where they are accessible to convenient commercial services and mass-transit opportunities. In addition, The Project adds a residential component to one of the most highly amenitized areas within West Hollywood that will allow residents to walk to commercial uses in the vicinity and provides access to mass-transit opportunities, thereby reducing the necessity to use a vehicle. Therefore, the proposed Project would be consistent with this goal.
RTP/SCS Goal: Actively encourage and create incentives for energy efficiency, where possible.	Consistent: The Project would be subject to the requirements of the City’s Green Building Program and Ordinance. Among many requirements, the Project will be required to construct new buildings that will be healthy for residents, and use energy and resources more efficiently. Therefore, the proposed Project would be consistent with this goal.
RTP/SCS Goal: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: The Project will replace an existing commercial surface parking lot adjoining a residential area with more appropriate low-density residential uses. The denser residential components of the Project are focused towards Beverly Boulevard where they are accessible to convenient commercial services and mass-transit opportunities. In addition, The Project adds a residential component to one of the most highly amenitized areas within West Hollywood that will allow residents to walk to commercial uses in the vicinity and provides access to mass-transit opportunities, thereby reducing the necessity to use a vehicle. Therefore, the proposed Project would be consistent with this goal.
<i>Goals Source: Southern California Association of Governments, 2012-2035 RTP/SCS, adopted April 2012.</i>	

ii) The West Hollywood General Plan 2035 Land Use and Urban Form Element and Zoning Ordinance

The Project consists of the adaptive reuse of the Existing Building into residential condominiums with street front retail and development of new single-family townhomes and affordable rental housing, along with ancillary structures and improvements, including a subterranean parking garage and indoor pool house, in a mixed use development project. A primary objective of the Project is to provide a

significant number of affordable rental apartments. Although the Applicant seeks approval of a General Plan Amendment, Specific Plan and Zoning Map Amendment, among other approvals outlined below, the above-ground portion of the Project adjoining Rosewood Avenue will be restricted to residential uses, consistent with the scale and character of the existing residential neighborhood and with fewer residential units than are otherwise permissible under the current zoning. In addition, the proposed development will replace an incompatible commercial surface parking lot with residential uses that are consistent with the residential nature of this area of the City. The Applicant requests the approval of the following discretionary actions to allow for the proposed mixed-use development project:

- A General Plan Amendment to redesignate the Property from CC1 and R1B to 8899 Beverly Specific Plan (8899SP or the Specific Plan);
- A Specific Plan to provide a concise development plan for the Property;
- Zone Amendment to amend the Zoning Map to designate the property 8899SP;
- A Development Permit to allow for the adaptive reuse and expansion of the Existing Building and new construction to include (a) 12 affordable residential units, (b) 69 market-rate residential units, (c) 19,875 sf of retail uses, (d) 10,562 sf of office uses (e) 4,394 sf of restaurant uses, (f) an ancillary recreation building, and (g) one level of subterranean parking;
- Vesting Tentative Tract Map (VTTM) No. 72177 for condominium purposes;
- Easement Vacation to vacate a 10-foot easement for public road and highway purposes bordering Rosewood Avenue that is no longer required for public road and highway purposes;
- Design Review in connection with the Project;
- A Demolition Permit to permit a Substantial Remodel of the Existing Building; and
- Any other approvals or permits necessary for the construction and operation of the Project.

1) Proposed 8899 Beverly Specific Plan (8899SP or the Specific Plan)

The Applicant is requesting a General Plan Amendment pursuant to WHMC Section 19.78.010 to redesignate the property from Community Commercial 1 (CC1) and Two Family Residential (R1B) to 8899 Beverly Specific Plan (8899SP) in order to provide a unified development site with a single land use designation and to allow development of the proposed Project. For consistency purposes, the Zoning Map would be amended to designate the Project Site as 8899SP. Since the Project would comply with the Specific Plan, implementation of the proposed Project would result in less than significant impacts. The following discussion outlines the Specific Plan and provides description of location; permitted uses; and development standards such as height, floor area, setbacks, and parking; and affordable housing provisions applicable to development within the Specific Plan area (8899SP).

a) Location and Description

The Project seeks to designate the entirety of the Project Site within a new 8899SP General Plan land use designation and zoning district that will prescribe the maximum building area that will be permitted for the Project Site if the requested amendments are approved. The Proposed 8899 Beverly Boulevard Specific Plan applies to the 1.73-acre property located at 8899 Beverly Boulevard, on the west side of

West Hollywood, and is generally bound by Almont Drive to the west, Rosewood Avenue to the north, Robertson Boulevard to the east, and Beverly Boulevard to the south. The precise boundaries of the 8899 Beverly Specific Plan are depicted on Figure IV.G-2, Proposed 8899 Beverly Specific Plan Area. The proposed Specific Plan is divided into two Subareas, Subarea 1 and Subarea 2, as delineated on Figure IV.G-2. Subarea 1 has a frontage of 250 feet along Beverly Boulevard, extending north to a depth of 110 feet. Subarea 2 has a frontage of 480 feet along Rosewood Avenue, extending south to a depth of 100 feet and is immediately north of Subarea 1.

The proposed Specific Plan is intended to provide a wide variety of commercial opportunities to serve local community needs, as well as broader market areas. The proposed Specific Plan provides for a variety of uses including mixed-use commercial/residential developments, retail; professional offices; business support and personal services; entertainment uses; restaurants; specialty shops; overnight accommodations; cultural uses; and small-scale manufacturing uses related to design furnishings, galleries, motion pictures, television, music or design-related uses. Upon the approval of the General Plan Amendment and Specific Plan, the Project will comply with the uses permitted within the Specific Plan. The following summarizes the relevant components of the proposed Specific Plan and Project.

b) Permitted Uses

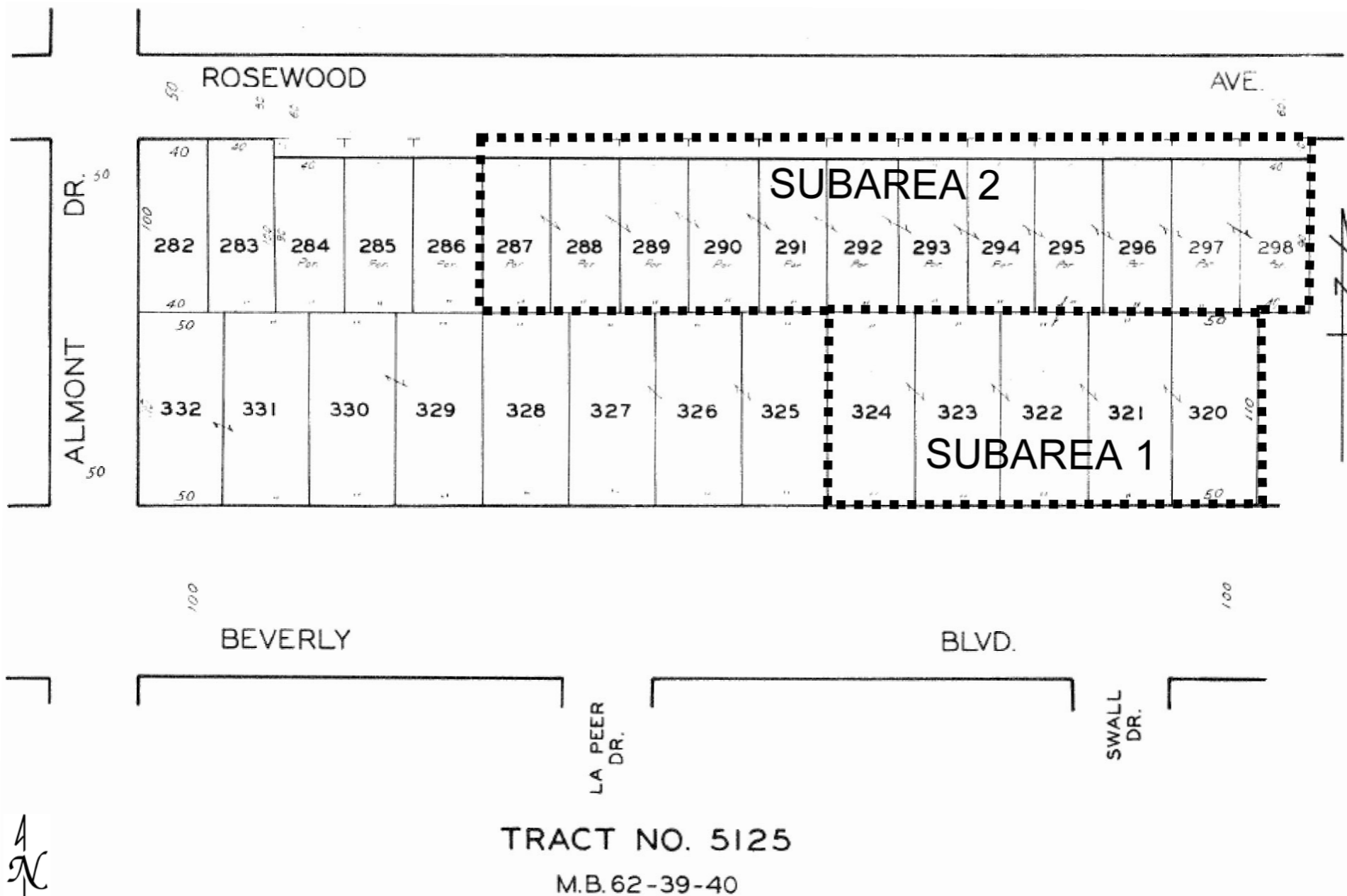
As proposed, uses within Subarea 1 shall be limited to the following: a) Commercial and residential uses permitted in accordance with the commercial community (CC) zone, as set forth in Chapter 19.10 of the WHMC; b) Alcoholic beverage sales for on-site consumption shall be permitted in connection with one restaurant. Alcoholic beverage sales in connection with any other establishment shall require the approval of a Conditional Use Permit or Minor Conditional Use Permit pursuant to the requirements set forth in Chapter 19.52 of the WHMC and the 8899 Beverly Boulevard Specific Plan.

Uses within Subarea 2 shall be limited to the following: a) A maximum of -seventeen (17) dwelling units; b) Home businesses shall be permitted pursuant to the requirements of Section 19.36.040 of the WHMC; c) Residential recreational facilities d) Subterranean parking facilities.

c) Floor Area Ratio (FAR)

The total possible building area is based upon the combination of the base permitted FAR and the bonus FAR that is allowed by the WHMC in the adjoining CC1 zoning district for mixed-use projects, developments that provide a specified percentage of affordable dwelling units, and development projects that exceed the minimum requirements of the City's Green Building Ordinance. The total site area of the Property is 75,500 sf, which is the basis for the following FAR calculations. The total permitted FAR will be 2.8, which is equivalent to 211,400 sf of floor area. The maximum permitted FAR of 2.8:1 is the same as the maximum FAR that could be achieved for a mixed-use commercial/residential development in the adjoining CC1 zoning district, when considering the base FAR, and bonus FAR available for mixed-use projects, projects eligible for a 35% density bonus pursuant to WHMC §19.22.050(D)(1) because at least 11% of the dwelling units within the Project will be reserved for Very Low Income households, and for projects that achieve a minimum of 90 points from the West Hollywood Green Building Point System Table, which the Project will achieve.² The Project's actual

² *Project is not subject to these requirements, but will use it as a guide for the Specific Plan.*



Source: EcoTierra Consulting, 2013.



Figure IV.G-2
Proposed 8899 Beverly Specific Plan Area

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proposed FAR, 211,395 sf, for an FAR of just under 2.8:1, is within the overall floor area proposed under the Specific Plan.

d) Maximum Building Height

As proposed, the maximum building height of all structures in Subarea 1 shall not exceed 120.5 feet.² The maximum building height of all structures in Subarea 2 shall not exceed 25 feet, consistent with the R1B height limit, except that 1) affordable housing units shall not exceed 28 feet; and 2) the Indoor Pool House shall not exceed 30 feet. In each of these cases, the area that exceeds 25 feet in height would be set back a minimum of 50 feet from the front property line.

e) Setbacks

As proposed, no setbacks shall be required within Subarea 1. For Subarea 2, minimum setbacks for structures above finished ground level shall be provided as follows: a) Front: 15 feet; b) Rear: No rear setbacks shall be required; c) Side: 5 feet from the east and west property lines; and d) No setbacks shall be required for a subterranean parking structure located below the finished ground level.

The Project design incorporates all feasible requirements relating to storefront placement, ground level commercial uses, and architectural treatment as set forth in WHMC §19.10.060. The commercial storefronts at the western portion of the Existing Building along Beverly Boulevard will be set back approximately four feet from the property line, have clear, un-tinted glazing, and will be limited to pedestrian-oriented uses. The additional floor area on the upper levels of the Existing Building will be differentiated by balconies, offset planes and other architectural details to provide dimensional relief.

The Townhomes fronting on Rosewood Avenue will provide a minimum approximately 18-foot wide landscaped front setback, which exceeds the 15-foot wide setback required in the R1B zone. The Townhomes will also be separated from the Existing Building by a minimum 12-foot wide private open space area, including landscaped and paved areas. A 5-foot wide setback, including landscaped and paved areas, is provided on the east and west sides of the portion of the Project Site fronting on Rosewood Avenue, which meets the currently applicable 5-foot wide setback requirements of the R1B zone. The Apartments are set back approximately 15 feet from Rosewood Avenue, consistent with the 15-foot wide front yard required in the R1B zone. The Indoor Pool House is set back approximately 27 to 51 feet from the Rosewood Avenue property line.

f) Open Space

As proposed, the provisions of Section 19.36.280(A) of the WHMC shall be modified for the 8899 Beverly Specific Plan as follows: 1) Affordable housing units shall be modified to provide no private open space; 2) All other units shall provide an average of 120 sf per unit (except as discussed below), with no minimum amount; 3) Affordable housing units shall provide a minimum of 750 sf of common open space, including rooftop common open space; and 4) Rooftop common open space that includes active or passive recreational facilities or landscaping shall count in its entirety toward the common open space requirement.

² *The Existing Building is currently 125 feet, but the height of the Penthouse will be lowered.*

The Project will provide an average of 120 sf of private open space with a minimum dimension of seven feet for each Townhome and Condominium unit. The actual amount of private open space provided for the majority of these units will be significantly more than 120 sf in area, however, due to constraints associated with converting the existing commercial space to residential space within the Existing Building, private open space cannot be provided for certain Condominium units. Most of the Condominium units that do not have private open space or that have less than 120 sf of private open space are located on the side of the building facing Beverly Boulevard. Eight of these units (“J” and “L” Types) have access to the existing 68 square-foot balconies and four of these units (“K” Type) have no private open space. Three units on the north side of the Existing Building (“G” Type) have 83 square-foot balconies. In total, the Project provides residential private open space of approximately 22,593 sf for the Condominium units and approximately 16,244 sf in private areas at the front and rear of the Townhome units, or approximately 38,837 sf. In addition, the WHMC requires 2,000 sf of common open space for projects containing 31 or more units. The Project includes approximately 2,210 sf of common open space for the Condominiums and Townhomes, which is approximately ten percent higher than the area required by the WHMC. All of the common open space area will exceed the Code minimum dimension of fifteen feet. All of the required common open space will be located at grade. The common open space is proposed to adjoin the Indoor Pool House, and will include seating and dining areas, and landscaped gardens. Implementation of the Specific Plan would allow for construction of the Indoor Pool House building along Rosewood Avenue. Otherwise, the Indoor Pool House would not be permitted under the current code.

g) Loading

No off-street loading spaces shall be required.

h) Parking and Access

The Project proposes to continue to provide parking within the existing parking garage area on Level 1 of the Existing Building, and to provide new parking spaces within a new subterranean parking garage to be constructed upon the portion of the Project Site that is currently occupied by the surface parking lot. Approximately 32 parking spaces will be provided within the existing garage. The parking space and aisle widths in the Existing Building are presently non-conforming, and would continue to be non-conforming. Seismic upgrades, including new shear walls and column widening would encroach into certain non-conforming spaces and aisles. The new subterranean garage, which is internally connected and at the same level as the existing garage, will provide approximately 162 parking spaces. In addition, valet-assisted parking will enable another 50 vehicles to be parked within the garage. The total number of vehicles that can be accommodated within the subterranean parking area is approximately 244. Access to these parking areas will be provided solely from Beverly Boulevard via the existing ramp that currently provides access to the Level 1 parking area and the surface parking lot. The access ramp to the existing Level 3 parking deck will be removed since parking will no longer be provided at that location. Additionally, the exposed stairway adjacent to the garage ramp will be removed thereby increasing the ramp width by 4 feet. Parking for all uses in the Existing Building and the new parking garage will be valet-assisted and served by parking attendants who will staff the garage 24 hours per day, seven days per week, which will help to minimize traffic queuing on Beverly Boulevard.

One of the existing driveways along the Beverly Boulevard frontage will be eliminated, which will improve the pedestrian experience and reduce conflicts between pedestrians and vehicles. Further, the curb cut width on Beverly Blvd will be decreased by 10 feet. The primary vehicular access for the Project

will continue to be from Beverly Boulevard, although the Townhomes will have direct access to their garages from Rosewood Avenue.

The Townhomes will have individually accessible one-car garages, for a total of 13 parking spaces. Each Townhome unit will also have the right to an additional parking space within the subterranean garage. In addition, the Townhome driveways will each accommodate parking for one vehicle, although these spaces are not counted in the parking supply totals. In total, the Project will provide off-street parking in garages for approximately 257 vehicles.

The WHMC has identified the off-street parking requirements of various land uses; in particular, Section 19.28.040 details the required off-street parking ratio for all developments proposed within the City. The parking requirements for residential uses that are eligible for a density bonus are set forth in Government Code §65915(p) and WHMC §19.22.050(F). Parking requirements for the commercial uses are set forth in WHMC §19.28.040. Because of the unique characteristics of mixed use development projects, however, the actual parking demand for the Project would be less than the number of parking spaces that would otherwise be required by the WHMC.

The WHMC (Section 19.28.040) off-street parking for the proposed Project would require a total of 316 spaces. Of the 316 spaces, 149 spaces would be required for residential plus 20 guest parking spaces; and the commercial component would be required to provide 147 spaces, including 70 retail spaces, 37 office spaces, and 40 restaurant spaces. The proposed Project has designated 11 percent of the total units for Very Low Income households, which enables the Project to apply the affordable housing density parking requirements. Applying the parking requirements from Section 19.22.050(F) of the WHMC, the Project's residential component would be required to provide 136 spaces.

The WHMC requirements do not recognize the mixed-use nature of the site or the variability of parking demands for each of the proposed uses throughout the day. As such, a supplemental "shared parking" evaluation of the actual anticipated parking needs of the Project was prepared for the Project by Gibson Transportation Consulting, Inc., to account for these factors. The parking analysis was performed using the model in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI] and the International Council of Shopping Centers [ICSC], 2005). The shared parking model calculated the peak parking demand to occur at 7:00 PM on a December weekday resulting in the busiest hour of the year for parking at the Project Site. By Project use, the model estimated that the busiest hour of the year would experience a combined residential parking demand of 168 spaces, retail parking demand of 45 spaces, office parking demand of three spaces, and a restaurant parking demand of 31 spaces. The peak parking demand totals 247 spaces. Compared to the proposed parking supply of 257 parking spaces with a valet assist program, the projected demand can be accommodated and there would be a surplus of 10 parking spaces.

i) Affordable Housing Requirements

A minimum of 12 rental housing units shall be made available to very low, low and moderate income households. These affordable housing units shall be a minimum of one bedroom and contain a minimum interior area of 650 sf with finishes and appliances of "builders quality" or better. Consistent with the provisions of WHMC §19.22.030 pertaining to the provision of affordable housing, the Project proposes to set aside 20 percent of the gross residential floor area of the market-rate housing to be used for affordable housing. The percentage of affordable unit floor area is based upon the residential floor area prior to the inclusion of any density bonus units. In the case of the Project, the total gross non-residential floor area prior to any density bonus is approximately 111,272 sf, within which 51 market-

rate units could be provided. Therefore, the minimum area of the affordable housing component will be equivalent to 20% of 111,272 sf, or 22,254 sf, within which 12 affordable units and related support areas will be provided.

In addition, consistent with State law and WHMC §19.22.050(D), projects in the City that provide 11% of the number of pre-density bonus units for very low income households are eligible for a 35% density bonus. Based on the 51 market-rate units that can be provided prior to the inclusion of any density bonus, the Project is providing a total of six Very Low Income units, or 11% of the number of pre-density bonus market-rate units, as well as two units reserved for Low Income households and four units reserved for Moderate Income households. The 35% density bonus allows the addition of 18 market-rate units, for a total of 69 market-rate units.

Implementation of the proposed Specific Plan would allow for the Project to construct the four unit apartment building fronting Rosewood Avenue. This four unit building would be constructed to house four of the 12 affordable housing units.

2) Land Use and Urban Form Element Consistency Analysis

As discussed previously, the Land Use and Urban Form Element of the General Plan contains the goals and policies that provide the basis for decision-making regarding the City’s long-term physical impact. Consistent with the Land Use Element of the General Plan, the 8899 Beverly Specific Plan encourages the mixture of uses and activities, open space and buildings, improved street design and traffic circulation and enhanced pedestrian amenities. The 8899 Beverly Specific Plan guides and manages the growth and development of the 8899 Beverly Specific Plan area to provide opportunity for needed housing. Table IV.G-2 (Consistency of the proposed Project with the Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan) illustrates Project consistency with these applicable goals and policies. Therefore, impacts with respect to Project consistency with the Land Use and Urban Form Element of the General Plan would be less than significant.

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
Goal LU-1: Maintain an urban form and land use pattern that enhances quality of life and meets the community’s vision for its future.	
Policy LU-1.1: Maintain a balanced land use pattern and buildings to support a broad range of housing choices, retail businesses, employment opportunities, cultural institutions, entertainment venues, educational institutions, and other supportive urban uses within the City.	Consistent. The Project will support a broad range of housing choices, retail businesses, employment opportunities, and other supportive urban uses within the City. The Project will provide 12 new affordable Apartments and 56 new condominium and 13 new townhome units, which will accommodate households that are diverse in size, type and income, to help meet the housing needs of the City. Therefore, the proposed Project would be consistent with this policy.
Policy LU-1.3: Encourage new development to enhance the pedestrian experience.	Consistent. The Project will enhance the pedestrian experience along Beverly Boulevard by providing for direct street-level access into the Existing Building that is currently largely precluded due to existing design constraints. The Project will

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
	also enhance and activate the Beverly Boulevard frontage by creating direct street-level access to several of the retail tenant spaces, and through the installation of street trees and landscape elements. Therefore, the proposed Project would be consistent with this policy.
Policy LU-1.4: Continue to maintain regulations that encourage preservation of existing housing and development of new housing that accommodates households that are diverse in size, type and income.	Consistent. The Project will provide 12 new affordable apartments and 56 new condominium and 13 new townhome units, which will accommodate households that are diverse in size, type and income, to help meet the housing needs of the City. Therefore, the proposed Project would be consistent with this policy.
Policy LU-1.8: Promote the establishment, retention, and expansion of businesses that provide employment for West Hollywood’s residents and the surrounding region.	Consistent. The Project proposes to adaptively reuse the Existing Building and add new residential building area, resulting in a mixed-use development with 64 residential units, including eight affordable units, and approximately 39,728 square feet of commercial uses. Thus, the Project would retain commercial/business floor area on the Project Site. Therefore, the proposed Project would be consistent with this policy.
Goal LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City.	
Policy LU-2.2: Consider the scale and character of existing neighborhoods and whether new development improves and enhances the neighborhood when approving new infill development.	Consistent. The Project will enhance the residential area to the north by replacing an open commercial parking lot with low density residential uses that are consistent with the pattern of development within this area. The Project has been carefully designed to reflect and respect the low-density residential neighborhood to the north and east of the Project Site, while also recognizing that these residential units are in a transitional zone between commercial and residential uses, by providing wide, landscaped setbacks and limiting the building height of the townhomes to 25 feet or less. Therefore, the proposed Project would be consistent with this policy.
Policy LU-2.5: Allow increases to permitted density/intensity and height for projects that provide affordable housing.	Consistent. Consistent with State law and WHMC §19.22.050(D), projects in the City that provide 11% of the number of pre-density bonus units for very low income households are eligible for a 35% density bonus. Based on the 51 market-rate units that can be provided prior to the inclusion of any density bonus, the Project is providing a total of six Very Low Income units, or 11% of the number of pre-density bonus market-rate units, as well as two units reserved for Low Income households and four

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
	units reserved for Moderate Income households. The 35% density bonus allows the addition of 18 market-rate units, for a total of 69 market-rate units. Therefore, the proposed Project would be consistent with this policy.
Policy LU-2.10: Encourage the reuse of existing commercial structures through the use of incentives in order to maintain the scale of neighborhoods.	Consistent. The Project proposes to adaptively reuse the Existing Building and add new residential building area, resulting in a mixed-use development with 64 residential units, including eight affordable units, and approximately 39,728 square feet of commercial uses, which is consistent with the intent of the Mixed Use Incentive Overlay Zone. Therefore, the proposed Project would be consistent with this policy.
Goal LU-4: Provide for an urban environment oriented	and scaled to the pedestrian.
Policy LU-4.1: Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.	Consistent. The Project adds a residential component to one of the most highly amenitized areas within West Hollywood that will allow residents to walk to commercial uses in the vicinity and provides access to mass-transit opportunities, thereby reducing the necessity to use a vehicle. Therefore, the proposed Project would be consistent with this policy.
Policy LU-4.2: Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.	Consistent. The Project will update the building façade and provide direct street-level access to the commercial uses along Beverly Boulevard. The Project will also enhance and activate the Beverly Boulevard frontage through the installation of street trees and landscape elements. Therefore, the proposed Project would be consistent with this policy.
Policy LU-4.3: Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	Consistent: All parking will be provided on site within subterranean parking areas to ensure that parking areas do not dominate street frontages and are screened from public views. The curb cut along Beverly Boulevard will be reduced in width. Further, the Project will include offices fronting Beverly Boulevard, displacing the unsightly level of structured parking that currently exists. Therefore, the proposed Project would be consistent with this policy.

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
<p>Policy LU-4.4: Require development projects along commercial corridors to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences.</p>	<p>Consistent. The Project has been carefully designed to reflect and respect the low-density residential neighborhood to the north and east of the Project Site, while also recognizing that these residential units are in a transitional zone between commercial and residential uses, by providing landscaped setbacks and limiting the building height of the Townhomes to 25 feet or less. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-4.5: Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.</p>	<p>Consistent: The Project proposes to provide landscaped setbacks along the Rosewood Avenue frontage, and will implement additional streetscape improvements, including new paving, new street trees, rich materials and landscaping, along the Beverly Boulevard frontage. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Goal LU-5: Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.</p>	
<p>Policy LU-5.1: Continue to encourage diverse architectural styles that reflect the City’s diversity and creativity.</p>	<p>Consistent. The Project will strive to elevate the caliber and design in the neighborhood by building on the rich pallet of material already used in the surrounding context. The use of quality materials in combination with a clear architectural design will enhance the overall neighborhood context. Attention has been given to fenestration and material composition that is responsive to the human scale. The proposed construction along Rosewood Avenue has been designed to reflect the low scale residential character of the surrounding area. The front facades of the Townhomes will be articulated and varied, and limited to 25 feet in height or less, consistent with the requirements of the R1B zone that are applicable to the surrounding properties. The buildings will include a varied palette of natural materials, including stone, wood and stucco. The base of the Existing Building will be clad in slate stone. The residential and retail entry will include a rich pallet of bronze, dark bronze coated metal, and walnut wood. Street level canopies will consist of dark bronze coated steel slats and panels. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-5.2: Review and evaluate development proposals during the design review process for the</p>	<p>Consistent. a. The proposed construction along Rosewood Avenue has been designed to reflect the low scale</p>

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
<p>following:</p> <p>a. The internal integrity of each proposed building or project and its relationship to adjacent properties.</p> <p>b. The effects that the frontage design of each proposal for a new or renovated building will have upon the experience of the passing or approaching pedestrian.</p> <p>c. How the landscape is coordinated with and contributes to the overall design of the project and the public landscape.</p>	<p>residential character of the surrounding area. The front facades of the Townhomes will be articulated and varied, and limited to 25 feet in height or less, consistent with the requirements of the R1B zone that are applicable to the surrounding properties.</p> <p>b. The proposed changes to the Existing Building take into consideration patterns of urban form and relationships to adjacent properties helping to orient people as they approach the neighborhood. Reducing the area of the top floors minimizes the appearance of the overall bulk and scale. The base of the Existing Building meets the sidewalk with similar street level scale as the existing context. The proposed changes improve the pedestrian experience by connecting the interior program more directly with the street by reducing the amount of stairs and ramps that front Beverly Boulevard.</p> <p>c. The landscape is designed to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. The landscape design emphasizes entries with special planting in conjunction with special paving.</p> <p>Based on the above, the Project would be consistent with these policies.</p>
<p>Policy LU-5.4: Encourage the use of high quality, permanent building materials that do not require excessive maintenance and utilize the design review process to evaluate such materials.</p>	<p>Consistent. The base of the Existing Building will be clad in slate stone. The residential and retail entry will include a rich pallet of bronze, dark bronze coated metal, and walnut wood. Street level canopies will consist of dark bronze coated steel slats and panels. The window system will be a combination of aluminum dark bronze framed window wall and curtain wall with clear glazing. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Goal LU-7: Seek to expand urban green spaces and sustainable landscapes.</p>	
<p>Policy LU-7.4: Continue to allow and encourage the planting and maintenance of private landscaping in parkways.</p>	<p>Consistent. The Project proposes to enhance the Beverly Boulevard frontage by introducing new landscape elements and replacing the street trees with new street trees that are consistent with the City’s streetscape requirements. The Project will include a wide landscaped setback with varying depths along the Rosewood Avenue frontage in order to maintain the residential character of that area. Therefore, the proposed Project would be consistent with this policy.</p>

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
<p>Policy LU-7.5: Promote the use of drought-tolerant and native plants throughout the City.</p>	<p>Consistent. Plant materials will be selected for their drought-tolerant characteristics. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Goal LU-8: Maintain and enhance residential neighborhoods.</p>	
<p>Policy LU-8.1: Consider the scale and character of existing residential neighborhoods during the approval of new development.</p>	<p>Consistent. The Project proposes to replace the existing commercial surface parking lot in the residential area along Rosewood Avenue with residential uses and underground parking. The Project will maintain the scale and character of the residential neighborhood surrounding the Project Site by limiting building height of the Townhomes to 25 feet, consistent with the requirements of the R1B zone. The building height will increase where the new building area is closer to the Existing Building, but will be within the maximum height envelope of the Existing Building. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-8.3: Encourage residential renovations and new development to complement existing buildings – including setbacks, heights, materials, colors, and forms – while allowing flexibility in architectural design and innovation.</p>	<p>Consistent: The Project proposes to adaptively reuse the Existing Building and add new residential building area, resulting in a mixed-use development with 64 residential units, including eight affordable units, and approximately 39,728 square feet of commercial uses. The Project also proposes to replace the existing commercial surface parking lot in the residential area along Rosewood Avenue with residential uses and underground parking. The existing Parking Overlay zone will enable the Project to continue the use of the Rosewood Avenue lots for underground parking. The proposed construction along Rosewood Avenue has been designed to reflect the low scale residential character of the surrounding area. The Townhomes, four unit apartment building and Indoor Pool House will be articulated and varied, and limited to 25 feet in height , consistent with the requirements of the R1B zone that are applicable to the surrounding properties. The Indoor Pool House would be set back 51 feet, would be located near the Existing Building, and would be limited to 30 feet in height. The four unit building would be limited to 28 feet in height at the rear. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-8.4: Require that impacts related to construction, traffic, noise, and air pollution be mitigated to the greatest extent feasible.</p>	<p>Consistent: This Draft EIR evaluates all potentially significant impacts associated with construction, traffic, noise and air quality. Please refer to the</p>

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
	appropriate section of this Draft EIR for a detailed impact analysis and identification of relevant and/or required mitigation measures. Therefore, the proposed Project would be consistent with this policy.
Policy LU-8.7: Encourage design of street front elevations that include occupiable space located within close proximity to the exterior grade level.	Consistent: The Project will include street-level occupiable space along the Beverly Boulevard frontage in contrast to the existing conditions. Therefore, the proposed Project would be consistent with this policy.
Policy LU-8.9: Allow use of existing commercial parking lots in residential districts to continue and, when no longer needed, be replaced with residential uses.	Consistent: The Project proposes to replace the existing commercial surface parking lot in the residential area along Rosewood Avenue with residential uses and underground parking. The proposed Specific Plan will enable the Project to continue the use of the Rosewood Avenue lots for underground parking. Therefore, the proposed Project would be consistent with this policy.
Goal LU-9: Encourage multi-family residential neighborhoods that are well maintained and landscaped, and include a diversity of housing types and architectural styles.	
Policy LU-9.2: Require a high level of architectural design of all new development in support of the City's commitment to design quality and innovation.	Consistent: The Project is in a Mixed Use Incentive Overlay Zone, which encourages mix of commercial and residential uses along commercial corridors and major intersections. The Project proposes a diversity of housing types and a high level of design quality and innovation in its design. The Project's frontage along Rosewood Avenue will be provided with wide, landscaped setbacks that will contribute to the residential feel of this area. Additional landscape enhancements will be provided along the Beverly Boulevard frontage. The number of affordable apartments in particular has been maximized by providing units that are located in a centralized area with common amenities located near these units. Therefore, the proposed Project would be consistent with this policy.
Goal LU-11: Expand the Melrose/Beverly District as a national and international destination for high-end arts and design studios, offices, and related businesses.	
Policy LU-11.1: Encourage a variety of retail, creative office, commercial, and residential uses to support the vision for the area.	Consistent: The Project proposes to adaptively reuse the Existing Building and add new residential building area, resulting in a mixed-use development with 64 residential units, including eight affordable units, and approximately 39,728 square feet of commercial uses. Therefore, the proposed Project would be consistent with this policy.
Policy LU-11.4: Facilitate the transformation of Beverly Boulevard over time into a walkable, mixed-	Consistent: The Project will enhance the pedestrian experience along Beverly Boulevard by

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
<p>use boulevard that capitalizes on nearby planned fixed route transit service and the area’s proximity to Cedars-Sinai Medical Center.</p>	<p>providing for direct street-level access into the Existing Building that is currently largely precluded due to existing design constraints. The Project will also enhance and activate the Beverly Boulevard frontage by creating direct street-level access to several of the retail tenant spaces, and through the installation of street trees and landscape elements. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-11.5: Require high quality and varied architecture of all new development in order to reflect the creative businesses and to showcase international design talent.</p>	<p>Consistent: The proposed construction along Rosewood Avenue has been designed to reflect the low scale residential character of the surrounding area. The buildings will include a varied palette of natural materials, including stone, wood and stucco. Attention to detail and quality are integral to the overall materiality of this Project. The base of the Existing Building will be clad in slate stone. The residential and retail entry will include a rich pallet of bronze, dark bronze coated metal, and walnut wood. Street level canopies will consist of dark bronze coated steel slats and panels. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-11.6: Require development projects to incorporate combinations of setbacks, scale transitions, and buffers, as appropriate, in relation to existing residential areas to maintain physical compatibility between new and existing buildings.</p>	<p>Consistent: The Project has been carefully designed to reflect and respect the low-density residential neighborhood to the north and east of the Project Site, while also recognizing that these residential units are in a transitional zone between commercial and residential uses, by providing wide, landscaped setbacks and limiting the building height of the Townhomes to 25 feet or less. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy LU-11.7: As feasible, maintain a beautiful and attractive pedestrian environment with wider sidewalks, benches, and street trees, and continue to enhance the pedestrian experience in the area by implementing the following building and public realm concepts:</p> <ul style="list-style-type: none"> a. Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment. b. Support the overall experience of the streetscape through active and transparent ground floor frontages with main entries that face the street. 	<p>Consistent: The Project will enhance the pedestrian experience along Beverly Boulevard by providing for direct street-level access into the Existing Building that is currently largely precluded due to existing design constraints. The Project will also enhance and activate the Beverly Boulevard frontage by creating direct street-level access to several of the retail tenant spaces, and through the installation of street trees and landscape elements. The Rosewood Avenue component of the Project would transform the existing commercial surface parking lot to residential uses (and amenities) with ground floor access to Rosewood Avenue. This would encourage more pedestrian activity along Rosewood than under current conditions with a fenced off surface parking lot. Therefore, the</p>

**Table IV.G-2
Consistency of the Proposed Project with the
Applicable Goals and Policies of the Land Use and Urban Form Element of the General Plan**

Goals/Policies	Evaluation of Project Consistency
	proposed Project would be consistent with this policy.
<p><i>* This table lists only those goals and policies that are applicable and relevant to the proposed Project. Goals/Policies Source: The West Hollywood General Plan 2035, Land Use and Urban Form Element, adopted September 19, 2011.</i></p>	

3) Mixed Use Incentive Overlay Zone

As previously discussed, the MUIOZ identifies certain locations where a mix of residential and commercial uses is encouraged. The MUIOZ is intended to focus residential mixed-use projects in high priority nodes, focused on commercial corridors and including locations with high transit levels of service and major intersections. New development with a mix of residential and commercial uses in this overlay zone may receive an additional 0.5 FAR and ten (10) feet in height.

As required under the MUIOZ, 11% of the dwelling units within the proposed Project will be reserved for Very Low Income households; further, the proposed Project is designed to achieve a minimum of 90 points from the West Hollywood Green Building Point System Table

The Applicant is requesting a General Plan Amendment pursuant to WHMC Section 19.78.010 to redesignate the property from Community Commercial 1 (CC1) and Two Family Residential (R1B) to 8899 Beverly Specific Plan (8899SP) in order to provide a unified development site with a single land use designation and to allow development of the proposed Project. For consistency purposes, the Zoning Map would be amended to designate the Project Site as 8899SP, but would remain in the MUIOZ. Since the Project would comply with the Specific Plan and the MUIOZ, implementation of the proposed Project would result in a less than significant impact.

4) Easement Vacation

The north 10 feet of the 12 lots fronting Rosewood Avenue are owned by the applicant but subject to an easement for the benefit of the City for public road and highway purposes. The City of West Hollywood has no intention to widen Rosewood Avenue and the Project does not require the use of the 10 feet for transportation or circulation purposes. Therefore, the Applicant has requested the vacation of the 10-foot easement on Rosewood Avenue. Since the City and the Applicant have no need for the 10-foot easement, impacts associated with the vacation of the easement would be less than significant.

4. CUMULATIVE IMPACTS

The geographic scope of the cumulative land use analysis is the area within the City of West Hollywood limits and the immediate area adjacent in the City of Beverly Hills. Land use decisions are made at the City level; therefore, the City of West Hollywood and City of Beverly Hills are the appropriate geographic scope. Cumulative land use impacts could occur if other related projects in the vicinity of the Project Site would result in land use impacts in conjunction with the proposed Project. Development projects in the City of West Hollywood and City of Beverly Hills would be required to demonstrate consistency with all applicable General Plan and Zoning Ordinance requirements and subject to Development Review and/or Development Agreement Processing. This process would ensure that related projects comply with

applicable planning regulations. Specifically, development of the proposed Project, in conjunction with the related projects, which are the closest to the Project Site, could result in an intensification of existing prevailing land uses in the immediate Project site vicinity. These projects, as well as all of the related projects, would be subject to specific findings and conditions, which are based on maintaining general conformance with the land use plans applicable to the City of West Hollywood and City of Beverly Hills. As such, development of the proposed Project and related projects is not anticipated to substantially conflict with the intent of the General Plan or Zoning Ordinance regarding future development in either City. Development of the proposed Project, in conjunction with the identified related projects (as well as other planned and approved projects), would not result in cumulatively considerable effects with respect to land use regulations, and cumulative impacts would be less than significant.

5. MITIGATION MEASURES

No significant impacts were identified. Therefore, no mitigation is required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to land use and planning would be less than significant.

Cumulative impacts would be less than significant.

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