2.0 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the Recirculated Draft Environmental Impact Report (EIR) for the Melrose Triangle project (proposed project). This Recirculated Draft EIR has been prepared for the City of West Hollywood (City) to analyze the proposed project's potential impacts on the environment; to propose mitigation measures for identified potentially significant impacts that would minimize, offset, or otherwise reduce or avoid those environmental impacts; and to discuss alternatives that could reduce the potentially significant impacts of the proposed project.

2.2 SUMMARY OF LOCATION AND SETTING

The project site, commonly referred to as "Melrose Triangle," is more precisely located and includes the parcels that are bound by the streets of Santa Monica Boulevard, Melrose Avenue, and Almont Drive located at the western border of the City adjacent to the City of Beverly Hills.

At its widest point, the City is 2.9 miles from east to west and 1.25 miles from north to south, with a total land area of approximately 1.9 square miles. The City is surrounded by the City of Los Angeles to the north, east, and south, and the City of Beverly Hills to the west. The Hollywood Hills border the City to the northwest and the City of Los Angeles Civic Center is located approximately 8 miles to the southeast.

Regional access to the project site is provided by the Hollywood Freeway (101 Freeway) to the northeast, the San Diego Freeway (405 Freeway) to the west, and the Santa Monica Freeway (Interstate 10) to the south. Local access is provided to the project site by Santa Monica Boulevard on the north, Melrose Avenue on the south, and Almont Avenue on the eastern portion of the project site. In addition, commercial and retail zoned properties surround the project site.

2.3 SUMMARY OF PROJECT DESCRIPTION

The proposed project is located in the triangular area bordered by Santa Monica Boulevard, Melrose Avenue, and Almont Drive in West Hollywood, California. The proposed project would demolish the existing buildings and structures on site and construct a mixed-use commercial and residential development. The development would consist of three primary building structures. Portions of the three buildings would surround a broad paseo running through the center of the project site, which would allow pedestrian access between Santa Monica Boulevard and Melrose Avenue.

The building heights of the proposed project would range up to five stories aboveground with four subterranean levels of parking. Because of the 13-foot elevation change across the project site, the

project level that would be accessible from the street along the eastern segments of Melrose Avenue and Almont Avenue would be below grade on the northern and western parts of the project site.

The proposed project would include a total of 137,064 square feet of office uses, 82,021 square feet of retail and restaurant uses, and 76 residential units. A total of 20 percent of the residential units (approximately 15 units) would be made available to low- and moderate-income households, as required by the West Hollywood Municipal Code (WHMC) Section 19.22.030. The proposed project would include 6,985 square feet of private open space and 9,463 square feet of common open space for use by residents.

Vehicular access to the Melrose Triangle project would be provided via three driveways: one driveway would be located on Santa Monica Boulevard adjacent to the Paseo; the second would be located on Melrose Avenue east of the Paseo; and the third would be located (see 3.3.7) on Almont Drive. Parking for the proposed project would provide 884 spaces on the four subterranean parking levels.

Specific project features are discussed further in Chapter 3.0, Project Description.

2.4 ALTERNATIVES

The following three alternatives to the proposed project were selected for consideration, as required by CEQA, Public Resources Code Section 21100(b)(4), and CEQA Guidelines Sections 15126(f) and 15126.6:

- **Alternative 1: No Project/No New Development.** This alternative would involve no changes to the existing land uses and conditions on the project site. No new development on the project site would occur.
- **Alternative 2: Reduced Project/Reduced Office Uses**. This alternative would include the same proposed uses as the proposed project but would reduce the office uses from 137,064 square feet to approximately 102,000 square feet. The office uses on the fifth level of the Boulevard building (Building B1) and the fourth level of the Gateway Building (Building A) would most likely be eliminated under this Alternative.
- **Alternative 3: Reduced Project/Historic Resource Avoidance.** This alternative would include the retail, office and residential uses proposed on the project site under the proposed project. However, these uses would be reduced and redesigned in order to retain the existing historic resource structure at 9080 Santa Monica Boulevard. This alternative would preclude the construction of the Gateway Building (Building A) and most likely a small portion of the Avenue Buildings (Building B2).

Please see Chapter 5.0 for more information regarding the evaluated alternatives.

2.5 AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123, this Recirculated Draft EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or were raised during the

Recirculated Draft EIR scoping process. CEQA Guidelines Section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed project, the key issues to be resolved include whether the proposed project would have significant impacts, and if so, 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.

On July 30, 2004, a Notice of Preparation (NOP) was prepared for the original project and was circulated to agencies and individuals for a period of 30 days, during which time written comments were solicited pertaining to environmental issues/topics the Draft EIR should evaluate. Issues raised in the responses to the July 2004 NOP included air quality, traffic, wastewater, and fire protection/emergency medical services.

The City held a public scoping meeting on April 7, 2004, to present the original project and to solicit input from interested individuals regarding environmental issues the Draft EIR should address. Key environmental issues and concerns about the original project raised at this scoping meeting included concerns regarding noise, land use, geology, water quality, traffic, public services, air quality, and alternatives.

Due to the passage of time and a change to the construction schedule, the NOP was recirculated for public review on July 5, 2007. Key issues raised in the July 2007 NOP letters were concerns related to traffic, air quality, hazardous waste, public services, and water quality. The 2004 and 2007 NOP response letters are on file with the City.

An additional public scoping meeting was held on July 25, 2007. Key environmental issues and concerns about the original project raised at this scoping meeting or in public comment letters included concerns regarding traffic, land use, geology, noise, length of construction, public services, air quality, aesthetics, and cultural resources.

Based on comments received during the public review period and because the City subsequently adopted an updated General Plan, the Applicant revised the project in January 2012. The City, as Lead Agency, determined that a Recirculated Draft EIR would be prepared in order to address the proposed project. A NOP was circulated for public review on February 9, 2012. Key issues raised in the February 2012 NOP letters were:

- Traffic concerns, including project and cumulative impacts at City of Beverly Hills intersections, traffic circulation, construction access and vehicle trips, and neighborhood impacts;
- Air quality concerns, including construction and operational air quality;
- Public services concerns, including water supply, capacity at nearby landfills, energy and gas supply, and concerns related to the capacity of water and sewer lines;
- Land use concerns, including height-related impacts, neighborhood compatibility, and pedestrian access;
- Geologic and hydrology concerns, including potential subsidence related to excavation, surface high groundwater table, surface runoff, barriers to groundwater movement, and geologic/seismic conditions;

- Hazards and hazardous materials, including disposition of a gas tank and oil wells, as well as toxic substances in soil and groundwater;
- Aesthetics concerns, including style and scale of buildings;
- Noise concerns, including traffic noise, late-night land use, construction noise, and operational noise;
- Cultural resources concerns, including demolition of a historic resource and potential archaeological resources; and
- Growth-inducing impacts, including economic and population impacts.

This Recirculated Draft EIR addresses each of these areas of concern in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts.

2.6 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Table 2.A (provided at the end of this section) identifies the potential project environmental impacts, a significance determination, proposed mitigation measures, and level of significance after mitigation is implemented. Table 2.A also identifies cumulative impacts resulting from the proposed project in conjunction with the related cumulative projects in the vicinity of the project site. Environmental topics addressed in this Recirculated Draft EIR include: Aesthetics, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Global Climate Change, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Utilities, Recreation, and Transportation and Circulation.

Secondary Effects of Mitigation Measures. In accordance with CEQA Guidelines Section 15126.4(a)(1)(D), if any mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed. The mitigation measures proposed (as listed on Table 2.A) require the Applicant to provide the City with lighting, grading, excavation or other construction plans, or provide evidence that the project would adhere to existing programs, regulations, or recommendations in technical reports. The regulations and policies listed in the mitigation measures have been evaluated during their respective adoption or approval process. No secondary effects related to the proposed mitigation measures are expected to occur.

2.7 UNAVOIDABLE ADVERSE IMPACTS

As indicated in Table 2.A, implementation of mitigation measures would reduce most of the proposed project's potentially significant impacts to a less than significant level. However, even with implementation of mitigation measures, the proposed project would result in significant and unavoidable adverse impacts related to cultural resources and transportation and circulation.

Although the proposed project would result in these significant and unavoidable impacts, the underlying purpose of the project is to provide a mixed-use commercial and residential development project of superior quality and design using sustainable and environmentally superior practices within the Melrose Triangle portion of the City. The proposed mixed-use development would include residential, retail/restaurant, and office uses, thus maximizing shopping, eating, and working efficiencies for local residents and reducing vehicle trips. In addition, the proposed project would accommodate the need for additional residential housing in the City and in the County of Los Angeles while supporting and promoting the economic vitality of the City. For these reasons, the proposed project is being considered by the City notwithstanding the significant and unavoidable impacts, as described below.

2.7.1 Cultural Resources

The proposed project would result in a significant adverse impact due to the loss of a historic resource on the project site. Impacts to the building at 9080 Santa Monica Boulevard would remain significant and unavoidable even after implementation of Mitigation Measures CULT-4 and CULT-5. Other than avoiding this impact by not implementing the proposed project, no mitigation is possible to completely mitigate the adverse impacts of the proposed project on this resource to below a level of significance. Therefore, the proposed project impacts related to historic resources would remain significant and unavoidable after mitigation. In addition, this significant and unavoidable adverse impact would contribute to a cumulative adverse impact related to the loss of historic resources in the City.

2.7.2 Traffic and Circulation

The proposed project would result in a significant unavoidable adverse impact at the intersections of Doheny Drive/Elevado Avenue, Doheny Drive/Santa Monica Boulevard, Doheny Drive/Beverly Boulevard, and Foothill Road/Santa Monica Boulevard. Due to right-of-way constraints that prevent widening of the roadways or adding additional travel and/or turn lanes, or because the widening and/or addition of lanes is not expected to reduce delays, feasible mitigation is not available to address these impacts. Therefore, impacts at these four intersections would remain significant and adverse with implementation of the proposed project.

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Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
4.1 Aesthetics			
Have a substantial adverse effect on a scenic vista?	**No Impact.** The project site is not within or adjacent to a scenic vista. Therefore, the proposed project would not impact scenic vistas.	No mitigation is required.	
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	**No Impact.** The City does not contain any State-designated scenic highways. Additionally, the project site does not contain scenic resources such as native trees or rock outcroppings. Therefore, the proposed project would not significantly damage scenic resources within a State Scenic Highway.	No mitigation is required.	
Substantially degrade the existing visual character or quality of the site and its surroundings?	**Less than Significant Impact.** The proposed project's architecture is consistent with redeveloped buildings along the Santa Monica corridor. Although the existing buildings on site range in height from one to three stories, the increased height and massing associated with the proposed project would not be visually inconsistent with the existing urban environment in this area. Existing buildings in the project vicinity, including the Pacific Design Center and various high-rise residential buildings, have similar or greater heights than the proposed project. Therefore, the proposed project would not degrade the existing visual character or quality of the project site or the surrounding areas.	No mitigation is required.	
Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	**Potentially Significant Impact.** **Visual Character.** Based on the analysis and evaluation of building materials and preliminary project plans, the proposed project would contain the following light sources: exterior lighting in the parking areas, courtyard, and along building boundaries; LED downlights incorporated into the store awnings; uplit trees; planter boxes with under-lit benches; luminous pylons and in-ground lighting through the paseo; and recessed downlights and wall sconces on balconies, decks, and connecting building bridges. All exterior lighting would be shielded and directed away from residential areas. However, to further ensure the proposed project lighting would not result in significant impacts related to light and glare, Mitigation Measure AESTH-1 is proposed, requiring project lighting be contained on site and not spill onto adjacent land uses.	**Mitigation Measure AESTH-1:** Prior to the issuance of a building permit, the Applicant shall submit an Exterior Lighting Plan subject to review and approval by the City Building Official (or designee). The Lighting Plan shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The Lighting Plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are directed downward and confined to the property, away from off-site areas. Architectural lighting shall be directed onto the project site building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. All pole-mounted light fixtures on the project site or within the public right-of-way shall be shielded to limit spillover of lighting onto adjacent properties and to minimize glare.	Less than Significant
Create a new source of shade or shadow that would adversely affect shade/shadow sensitive structures or use?	**Less than Significant Impact.** **Shade and Shadow.** Commercial buildings adjacent to the project site on Santa Monica Boulevard and Almont Drive would be in shadow for a maximum of 1 to 2 hours each day in either the morning or late afternoon. However, because shading due to the proposed project would not cast shadows on a substantial number of nearby properties or structures for any extended period of time, and because the shading would not affect sensitive land uses, impacts from these shadows would be considered less than significant, and mitigation would not be required.	No mitigation is required.	
Cumulative Aesthetic Impacts	**Less than Significant Impact.** Because the proposed project would not degrade the visual character of the project site or surrounding area, would not adversely affect surrounding views, would not contribute excessive light and glare or shade and shadow, and would be visually consistent with revitalized properties along the Santa Monica Boulevard corridor including the eastern entrance to the city, the proposed project would not contribute to a cumulative adverse impact in the city related to aesthetics and no mitigation is required.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
4.2 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	**Less than Significant Impact.** The proposed project is a mixed-use development. Population growth associated with the proposed project would be within the City's General Plan projection and the SCAG projected growth forecast. Because the proposed project would not increase population or employment figures over those that have been planned for the area, it would be consistent with the AQMP forecasts and with the adopted AQMP.	No mitigation is required.	
Would the project violate any air quality standard or contribute to an existing or projected air quality violation?	**Less than Significant Impact.** **Construction.** With incorporation of standard conditions and emission control measures, construction emissions would not exceed any of the SCAQMD's thresholds. Although mitigation is not required, the proposed project would be required to comply with SCAQMD Rules 402 and 403 and the City's General Plan EIR Mitigation Measure 3.15-1. Standard Conditions AQ-1 and AQ-2 are proposed to ensure that construction equipment complies with Tier 3 emission standards and that the proposed project adheres to SCAQMD's Rule 1113 on the use of architectural coatings.	**Standard Condition AQ-1: SCAQMD CEQA Handbook** The proposed project will be required to implement the following SCAQMD measures: A. Dust suppression measures: • Revegetate disturbed areas as quickly as possible. • All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph. • All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip. • All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized. • The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. B. The construction contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications. C. The construction contractor shall utilize electric or diesel-powered equipment in lieu of gasoline powered engines where feasible. D. The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time. E. The construction contractor shall time the construction activities so as to not interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. F. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. Compliance with the SCAQMD Rule 1113 on the use of architectural coatings should be implemented. Emissions associated with architectural coatings would be reduced by complying with these rules and regulations, which include using pre-coated/natural-colored building materials, and using water-based or low-VOC coating. **Standard Condition AQ-2: SCAQMD Rule 403 Measures:** The proposed project will be required to implement the following SCAQMD measures: • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). • Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
		to earthmoving). • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and the top of the trailer). • Pave construction access roads at least 100 feet onto the site from the main road. • Traffic speeds on all unpaved roads will be reduced to 15 mph or less.	
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	**Less than Significant Impact.** **Localized Construction Emissions:** Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include exhaust emissions from construction vehicles, equipment, and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, demolition activities, and soil disturbances from grading and backfilling. Implementation of all feasible measures for reducing construction-related GHG emissions would ensure the maximum emissions from project construction will not cause or contribute to an exceedance of the most stringent applicable federal or State AAQS (refer to Standard Condition AQ-3). **Long-Term Regional Air Quality Impacts:** Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from many sources, including the use of consumer products, landscape equipment, general energy, and solid waste. Area sources include architectural coatings, consumer products, hearth, and landscaping. Energy sources include natural gas consumption for heating and cooking. The increase of all criteria pollutants as a result of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Although mitigation is not required, the project would be required to with Title 24 regulations related to construction materials (e.g. dual pane windows and low emission water heaters). These measures are included as Standard Condition AQ-4. With incorporation of standard conditions, project-related long-term air quality impacts would be less than significant. **Less than Significant Impact.** **Localized Operational Emissions:** Localized operational emissions were calculated to include all stationary sources and 1 percent of the mobile sources, which is an estimate of the amount of project-related vehicle traffic that will occur on site. The maximum emissions from the project operation will not cause or contribute to an exceedance of the most stringent applicable federal or State AAQS. Therefore, the proposed operational activity will not cause any localized significant air quality impacts.	No mitigation is required. **Standard Condition AQ-3: West Hollywood General Plan EIR Mitigation Measure 3.15-1** The proposed project will be required to comply with Mitigation Measure 3.15-1 from the General Plan EIR (see Appendix B to the Revised Air Quality Impact Analysis [Appendix C], which requires projects to implement all feasible measures for reducing construction-related GHG emissions. **Standard Condition AQ-4: Title 24 of the California Code of Regulations** The proposed project will be required to comply with Title 24 of the California Code of Regulations (CCR) established by the CEC regarding energy conservation standards. The Applicant is required to incorporate the following in building plans: • Solar or low-emission water heaters with combined space/water heater units; and • Double-paned glass or window treatment for energy conservation in all exterior windows. No mitigation is required.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Would the project expose sensitive receptors to substantial pollutant concentrations?	**Less than Significant.** **Long-Term Microscale (CO Hot Spot) Analysis:** The proposed project would contribute at most a 0.1 ppm increase to the 1-hour CO concentrations and 0.1 ppm increase to the 8-hour CO concentrations at study area intersections. Because the proposed project would have 1-hour and 8-hour CO concentrations below the federal and State standards, the proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required. **Diesel Toxics Analysis:** Potential impacts from air toxics associated with diesel exhaust during proposed project construction indicate that the cancer health risk would be highest (2.0 in 1 million) at 80 m (approximately 260 ft) from the project site; however, it would still be far below the cancer threshold of 10 in 1 million. The chronic health risk of 0.044 is also far below the chronic threshold of 1.0. Therefore, the health risks to nearby residents from construction operations would be less than significant. Similarly, the results of the operational health risk assessment indicate that health risks would be far below the cancer threshold of 10 in 1 million and the chronic threshold of 1.0; therefore, the health risks from long-term operations would also be less than significant.	No mitigation is required. No mitigation is required.	
Would the project create objectionable odors affecting a substantial number of people?	**Less than Significant Impact.** Heavy-duty equipment in the project area during construction would emit odors. However, the construction activity would be approximately 33 months and would cease to occur after construction is completed. No other sources of objectionable odors were identified for the proposed project. The proposed mixed-use project is subject to the requirements of Rule 402, and it is required to follow City and County refuse control ordinances. Therefore, objectionable odors posing a significant impact to potential on-site and existing off-site uses would not occur as a result of the proposed project.	No mitigation is required.	
Cumulative Air Quality Impacts	**Less than Significant Impact.** The proposed project would not result in a significant health risk for any of the analyzed pollutants. Construction emissions would not exceed any SCAQMD thresholds. With adherence to standard conditions, including SCAQMD Rules 402 and 403, the proposed project's contribution to short-term cumulative construction air quality impacts would be less than cumulatively significant. Additionally, maximum emissions from the proposed project during operation would not result in a cumulative air quality impact that would exceed applicable federal or State AAQA.	Refer to Standard Conditions AQ-1 through AQ-4. No additional mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
4.3 Biological Resources			
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the United States Fish and Wildlife Service (USFWS)?	**Potentially Significant.** Construction of the proposed project would involve the removal of the existing ornamental trees and shrubs on and immediately adjacent to the project site. While the loss of ornamental, nonnative trees is not considered a significant adverse biological impact, destruction of active nests for most avian species is legally prohibited by the federal Migratory Bird Treaty Act (MBTA). Migratory birds such as the house finch *(Carpodacus mexicanus)* and Anna's hummingbird *(Selasphorus sasin)* are expected to use the trees and shrubs on site for nesting during the likely active breeding season (March 1 to August 31) for these species. Therefore, Mitigation BIO-1 is proposed to address nest disturbance of migratory bird species during project construction.	**Mitigation Measure BIO-1:** Prior to approval of demolition permits, the Applicant shall retain a qualified biologist, subject to approval by the Community Development Director, to conduct preconstruction clearance surveys for active bird nesting prior to any clearing of vegetation or tree removal. The location of any active migratory bird nests will be mapped by the biologist and reported immediately to the project construction manager and the City of West Hollywood Community Development Director. If protected migratory birds are present, vegetation clearing and tree removal shall be restricted to outside the likely active breeding season (March 1 to August 31) for migratory bird species potentially occurring on site. If it becomes necessary to clear vegetation during the active breeding season (March 1 to August 31), all construction activities in proximity to active nests shall be delayed or otherwise modified as determined necessary by the biologist to prevent nest failure caused by demolition or construction activities.	Less than Significant
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or the USFWS?	**No Impact.** The project site does not support riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFG or the USFWS. Therefore, the proposed project will not result in adverse impacts related to sensitive natural communities.	No mitigation is required.	
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) including, but not limited to, marsh, vernal pool, coastal, etc. through direct removal, filling, hydrological interruption, or other means?	**No Impact.** The project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). Therefore, the proposed project will not result in adverse impacts related to wetlands.	No mitigation is required.	
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**No Impact.** The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Therefore, the proposed project would not result in adverse impacts related to wildlife movement.	No mitigation is required.	
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**Less than Significant Impact**. Implementation of the proposed project would require demolition of all of the existing structures and removal of the existing vegetation on site. The preliminary landscape plans indicate that 35 of the existing street trees along Santa Monica Boulevard, Almont Drive, and Melrose Avenue adjacent to the project site would be removed and replaced with new landscaping, and that 32 of the existing street trees would remain. As part of the proposed project, the City will review and approve landscape plans consistent with City policies and ordinances. The applicant will be required to obtain a tree removal permit as part of the project permitting process. Therefore, impacts related to local policies or ordinances protecting biological resources are considered less than significant. No mitigation is required.	No mitigation is required.	
Conflict with the provisions of approved local, regional, or State Habitat Conservation Plans (HCPs) or Natural Communities Conservation Plans (NCCPs)?	**No Impact.** The project site is in an urban area that is not subject to any existing local, regional, or State HCPs or NCCPS. Therefore, the proposed project would not result in adverse impacts related to HCPs or NCCPs.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Cumulative Biological Resources Impacts	**No Impact.** The proposed project will not contribute to the loss of natural habitat in the region or the City. There are no wetlands on or adjacent to the project site. The area does not provide potential habitat for sensitive plant or wildlife communities and is not a wildlife movement corridor. Therefore, the proposed project would not contribute to the loss of biological resources and would not contribute to cumulative adverse impacts on biological resources.	No mitigation is required.	
4.4. Cultural and Paleontological Resources			
Cause a substantial adverse change in the significance of a historical resources as defined in § 15064.5?	**Potentially Significant Impact**. Implementation of the proposed project would involve demolition of existing buildings, excavation, and grading on the project site that could potentially adversely impact on-site resources. The proposed project includes removal of all structures onsite. The building at 9080 Santa Monica Boulevard appears to be eligible for listing on the California Register under Criterion 3 as a fine example of Streamline Moderne architecture and through association with the work of a master (architects Walter Wurdeman and Welton Becket). The building is in good condition and retains its integrity on the primary facade. The proposed project would demolish and remove the building from the project site, and would be considered a significant adverse impact of the proposed project. Mitigation Measures CULT-1 and CULT-2 require photographic documentation of the building's exterior elevations and character-defining features and memorialization of the building in the project design. While implementation of these measures would reduce and minimize the proposed project's impacts on this resource, impacts to the building at 9080 Santa Monica Boulevard would remain significant and unavoidable due to the building's removal from the site.	**Mitigation Measure CULT-1:** Prior to the demolition of the building at 9080 Santa Monica Boulevard, the Applicant shall prepare photographic documentation of the building's exterior elevations and character-defining features subject to review and approval by the City of West Hollywood Community Development Director or designee. The Applicant shall retain a professional photographer familiar with the recordation of historic buildings to prepare the photographic documentation. The photographs shall be in large format, black and white, and archival processed, and prepared in a format consistent with the Historic American Buildings Survey (HABS) standards for large format and field photography. Copies of the recordation package shall be deposited with the City of West Hollywood Historic Preservation Commission. **Mitigation Measure CULT-2:** Prior to issuance of demolition or grading permits, the Applicant shall submit design and/or construction plans for review and approval by the City of West Hollywood Community Development Director or designee that illustrate how the building at 9080 Santa Monica Boulevard shall be permanently memorialized and incorporated into the proposed development on the site. The plans for the new buildings on site shall incorporate some of the character-defining features of the Streamline Moderne Style into the design. In addition, a pamphlet that discusses the general history of the project area and the Streamline Moderne Style shall be created. The pamphlet shall incorporate the additional research and the HABS photographs taken prior to demolition.	Significant and Unavoidable Adverse Impact
Cause a substantial adverse change in the significance of an archaeological resources pursuant to § 15064.5?	**Potentially Significant Impact**. No archaeological resources were identified on site through the records search or field survey. However, the project site may contain unknown subsurface archaeological resources that could be significantly adversely impacted by project construction, and in particular excavation activities. As such, Mitigation Measure CULT-3, which requires monitoring during project construction, is proposed to avoid impacts to potentially unknown archaeological resources.	**Mitigation Measure CULT-3:** Prior to issuance of grading permits, the Applicant shall contract with a certified archaeologist to monitor all trenching and excavation activities, subject to the review and approval of the City of West Hollywood Community Development Director or designee. Should any archaeological resources be identified during the grading, trenching, or excavation, the certified archaeologist shall: (1) ascertain the significance of the resource, (2) establish a protocol with the City of West Hollywood to protect such resources, pursuant to Municipal Code Section 19.58, (3) ascertain the presence of additional resources, and (4) provide additional monitoring of the site, if deemed appropriate. Following completion of construction monitoring, the qualified archaeologist shall prepare a report of findings consistent with the requirements of the "Archaeological Resource Management Reports (ARMR): Recommended Contents and Format Preservation Planning Bulletin." On completion of project grading and excavation, the qualified archaeologist shall submit a report for review and approval by the City's Community Development Department. This report shall provide adequate documentation of any resources found on site during site preparation, grading, and excavation, following the guidelines in the Office of Historic Preservation "ARMR: Recommended Contents and Format Preservation Planning Bulletin."	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**Potentially Significant Impact.** Although no paleontological resources were identified during the field survey for the proposed project, based on the results of the locality search, sensitive paleontological sediments that can contain fossil remains may exist within the project area, and there is the potential to encounter paleontological resources during ground-disturbing activities. Mitigation Measure CULT-5 is required to reduce potential adverse impacts to unknown (buried) paleontological resources.	**Mitigation Measure CULT-5:** Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City of West Hollywood Building Official, or designee. The qualified paleontologist shall be on site during all rough grading and other significant ground-disturbing activities in depths greater than 10 feet below ground surface. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP should be consistent with the guidelines of the Society of Vertebrate Paleontologists (SVP) (1995) and should include but not be limited to the following: a) Attendance at the pregrade conference by a qualified paleontologist or his/her representative; b) Monitoring of excavation activities by a qualified paleontological monitor in areas identified as likely to contain paleontological resources. The monitor shall be equipped to salvage fossils and/or matrix samples as they are unearthed in order to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment in the area of the find in order to allow removal of abundant or large specimens; c) Because the underlying sediments may contain abundant fossil remains that can only be recovered by a screening and picking matrix, these sediments shall occasionally be spot screened through one-eighth to one-twentieth-inch mesh screens to determine whether microfossils exist. If microfossils are encountered, additional sediment samples (up to 6,000 pounds) shall be collected and processed through one-twentieth-inch mesh screens to recover additional fossils; d) Preparation of recovered specimens to a point of identification and permanent preservation. This includes the washing and picking of mass samples to recover small invertebrate and vertebrate fossils and the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost for the developer; e) Identification and duration of specimens into a museum repository with permanent retrievable storage; and f) Preparation of a report of findings with an appended itemized inventory of specimens. When submitted to the City of West Hollywood, the report and inventory would signify completion of the program to mitigate impacts to paleontological resources.	Less than Significant
Disturb any human remains, including those interred outside of formal cemeteries?	**Potentially Significant Impact.** No Native American or other human remains are known to exist on site. However, in order to avoid impacts to unrecorded or unknown resources, monitoring of the site would be conducted by an archaeologist during project grading, as required by Mitigation Measure CULT-3. In addition, Mitigation Measure CULT-4 contains standard provisions to be implemented if unrecorded human remains were encountered on the project site during construction.	Refer to Mitigation CULT-3 described above. **Mitigation Measure CULT-4:** If human remains are encountered during site preparation, grading, and/or excavation, all ground-disturbing activities within the area of the human remains shall cease and the County Coroner shall be notified. If the remains are determined to be of Native American descent, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours, which shall determine and notify a Most Likely Descendant (MLD) of the deceased Native American. The MLD shall have 48 hours to inspect the site of the discovery and to recommend to the Applicant or land owner means for the treatment and disposition of the human remains and any associated grave goods. The Applicant or landowner shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance, subject to the approval of the City of West Hollywood Community Development Director.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Cumulative Cultural and Scientific Impacts	**Potentially Significant Impact.** The proposed project has the potential to contribute to a cumulative adverse impact due to the loss of undiscovered cultural or paleontological resources when considered with the potential impacts of other projects in the City on cultural and scientific resources. Implementation of Mitigation Measures CULT-3, CULT-4, and CULT-5 would reduce the incremental contribution of the proposed project to this potential cumulative impact on paleontological and archaeological resources to below a level of significance.	Refer to Mitigation Measures CULT-3 through CULT-5 described above.	Less than Significant
	The demolition of the building at 9080 Santa Monica Boulevard as part of the proposed project would contribute to a cumulative loss of historic resources in the City when past, current, and probable future projects are considered. Although Mitigation Measures CULT-1 and CULT-2 would reduce the impacts to this resource, impacts to the building at 9080 Santa Monica Boulevard would remain significant and unavoidable. Therefore, the proposed project's contribution to the loss of historic resources is cumulatively considerable.	Refer to Mitigation Measures CULT-1 through CULT-2 described above.	Significant and Unavoidable Adverse Impact
4.5 Geology and Soils			
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction or landslides?	**Potentially Significant Impact.** **Surface Fault Rupture.** Due to the proximity of the project site to known locations for the Santa Monica Hollywood Fault, there is the potential for surface fault rupture at the project site. Seismic design requirements would be fulfilled through preparation of a design-level geotechnical report, City approval, and incorporation of structural engineering requirements into the design. Therefore, compliance with recommendations in the Report of Geotechnical Investigation (Mitigation Measure GEO-1), City approval of the structural plans (Mitigation Measure GEO-2), City approval of the design-level geotechnical report (Mitigation Measure GEO-3), implementation of an excavation and dewatering monitoring program (Mitigation Measure GEO-4), and geotechnical observation and monitoring (Mitigation Measure GEO-5) would be required to reduce potential impacts related to fault rupture to a less than significant level.	**Mitigation Measure GEO-1:** Prior to the issuance of a building permit, the Applicant shall submit the final design/construction plans subject to review and approval by the City Building Official or designee and the City Engineer or designee. The final design/construction plans shall confirm that the recommendations from the Report of Geotechnical Consultation regarding foundation, site coefficient and seismic zonation, retaining wall and walls below grade, waterproofing and drainage, floor slab support, dewatering and groundwater control, excavation and slopes, and shoring have been incorporated into the final design. **Mitigation Measure GEO-2:** Prior to the issuance of a building permit, the applicant shall submit the final structural plans subject to review and approval by the City Building Official or designee and the City Engineer or designee, confirming that the conclusions and recommendations presented in the Report of Geotechnical Consultation are incorporated into the final structural plans. **Mitigation Measure GEO-3**: Prior to the issuance of a building permit, the applicant shall submit the final geotechnical report and design plans subject to review and approval by the City Building Official or designee and the City Engineer or designee to ensure that appropriate geotechnical design features, including earthquake-resistant design, have been incorporated into final site drawings in accordance with the most current Uniform Building Code, California Building Code, and the recommended seismic design parameters of the Structural Engineers Association of California. **Mitigation Measure GEO-4:** Prior to issuance of grading or excavation permits or any dewatering activities, the Applicant shall submit the final geotechnical report and design plans for review by the City Building Official and the City Engineer to ensure that appropriate monitoring of the shoring system shall be implemented, as recommended in the Report of Geotechnical Consultation. **Mitigation Measure GEO-5:** Ongoing during construction activities, the project geotechnical engineer shall at a minimum, conduct the following, subject to the review and approval of the City Building Official or designee and the City Engineer or designee: • Observe exposed subgrade in areas to receive fill and in areas where excavation has resulted in the desired finished subgrade;	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
		• Evaluate the suitability of on-site and import soils for fill placement and collect and submit soil samples for required or recommended laboratory testing where necessary; • Observe the fill and backfill for uniformity during placement; • Test backfill for field density and compaction to determine the percentage of compaction achieved during backfill placement; • Observe and probe foundation materials to confirm that suitable bearing materials are present at the design foundation depths; • Observe the testing and installation of soldier piles to verify that the desired diameter and depth are obtained; • Observe the installation and testing of the temporary tie-back anchors; • Observe the installation of and dynamic testing of driven piles to develop a pile-driving criteria; and • Observe the installation of production-driven piles to verify that the desired capacities and lengths are achieved. Refer to Mitigation Measure GEO-1 though Mitigation Measure GEO-5 described above.	Less than Significant
	Ground Shaking. As with all of Southern California, the project area is subject to strong ground motion resulting from earthquakes on nearby faults, including the Santa Monica Hollywood Fault. Ground shaking generated by fault movement has the potential to damage building foundations and structures. Ground shaking impacts are mitigated through proper site preparation and design, implementation of site-specific geotechnical recommendations and seismic design criteria. Therefore, potential seismic ground-shaking impacts would be reduced to less than significant levels with implementation of recommendations in the Report of Geotechnical Investigation (Mitigation Measure GEO-1), City approval of the structural plans (Mitigation Measure GEO-2) City approval of the design-level geotechnical report (Mitigation Measure GEO-3), implementation of an excavation and dewatering monitoring program (Mitigation Measure GEO-4), and geotechnical observation and monitoring (Mitigation Measure GEO-5). These measures would reduce potential seismic ground shaking impacts to a less than significant level. **Less than Significant Impact.** **Landslides.** The project site is nearly level. There are no landslides on the project site and no known landslides extend onto the project site. Given the minimal amount of topographic relief on the project site and the lack of substantially topographic relief on adjoining properties, the potential for landslides as a result of the proposed project is minimal. The proposed project's impacts related to landslides are considered less than significant.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Result in substantial soil erosion or the loss of topsoil?	**Less than Significant Impact**. During construction of the project, there is the potential for soil erosion to occur where bare soil is exposed to wind and water. Best management practices (BMPs) are required under State regulations and the City's Development Conditions to prevent erosion of soil and water quality impacts (refer to Section 4.7, Hydrology and Water Quality). In addition, measures are required to be implemented to control fugitive dust during construction activities in compliance with SCAQMD Rules 402 and 403 (as listed in Standard Conditions, of Section 4.2, Air Quality). After construction of buildings and parking lots and establishment of the landscaped areas, erosion potential would be minimal. With implementation of required operational BMPs and adherence to SCAQMD Rules 402 and 403, potential impacts associated with soil erosion during construction activities and operation would be reduced to less than significant levels.	Refer to Standard Condition AQ-1. No additional mitigation is required.	Less than Significant
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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	**Potentially Significant Impact.** **Lateral Spreading.** Because the project area is susceptible to earthquakes and liquefaction, lateral spreading is a concern. Seismic design requirements would be fulfilled through preparation of a design-level geotechnical report and incorporation of structural engineering requirements into the design to account for potential lateral spread of adjacent soil. Therefore, compliance with recommendations in the Report of Geotechnical Investigation (Mitigation Measure GEO-1), City approval of the structural plans (Mitigation Measure GEO-2) City approval of the design-level geotechnical report (Mitigation Measure GEO-3), implementation of an excavation and dewatering monitoring program (Mitigation Measure GEO-4), and geotechnical observation and monitoring (Mitigation Measure GEO-5) would reduce potential lateral spreading impacts to a less than significant level.	Refer to Mitigation Measure GEO-1 though Mitigation Measure GEO-5.	Less than Significant
	Liquefaction. There is the potential for liquefaction in soils between 10 and 60 feet below grade. However, the soils below the proposed foundation level (70-80 ft below grade) are dense and are not considered to have a potential for liquefaction. Therefore, the potential for liquefaction-induced settlement of the structure is considered to be low, although there is a potential for liquefaction to occur in the upper soils beyond the structure. In order to mitigate impacts associated with potential liquefaction within and outside of the structure footprint, site preparation and foundation design must be completed in accordance with the recommendations of the geotechnical engineer to provide a structurally sound foundation that accommodates any adjacent soil liquefaction potential. Therefore, compliance with recommendations in the Report of Geotechnical Investigation (Mitigation Measure GEO-1), City approval of the structural plans (Mitigation Measure GEO-2) City approval of the design-level geotechnical report (Mitigation Measure GEO-3), implementation of an excavation and dewatering monitoring program (Mitigation Measure GEO-4), and geotechnical observation and monitoring (Mitigation Measure GEO-5) would reduce potential liquefaction impacts to a less than significant level.	Refer to Mitigation Measure GEO-1 though Mitigation Measure GEO-5.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Be located on expansive soil, as defined in the most current version of the Uniform Building Code (UBC), creating substantial risks to life or property?	**Potentially Significant Impact.** **Expansive Soils.** The Report of Geotechnical Investigation for the project indicates that the site soils are expansive in nature. Proper site preparation and foundation design would mitigate potential impacts related to expansive soils on site. Therefore, compliance with recommendations in the Report of Geotechnical Investigation (Mitigation Measure GEO-1), City approval of the structural plans (Mitigation Measure GEO-2), City approval of the design-level geotechnical report (Mitigation Measure GEO-3), implementation of an excavation and dewatering monitoring program (Mitigation Measure GEO-4), and geotechnical observation and monitoring (Mitigation Measure GEO-5) would reduce potential expansive soils impacts to a less than significant level.	Refer to Mitigation Measure GEO-1 though Mitigation Measure GEO-5.	Less than Significant
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**Less than Significant**. The proposed project would connect to the existing City sewer system, and no septic tanks or alternative wastewater disposal system are proposed as part of the project. Therefore, the proposed project would not result in adverse impacts related to alternative wastewater disposal systems.	No mitigation is required.	
Cumulative Geologic Impacts	**Less than Significant.** The mitigation measures specified in the impact categories discussed above are expected to minimize or avoid potential hazards due to on-site and off-site geologic and seismic factors. When considered in combination with the efforts of local agencies in their review and approval of future land use proposals, potential geologic and soil impacts will be identified and mitigated, as appropriate, for individual development projects adjacent to the project site. Appropriate use of engineering technologies, coupled with siting considerations, would substantially lessen the potential geology and soil impacts of cumulative development. Therefore, the proposed project's contribution to geology and soils cumulative impacts of the project would be less than cumulatively significant with implementation of Mitigation Measure GEO-1 though GEO-5.	Refer to Mitigation Measure GEO-1 though Mitigation Measure GEO-5.	Less than Significant
4.6 Global Climate Change			
Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less than Significant Impact.** GHG emissions that could be generated on the proposed project site would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related vehicular trips and stationary source emissions, such as natural gas used for heating. Based on compliance with the CAP, the City's Green Building Ordinance, and implementation of Mitigation Measure 3.15-1 from the General Plan EIR, GHG emissions were quantified for the proposed project. The proposed project would result in a GHG emission profile that is better (lower) than business-as-usual. Project-generated GHG emissions would be less than the 9.7 metric tons of CO_2e per year per service population identified in the City General Plan EIR and CAP for the entire City. No mitigation is required.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	**Less than Significant Impact.** The proposed project would comply with the plans and policies in the City's CAP; comply with Mitigation Measure 3.15-1 in the General Plan EIR for the purpose of reducing GHG emissions; and comply with the City's Green Building Ordinance. Based on this analysis, project-related GHG emissions would not conflict with the City's General Plan and CAP or with any applicable plan, policy, or regulation. No mitigation is required.	No mitigation is required.	
Cumulative Global Climate Change Impact	**Less than Significant Impact.** The proposed project would result in a GHG emission profile that is better (lower) than business-as-usual. Project-generated GHG emissions would be less than the 9.7 metric tons of CO_2e per year per service population identified in the City General Plan EIR and CAP for the entire City. Because the proposed project is consistent with the City's CAP and because project's impacts alone would not cause or significantly contribute to GCC, project-related CO2e emissions and their contribution to GCC impacts in the State of California would not make a significant contribution to cumulatively considerable GHG emission impacts.	No mitigation is required.	
4.7 Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Potentially Significant Impact.** **Construction.** Construction of the proposed project would involve the routine use, handling, storage, transport, and disposal of typical construction hazardous materials such as fuels, paints, and solvents. In compliance with existing federal, State, and local regulations, the amounts of these materials present during construction would be limited and would not pose a significant adverse hazard to workers or the environment. The existing buildings on the project site may be constructed of materials that contain ACMs, LBPs, PCBs, and/or other hazardous materials. Mitigation Measure HAZ-1 has been proposed to ensure compliance with the appropriate identification, removal, and disposal of these materials consistent with existing federal, State, and local regulations. **Less than Significant Impact.** **Operation.** The proposed project would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Additionally, the proposed project land uses would not store or use large quantities of hazardous materials. Therefore, the proposed project would not create a significant hazard to the environment through the routine transport, use, or disposal of hazardous materials.	**Mitigation Measure HAZ-1:** Prior to issuance of any demolition permits, the Applicant shall submit predemolition surveys for asbestos-containing materials (ACMs) and lead-based paint (LBP) (including sampling and analysis of all suspected building materials) and proof that inspections for polychlorinated biphenyl- (PCB) containing electrical fixtures have been performed, subject to review and approval by the City of West Hollywood Building Official. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: American Society for Testing and Materials [ASTM] E 1527-05 and 40 Code of Federal Regulations [CFR], Subchapter R, Toxic Substances Control Act [TSCA] Part 716) and submitted to the Director of Building and Safety for review and approval prior to issuance of demolition permits. All identified ACMs, LBP, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be conducted by appropriately licensed and qualified individuals in accordance with applicable regulations to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community. The Applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of West Hollywood Director, Building and Safety Division, showing that abatement of any ACMs, LBP, or PCB-containing electrical fixtures identified in these structures has been completed in compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). No mitigation is required.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?	**Potentially Significant Impact** **Construction.** The appendix of the Phase I Environmental Site Assessment (ESA) contains a photograph identifying an abandoned well at a former gas station on site; however, the text of the Phase I ESA does not discuss this abandoned well. Compliance with Mitigation Measure HAZ-2, as proposed, would ensure that the status of the well is documented and, if necessary, the well is abandoned properly as part of the proposed project. Adjacent underground storage tanks (USTs) have the potential to affect the project site through underground leaks and subsequent migration of contaminated groundwater. Because of the extensive excavation and dewatering required for the project, contaminated groundwater may pose a potential health risk to construction workers. Compliance with groundwater dewatering requirements of the State General Permit as outlined in Mitigation Measure HY-1 (Section 4.8, Hydrology and Water Quality) would mitigate potential impacts related to contaminated groundwater to a less than significant level. Further, impacts to construction workers potentially encountering contaminated groundwater would be reduced to less than significant levels through compliance with a health and safety plan that directs specific actions consistent with local, State, and federal regulations for encounters with known and potential hazardous materials as required in Mitigation Measure HAZ-3. Although it is not anticipated that hazardous materials would be encountered or accidentally released during construction, it is possible that unknown and undocumented hazardous materials could be uncovered during construction activities. To mitigate the potential for upset or accidental release of hazardous materials into the environment, the project would need to follow local, State, and federal regulations with respect to the handling of hazardous materials, as required in Mitigation Measure HAZ-4. With this mitigation incorporated, no significant impact related to accidental release of unknown hazardous materials would occur. **Less than Significant Impact.** **Operation.** The proposed project would involve the use of routine hazardous materials (e.g., solvents, paints, cleaners and fertilizers) typical of residential and commercial land uses, but would not present a significant hazard related to foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with various federal, State, and local regulations related to hazardous materials use, storage, transportation, and disposal is expected to reduce the risk of a spill or accidental release of hazardous materials to a less than significant level, and no mitigation would be required.	**Mitigation Measure HAZ-2:** Prior to issuance of grading permits, the Applicant shall provide verification, subject to review and approval by the City of West Hollywood Building Official, that the abandoned well on the former gas station site on site has been properly abandoned per applicable standards. **Mitigation Measure HAZ-3:** Prior to issuance of a grading permit, the Applicant shall submit a Health and Safety Plan subject to reviews and approval by the City of West Hollywood Building Official. The program shall be consistent with local, State, and federal regulations and shall encompass all subsurface soil disturbance and groundwater activities. The Health and Safety Plan shall include the following components: • A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures; • The identification of a site health and safety officer; • Methods of contact, phone number, office location, and responsibilities of the site health and safety officer; • Specification that the site health and safety officer shall be contacted immediately by the construction contractor if evidence of soil or groundwater contamination is encountered during site preparation and construction; and • Specification that the Los Angeles County Fire Department (LACFD) shall be notified if evidence of soil contamination is encountered and the Regional Water Quality Control Board shall be notified if groundwater contamination is encountered. **Mitigation Measure HAZ-4**: During construction activities, the Applicant shall immediately notify the City of West Hollywood Building Official and the Los Angeles County Fire Department (LACFD), Health Hazardous Materials Division, Division Chief, if any unknown substances or potentially hazardous materials are encountered. The County Health Hazardous Materials Division Chief shall determine the appropriate procedures for handling and disposal of the materials in accordance with local, State, and federal regulations. No mitigation is required.	Less than Significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	**Less than Significant Impact.** The proposed project would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	**Potentially Significant Impact.** According to the Phase I ESA, only one site from the hazardous materials databases compiled pursuant to Government Code Section 65962.5 was identified on the project site. The listing of the Chevron USA service station, which was previously located at 9098 West Santa Monica Boulevard, is no longer located on the site. The Phase I ESA reported that contaminated soil and groundwater was removed from the site, and the project site listing is indicated as closed. However, it is unknown whether one abandoned well at the former gas station was properly abandoned. Therefore, compliance with Mitigation Measure HAZ-2, which requires documentation from the Los Angeles County Department of Health Services (DHS), is required. Once properly abandoned, the well would not present a hazard to the project site.	Refer to Mitigation Measure HAZ-2.	Less than Significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?	**No Impact.** The project site is approximately 7.5 miles northeast of the Santa Monica Airport, approximately 10 miles southwest of Burbank International Airport, and approximately 12 miles north of Los Angeles International Airport. The project site is not within an airport land use plan or within 2 miles of a public airport or private airstrip and would not result in a safety hazard for people residing or working on site.	No mitigation is required.	
For a project within the vicinity of a private airstrip, would result in a safety hazard for people residing or working in the project area?	**No Impact.** The project site is not within the vicinity of any private airstrip and would not result in a safety hazard for people residing or working on site.	No mitigation is required.	
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**Less than Significant Impact**. Access to, from, and on site for emergency vehicles would be reviewed and approved by the Los Angeles County Fire Department (LACFD) prior to project construction. The proposed project would be required to comply with all applicable codes and ordinances for emergency vehicle access. Compliance with required LACFD conditions would reduce impacts of the project related to emergency response to below a level of significance.	No mitigation is required.	
Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	**Less than Significant Impact.** According to the City's General Plan Safety and Noise Element (2011), the project site is not located in a designated wildland fire hazard area. Therefore, the proposed project would not expose people or structures to a significant adverse risk of loss, injury, or death involving wildland fires.	No mitigation is required.	
Cumulative Hazards and Hazardous Materials Impacts	**Less than Significant Impact.** With the exception of hazardous materials transport, the proposed project would not create potential significant cumulative adverse impacts off site. Transport of hazardous materials is closely regulated by the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads. In addition, with implementation of Mitigation Measures HAZ-1, HAZ-3 and HAZ-4, hazardous materials would be adequately monitored during construction activities to ensure that there would be no significant adverse impact to the environment or to human health. Therefore, the temporary transport of existing hazardous materials and the future transport of household hazardous materials to and from the project site do not present a significant cumulative hazard.	Refer to Mitigation Measures HAZ-1 through HAZ-4. No additional mitigation is required.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	Impacts associated with hazardous soils, groundwater, and use of hazardous materials on site would be controlled through application of standard regulatory procedures set forth in Mitigation Measures HAZ-1 through HAZ-4. There are no known projects adjacent to or in the vicinity of the project site that could be affected by on-site handling of hazardous materials or that could result in significant hazards or hazardous materials impacts on site. Accordingly, the proposed project's contribution to hazards and hazardous materials cumulative impacts would be less than significant with implementation of mitigation.		
4.8 Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements?	**Potentially Significant Impact.** **Construction.** The potential impacts of construction activities on water quality include sediments, turbidity, and pollutants contacting storm water and moving off site into receiving waters. In addition, nonsediment-related pollutants are also of concern during construction. Compliance with City Development Conditions and the General Construction Permit as outlined in Mitigation Measure HY-1 is required to ensure that water quality standards (protection of beneficial uses and adherence to water quality objectives) are adequately protected during the construction period. **Operation.** The proposed project could impact water quality from pollutants in runoff typically produced by such urban land uses (e.g., bacteria and viruses; nutrients; trash; oil and grease; sediment, dissolved solids, hydrocarbons, and pesticides). The proposed project would be required to develop a SUSMP to implement several Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practical. To comply with water quality standards and prevent further degradation of water quality, Mitigation Measure HY-2, requiring a plan to ensure ongoing maintenance for permanent BMPs, is proposed.	**Mitigation Measure HY-1:** Prior to dewatering activities during construction, the Applicant shall obtain coverage under the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This shall include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering preparation and preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), subject to the review and approval of the City of West Hollywood City Engineer. The Applicant shall provide the Waste Discharge Identification Number to the City of West Hollywood to demonstrate proof of coverage under the permit. The construction contractor shall comply with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. **Mitigation Measure HY-2:** Prior to issuance of a building permit, the Applicant shall submit a plan subject to review and approval by the City of West Hollywood City Engineer, to ensure implementation and ongoing maintenance for permanent Best Management Practices (BMPs) consistent with Chapter 15.56 of the Municipal Code, which requires compliance with the storm water mitigation measures prescribed in the current version of the Standard Urban Storm Water Mitigation Plan (SUSMP) and the current Municipal National Pollution Elimination System (NPDES) Permit approved by the Regional Water Quality Control Board – Los Angeles Region. This plan shall include a statement from the Applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any Structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers.	Less than Significant
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 level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	**Potentially Significant Impact.** Due to the high groundwater table, project construction would entail installation and operation of a dewatering system during construction. There is a potential for groundwater dewatering to affect groundwater levels and soil characteristics at the project site and adjacent properties. The groundwater dewatering on the site is not anticipated to impact groundwater levels or flow directions on a regional scale in the vicinity of the project site or interfere with the ability of the City of Beverly Hills municipal supply wells to extract groundwater. A design-level geotechnical investigation and groundwater analysis is required to establish procedures for dewatering implementation consistent with State and City geotechnical standards so that usable aquifers and surrounding soils and building foundations are not adversely impacted. Review and approval of a design-level geotechnical investigation and groundwater analysis, as well as building foundation recommendations,	Refer to Mitigation Measures GEO-1 through GEO-3 described above.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	would ensure that impacts related to groundwater withdrawal during construction would not be significant. Therefore, Mitigation Measures GEO-1, GEO-2, and GEO-3 (Section 4.5, Geology and Soils) would prevent significant adverse groundwater withdrawal impacts during construction. Permanent groundwater withdrawal would not be required during operation of the proposed project.		
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	**Less than Significant Impact.** The proposed project would not alter the amount of impervious surface coverage at the site because the project would essentially replace the existing building, pavement, and landscaping with new buildings, pavement, and landscaping. The site would continue to drain from north-northwest to south-southeast following the natural slope of the site and would discharge into the existing concrete-lined storm drain system within City streets. With project implementation, storm water runoff is expected to exhibit similar volumes, rates, and patterns as current conditions. Because the proposed project would not substantially alter the drainage pattern of the project site or cause substantial erosion, drainage and erosion impacts would be less than significant, and no mitigation would be required.	No mitigation is required.	
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	**Less than Significant Impact.** The proposed project would not alter the amount of impervious surface coverage at the site because the project would essentially replace the existing building, pavement, and landscaping with new buildings, pavement, and landscaping. With project implementation, storm water runoff is expected to exhibit similar volumes, rates, and patterns as current conditions. Because the proposed project would not substantially alter the drainage pattern of the project site or increase the rate or amount of surface runoff, drainage and erosion impacts would be less than significant, and no mitigation would be required.	No mitigation is required.	
Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	**Less than Significant Impact.** With project implementation, storm water runoff is expected to exhibit similar volumes, rates, and patterns as current conditions. As part of project review and approval, the City would review and approve design-level storm drain plans to ensure that the drainage system will function as proposed. The proposed project would not contribute to runoff that would exceed the capacity of existing or planned storm water drainage systems or result in substantial additional sources of polluted runoff, and no mitigation is required.	No mitigation is required.	
Otherwise substantially degrade water quality?	**Potentially Significant Impact.** **Construction.** The potential impacts of construction activities on water quality focus primarily on sediments, turbidity, and pollutants that might be associated with sediments (e.g., phosphorus and legacy pesticides). Additionally, construction dewatering on the proposed project site is required because excavation will extend below the groundwater table. Dewatered groundwater may contain high levels of total dissolved solids or other contaminants that could be introduced to the storm drain system and surface waters. Compliance with City Development Conditions and the General Construction Permit as outlined in Mitigation Measure HY-1 is required to ensure that water quality standards (protection of beneficial uses and adherence to water quality objectives) are adequately protected during the construction period.	Refer to Mitigation Measures HY-1 and HY-2.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	Operation. The proposed project could impact water quality from pollutants in runoff typically produced by such urban land uses (e.g., bacteria and viruses; nutrients; trash; oil and grease; sediment, dissolved solids, hydrocarbons, and pesticides). The proposed project would be required to develop a SUSMP to implement several Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practical. To comply with water quality standards and prevent further degradation of water quality, Mitigation Measure HY-2, requiring a plan to ensure ongoing maintenance for permanent BMPs, is proposed.		
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 delineation map?	**No Impact.** According to the City's General Plan Safety and Noise Element, no portions of the City lie within a 100-year flood hazard zone. Therefore, no housing is proposed within a 100-year flood hazard zone.	No mitigation is required.	
Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	**No Impact.** According to the General Plan Safety and Noise Element, no portions of the City lie within a 100-year flood hazard zone. Therefore, no structures are proposed within a 100-year flood hazard zone.	No mitigation is required.	
Expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee dam?	**Less than Significant Impact.** The City's General Plan Safety and Noise Element (2011) indicate that the project site is not within any dam inundation hazard area. Therefore, the proposed project would not expose people or structures to significant safety risks involving flooding as the result of the failure of a levee or dam, and no mitigation would be required.	No mitigation is required.	
Cause inundation by seiche, tsunami, or mudflow?	**Less than Significant Impact.** There are no surface water bodies in the project vicinity that could result in a seiche, tsunami, or mudflow. Therefore, inundation by seiche, tsunami, or mudflow is not a concern for the project site, and no impacts related to these conditions would be expected to occur.	No mitigation is required.	
Cumulative Hydrology and Water Quality Impacts	**Less than Significant.** The proposed project could cumulatively contribute to increased urban pollutants in dry weather and storm water runoff. Mitigation Measure HY-1 is required to ensure that water quality standards (protection of beneficial uses and adherence to water quality objectives) are adequately protected during the construction period. In addition, the proposed project is required to implement Site Design, Source Control, and Treatment Control BMPs consistent with SUSMP requirements that would reduce pollutant concentrations when compared to the existing condition. Mitigation Measure HY-2, requiring a plan to ensure ongoing maintenance for permanent BMPs, is also required. Because the proposed project is required to implement BMPs that are not currently in place, a beneficial impact to hydrology and water quality is anticipated with implementation of the project. Therefore, the proposed project's contribution to cumulative hydrology and water quality impacts is not considered significant.	Refer to Mitigation Measures HY-1 and HY-2.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
4.9 Land Use and Planning			
Physically divide an established community?	**Less than Significant Impact.** The project site is located on the border of the Cities of West Hollywood and Beverly Hills along Santa Monica Boulevard, a major commercial corridor. Because the proposed project would consist of redevelopment of an existing commercial site bounded on all sides by existing streets, and because the proposed project would not provide land uses inconsistent with the area, no established communities would be divided, and no mitigation would be required.	No mitigation is required.	
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?	**Less than Significant Impact.** The proposed project is consistent with the City's General Plan CC2 land use designation because this designation allows for commercial uses and mixed-use development at key locations along major corridors. In addition, the project would not exceed the specified height limit for the area after applicable height and density bonuses are applied to the site. The proposed project is consistent with the existing zoning ordinance because the existing CC2 zoning allows a variety of commercial uses such as those included in the proposed project. However, the proposed project would be inconsistent with the City's Zoning Map and Zoning Code because a maximum building height of 45 feet/four stories is allowable on the project site. Therefore, a Zone Text Amendment would be required to amend the City's Zoning Map and Zoning Code to allow the five stories (approximately 70 feet) aboveground (as measured from the adjacent grade) for the proposed project, to make it consistent with the General Plan land use designation. Approval of the Zone Text and Zoning Map Amendments that are part of the proposed project would ensure that impacts related to the City's Zoning Code are less than significant, and no mitigation is required.	No mitigation is required.	
Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?	**No Impact.** The project site is not included within an existing HCP, NCCP, or any other local or regional conservation plan. Therefore, the proposed project would not result in any impacts related to HCPs or NCCPs.	No mitigation is required.	
Cumulative Land Use Impacts	**Less than Significant Impact.** The proposed project includes land uses that are consistent with the Santa Monica Boulevard corridor and therefore would not contribute to a pattern of development that adversely impacts adjacent land uses or conflict with existing or planned development. Proposed on- and off-site improvements are consistent with the long-range planning goals of the governing plans and policies for the surrounding area. Additionally, there are no incompatibilities between the proposed project and planned future projects along the Santa Monica Boulevard corridor, which consist of mixed-use and commercial developments. Therefore, the proposed project would not contribute a significant cumulative land use compatibility impact in the study area, and no mitigation is required.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
4.10 Noise			
Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies?	**Potentially Significant Impact** **Construction Impacts.** Potential noise impacts would be generated during excavation, grading, and construction activities on site. The closest residences are 200 feet from the project construction areas and may be subject to short-term noise reaching 84 dBA L_{max}, generated by construction activities. The WHMC allows any construction-related noise level as long as the construction activities are limited to the hours specified, as indicated in the City's Noise Ordinance. (WHMC Section 9.08.050(f).) To reduce construction noise levels further, equipment-related mitigation as outlined in NOI-1 is required. Because pile driving would be included in the construction activities, additional measures as outlined in Mitigation Measure NOI-2 would be implemented once the pile driving criteria are determined to further reduce potential pile driving noise. **On-Site Traffic Noise Impacts.** The proposed residential units along Santa Monica Boulevard and Melrose Avenue would be exposed to excessive traffic noise levels with implementation of the proposed project. Outdoor active use areas, including balconies and/or decks are proposed for these dwelling units and mitigation measures, such as a combination concrete/Plexiglas wall with a minimum effective height of 5 ft, would be required for the perimeter of the balconies or decks. In addition, mechanical ventilation, such as an air-conditioning system, would also be required for bedrooms fronting Santa Monica Boulevard and Melrose Avenue. Mitigation Measure NOI-3 specifies special building design and mechanical ventilation to reduce adverse traffic noise impacts on the proposed residential uses on the project site to below a level of significance. **Less than Significant Impact** **Long-term Operations.** Potential noise associated with operation of the proposed project would include noise from truck deliveries, loading/unloading activities, and other related activities in the loading and parking areas. The location of the proposed delivery and loading/unloading areas would attenuate the potential noise and reduce on-site loading/unloading noise to below 59 dBA at the nearest noise-sensitive	**Mitigation Measure NOI-1:** Prior to issuance of demolition or grading permits, the Applicant shall submit grading and construction plans subject to review and approval by the City of West Hollywood Building Official. The plans shall include a condition that the construction contractor shall implement the following during construction activities to reduce potential construction noise impacts on nearby sensitive receptors: • During all site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall locate equipment staging in areas to create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. **Mitigation Measure NOI-2:** Prior to issuance of demolition or grading permits, the Applicant shall submit final grading and construction plans subject to review and approval by the City of West Hollywood Building Official. The plans shall include a condition that the construction contractor shall implement one or more of the following measures during construction to reduce pile-driving noise impacts: • Use of a resilient yet stiff shock-absorbing pad between the ram and the pile cap (3 to 5 A-weighted decibels [dBA] reduction); • Use of a sound muffler on the pile rig to reduce the hammer's air exhaust noise (5 to 10 dBA reduction); • Use of sound damping materials across the web of each pile driver to reduce the ringing sound of steel piles (a 3 to 5 dBA reduction); and/or • Use of cast-in-place/cast in drilled hole (CIDH) or auger cast piles for a pile-supported transfer slab foundation system. **Mitigation Measure NOI-3:** Prior to issuance of building permits, the Applicant shall submit the building plans subject to review and approval by the City of West Hollywood Building Official to ensure that the following items are included in the plans to reduce noise levels within the development to an acceptable level: • Building facade upgrades consisting of double-paned windows with a minimum rating of (sound transmission class) STC-30 shall be required for bedrooms in the frontline dwelling units along Santa Monica Boulevard (a 5dBA reduction to an interior noise level of 41 dBA Community Noise Equivalent Level [CNEL]); • Building facade upgrades such as double-paned windows with a minimum rating of STC-30 shall be required for bedrooms in the frontline dwelling units along Melrose Avenue (a 5 dBA reduction to an interior noise level of 41 dBA CNEL); • Air-conditioning systems, a form of mechanical ventilation, shall be required for dwelling units along Santa Monica Boulevard and Melrose Avenue; and • Patios and balconies located within the 65 (A-weighted decibels) dBA Community Noise Equivalent Level (CNEL) noise contours of Santa Monica Boulevard and Melrose Avenue shall require sound barriers, such as a combination concrete/Plexiglas or glass wall. Units with patios and balconies along Santa Monica Boulevard and Melrose Avenue shall require 5-foot- (ft) high barriers to meet the exterior noise standard (a 5 dBA reduction to an exterior noise level of 65 dBA CNEL).	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	receptor on the project site. Existing residential uses in the neighborhood would be farther away from the loading areas than the proposed residential uses on the project site and, therefore, they would experience less noise associated with delivery or loading activities. Delivery activities on the project site are anticipated to generate a noise level of approximately 75 dBA L_{max} at 50 ft from the delivery activities. Parking-related activities, such as customers talking and car doors slamming, would generate approximately 60 dBA L_{max} at 50 ft. However, implementation of Standard Condition NOI-1, which imposes noise limits on operational activities, would help ensure that noise from on-site activities would not result in significant noise impacts on adjacent noise-sensitive uses.	**Standard Condition NOI-1:** The Applicant shall adhere to the following standard conditions as required by the City of West Hollywood for on-site operations: • Loading or unloading activities are limited to 8:00 a.m. to 10:00 p.m.; • Commercial activities may not be plainly audible at any residence between 10:00 p.m. to 8:00 a.m.; and • Ambient noise levels may not be increased by commercial activities more than 5 decibels (dB) with a 70 A-weighted decibels (dBA) maximum.	
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	**Less than Significant Impact**. Construction operations associated with the proposed project, including pile driving, would result in ground-borne vibration. However, the range of vibration levels would be below the 102 VdB threshold considered by the FTA to be safe for buildings constructed with current building standards. Additionally, ground-borne vibration during construction activity is temporary. Operation activities associated with the proposed project would not include stationary equipment that would result in high vibration levels. Therefore, operations of the proposed project would not involve any vibration sources that would cause exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.	No mitigation is required.	
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	**Less than Significant Impact** **Off-Site Traffic Noise Impacts.** The increase in project-related traffic noise levels would be very small and not perceptible; therefore, project-related traffic noise impacts on off-site land uses after buildout of the proposed project would be less than significant. No mitigation is required.	No mitigation is required.	
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	**Potentially Significant Impact.** Maximum combined noise levels from proposed project-related construction activities could range up to 84 dBA L_{max} at the closest residences. These short-term construction-related noise levels would be higher than existing ambient noise levels, and therefore, construction activities would result in temporary increases in ambient noise levels in the project vicinity. However, construction would be limited to the hours specified in the WHMC. (WHMC Section 9.08.050(f)) In addition, with implementation of Mitigation Measures NOI-1 and NOI-2, which outline measures for reducing short-term noise impacts, including pile driving, temporary increases in ambient noise levels in the proposed project vicinity associated with project construction would be reduced to less than significant levels.	Refer to Mitigation Measures NOI-1 and NOI-2 described above.	Less than Significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	**No Impact.** The project site is approximately 7.5 miles northeast of the Santa Monica Airport, approximately 10 miles southwest of Burbank International Airport, and approximately 12 miles north of Los Angeles International Airport. Based on the aircraft noise contours produced by the airports, the project site does not lie within the 60 dBA CNEL contour of any of these airports. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from a public or private airport.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels?	**No Impact.** The project site is not within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a private airstrip.	No mitigation is required.	
Cumulative Noise Impacts	**Less than Significant Impact**. Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects. Construction activity at any related project site would not result in a noticeable increase in noise to sensitive receptors adjacent to the project site. Furthermore, each related project would be required to comply with the City's Noise Control Ordinance. (WHMC Section 9.08.010 et seq.) Therefore, cumulative construction impacts would be less than significant. Project-related traffic would contribute to cumulative traffic noise impacts in the vicinity of the project site. An increase of 3.0 dBA CNEL at any roadway location is considered a significant impact. The proposed project's incremental contributions would be between 0.1 and 0.4 dBA along these roadway segments and would therefore not be considered a significant impact. Therefore, the proposed project would not contribute to cumulative roadway noise impacts and would have a less than cumulatively considerable impact.	Refer to Mitigation Measures NOI-1 and NOI-2, as well as SC NOI-1 described above.	Less than Significant
4.11 Population and Housing			
Induce substantial population growth in an area, either directly (for example, by proposing new residences and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**Less than Significant Impact**. The proposed project is anticipated to increase employment opportunities by approximately 324 employees. The increase in employment opportunities is minimal compared to the amount of employment (30,032 employment opportunities) in 2010 and is within the total employment projected in 2015 for the City. The proposed 76 residential units would comprise approximately 5 percent of the household growth (1,490 units) forecast by SCAG for the City from 2010 to 2015. This population increase is within the SCAG projected growth forecast; therefore, the proposed project would be consistent with population forecasts for the City, and any impact to housing and population growth would be less than significant.	No mitigation is required.	
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	**Less than Significant Impact**. The project site contains no existing residential units; therefore, the proposed project would not displace any existing housing units. The proposed project would therefore not contribute to the demand for housing or household growth, and would help to meet the City's growth forecast.	No mitigation is required.	
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	**Less than Significant Impact.** The project site contains no existing residential units; therefore, the proposed project would not displace any existing housing units or people, and would not necessitate the construction of any replacement housing.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Cumulative Population and Housing Impacts	**Less than Significant Impact.** The potential population growth associated with the proposed project would not exceed SCAG's projected population projections for 2015. The proposed project, when considered in addition to the proposed/approved projects in the City, would not substantially induce population growth. Additionally, as discussed above, the proposed project would not displace any existing housing or people. Therefore, the project's cumulative contribution to population growth within the City would be considered less than significant, and no mitigation would be required.	No mitigation is required.	
4.12 Public Services and Utilities			
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks or any other public facilities?	**Less than Significant Impact.** **Fire Safety and Access.** Fire Station No. 7 is within the nationally recognized response time goals in urban areas, and the proposed project would not result in an adverse impact to the LACFD's response times. According to the LACFD, fire protection services for the existing area are adequate for the proposed project. **Police Protection.** The Los Angeles County Sheriff's Department has indicated that the West Hollywood Station would be able to adequately serve the proposed project and that the proposed project would not result in an increased demand for police services due to the project's residential population. **Schools.** The estimated additional students generated by the proposed project would be a total of six additional students for the three schools in the area. Per California Government Code Section 65995, developer fees paid to the LAUSD would mitigate all project-related impacts to schools. With payment of standard school fees, impacts related to schools are considered to be less than significant and no additional mitigation is required. **Library.** The proposed project would increase the City population by approximately 120 people and create demand for library services. In addition, the commercial component of the proposed project has the potential to create an additional demand for library services. However, the project's increase in demand on library services is incremental and would not substantially impact library services. In addition, the new 32,000 sf West Hollywood library would meet the library needs of the residents of West Hollywood. **Electricity.** Operation of the proposed residential and commercial/retail, and office uses would increase the electricity demand. The proposed project would require an additional 7,913 kilowatt hours of electricity per day, compared to existing conditions. SCE has adequate electrical capacity to serve the additional demand for the proposed project. In addition, the proposed project will comply with federal, State, and local statutes and regulations related to energy efficiency, including Title 24 of the California Administrative Code, California Building Energy Efficiency Standards and CalGreen, through the plan check and building permit process.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	Natural Gas. The estimated natural gas demand for the proposed project would be 816,863 cubic feet per month. This represents an increase of 699,490 cubic feet per month compared to existing conditions. The natural gas demand from the proposed project would result in less than 0.001 percent of the Gas Company's supply from interstate pipelines for 2030. According to the 2012 California Gas Report, the Southern California Gas Company can provide enough natural gas to accommodate the increase in gas demand from residential, commercial, industrial, electric generation, and natural gas vehicle uses. **Telephone.** The proposed project would not create a need to expand AT&T's current facilities. If additional capacity is needed, it may be added using the existing infrastructure. Based on the existing demand and current capacity, the proposed project would not create an adverse impact on existing telephone services, and AT&T would be able to provide adequate service to the proposed project.		
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB)?	**Less than Significant Impact.** The project-specific Sewer Study determined that the proposed project would generate a net increase of 47,036 gallons per day over existing conditions and that the sewer system has capacity to serve the increased sewer demand. No mitigation is required.	No mitigation is required.	
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	**Less than Significant Impact.** The project would not require the construction or expansion of any new wastewater facilities. Because the sewer system has the capacity to serve the increased sewer demand, and no new facilities are required, impacts are considered less than significant, and no mitigation would be required.	No mitigation is required.	
Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	**Less than Significant Impact.** The proposed project would not substantially change the amount of impervious surfaces on the site. Therefore, it is not expected that the proposed project would increase the runoff into the existing storm drain systems from the project site. Because the proposed project would not introduce any additional storm water to the area or increase the runoff to the surrounding storm drains, the proposed project would not create a need to expand or construct new storm drain systems.	No mitigation is required.	
Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	**Less than Significant Impact.** The proposed project would consume approximately 48,176 gallons per day of water, which would be an increased consumption of 40,540 gallons per day compared to existing conditions. The Beverly Hills Public Works Department (BHPWD) has indicated that they have sufficient water supplies to serve this increase in demand.	No mitigation is required.	
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**Less than Significant Impact.** The Sewer Study determined that the proposed project would generate a net increase of 47,036 gallons per day over existing conditions. The total capacity of the sewer lines serving the project area is estimated at 880,000 gpd and the sewer system has capacity to serve the increased sewer demand.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	**Less than Significant Impact.** The proposed project would increase the solid waste generation on site by approximately 3,330 pounds per day compared to existing conditions. Although the County of Los Angeles Department of Public Works commented that solid waste generated in the County currently exceeds the available permitted daily landfill capacity, Athens Services indicated that the additional 3,330 pounds per day would not be a significant adverse impact to the haulers, transfer stations, and County landfills. In addition, the rail facilities necessary to begin the waste-by-rail system are currently in construction and are anticipated to be operational at the end of 2013.	No mitigation is required.	
Not comply with federal, State, and local statutes and regulations related to solid waste?	**Less than Significant Impact.** Athens Services will continue to abide by the WHMC Title 15, Article 2 (Solid Waste and Recyclables Collection) to reduce impacts related to solid waste. In addition, the proposed project will comply with federal, State, and local statutes and regulations related to solid waste, including AB 939, SB 1374, and AB 75 by reducing operational solid waste and construction and demolition waste.	No mitigation is required.	
Cumulative Public Services & Utilities Impacts	**Less than Significant Impact.** The proposed project would contribute to cumulative local and regional demand for public services and utilities, including police and fire services, schools, wastewater, domestic water, storm water, solid waste, electricity, telephone, natural gas, and libraries. For each service and utility, the proposed project would generate increased demand in varying amounts. However, the impacts to public utilities and services would be incremental and within planned growth and would be less than cumulatively significant.	No mitigation is required.	
4.13 Recreation			
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**Less than Significant Impact.** The proposed project could increase the population of the City by 120 persons. An increase in population of 120 persons could result in more frequent use of the existing parks and recreational facilities in the City, potentially resulting in physical deterioration of these facilities. The City General Plan Parks and Recreation Element establishes policies that require new residential and commercial development to provide recreational or open space facilities on site and/or contribute fees to offset the additional demand for recreational facilities. Compliance with these policies would provide for such funding, which could be used to increase current maintenance levels and contribute to the funding of the West Hollywood Park renovation project, which would prevent a significant impact associated with deterioration of existing recreational facilities.	No mitigation is required.	
Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	**Less than Significant Impact.** The proposed project proposes a total of 16,448 square feet of private and common open space consisting of courtyards, pedestrian open space, pedestrian walk-throughs, private decks, a community room, community pool, and an exercise room. The City requires the applicant to pay fees according to the project's anticipated impact on the amount of park and recreation space in the City, taking into account the recreational facilities provided by the project, consistent with the policies of the City's General Plan Parks and Recreation Element. Compliance with this standard requirement would reduce the significant adverse impacts of the proposed project associated with parks to below a level of significance and no additional mitigation is required.	No mitigation is required.	

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
Cumulative Recreation Impacts	**Less than Significant Impact.** The proposed project, in conjunction with the cumulative projects in the City, has the potential of increasing population and demand for recreational facilities. However, the proposed project and each cumulative project must pay recreation fees to the City as well as provide private and common open space. These park mitigation fees enable the City to actively pursue implementation of Parks and Recreation Element policies to increase recreational opportunities in the City. Therefore, compliance with the City policies in the Parks and Recreation Element would limit the magnitude of potential cumulative adverse impacts associated with current or future projects, including the proposed project, to a level less than cumulatively significant.	No mitigation is required.	
4.14 Traffic			
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	**Less than Significant Impact.** **Mass Transit.** The proposed project's individual additions to Metro Lines 4, 10, 14, 220, and 704 and the CityLine would be fewer than 10 person trips during the peak hour, which is not anticipated to result in a significant impact. Additionally, the proposed project is not proposing to change the existing bus benches or shelter or move the location of the bus stop adjacent to the project site. No mitigation is required. **Neighborhood Street Circulation.** Traffic anticipated to be added to three neighborhood streets (Nemo Street, Wiley Lane, and Petco Alley) was analyzed according the City criteria. The results of this analysis indicate that project traffic contributions do not exceed the established thresholds. Therefore, no significant adverse neighborhood traffic impacts are forecast as a result of the proposed project and no mitigation is required. **Potentially Significant Impact**. **Construction Traffic.** Construction activity is forecast to last 24 months from the completion of excavation. Construction activities could affect street operations in the immediate area of the project site. Street work and construction access have the potential to cause a significant traffic impact for the period of construction. However, compliance with the requirement for a Construction Program and Mitigation Plan as indicated in Mitigation Measure TR-1 would ensure that project construction impacts related to transportation and circulation are reduced to below a level of significance. **On-Site Circulation.** Parking garage features including the access design, grades of the ramps, and vertical clearance of each parking deck shall be reviewed and approved by the City staff as part of plan preparation and engineering review to ensure the parking structure meets City minimum design standards. **Level of Service – Existing Plus Project.** The addition of project-related traffic is anticipated to create significant traffic/circulation impacts to the following two study area intersections in the existing plus project scenario: Doheny Drive/Elevado Avenue: Level of Service (LOS) F in the p.m. peak hour; and Foothill Road/Santa Monica Boulevard: LOS F in the a.m.,	No mitigation is required. No mitigation is required. **Mitigation Measure TR-1**: Prior to issuance of grading permits, the Applicant shall submit a Construction Program and Mitigation Plan subject to review and approval by the City of West Hollywood Community Development Director. This plan shall include construction management techniques for the proposed project during the construction period and road operation provisions to minimize peak-hour traffic impacts, consistent with the detailed recommendations provided in the Traffic Impact Analysis. As part of the Construction Program and Mitigation Plan review and approval, the City shall consider the construction schedules and plans for other projects in the study area to determine if changes need to be made to the proposed project's plan. **Standard Condition TR-1:** Prior to issuance of building permits, the Applicant shall submit the access design and parking structure design for the proposed project, subject to review and approval by the City of West Hollywood Community Development Director No mitigation is available to reduce impacts.	Less than Significant Significant and Unavoidable Adverse Impact

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	midday, and p.m. peak hours. Widening Elevado Avenue to provide additional lanes is not expected to reduce delays. Similarly, widening Foothill Road to provide separate turn lanes is not expected to reduce delays due to the fact that that this approach is currently operating as a left-turn lane and a de facto right-turn lane. Because feasible mitigation is not available at either location, the proposed project would have significant and unavoidable impacts at both intersections.		
Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	**Less than Significant Impact.** For the purposes of the CMP, a significant impact would occur if intersection LOS with the project is LOS F and the proposed project causes a 0.02 or greater increase to v/c. The proposed project is not anticipated to contribute 0.02 or greater to v/c and would not cause a significant impact according to CMP criteria; therefore, the proposed project would not result in a significant adverse impact on the CMP Highway System.	No mitigation is required.	
Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	**Less than Significant Impact.** The project site is approximately 7.5 miles northeast of the Santa Monica Airport, approximately 10 miles southwest of Burbank International Airport, and approximately 12 miles north of Los Angeles International Airport. The project site is not within an airport safety zone. The proposed project would not result in a change in air traffic patterns that would result in substantial safety risk. Likewise, the proposed project is not anticipated to be impacted by existing airports.	No mitigation is required.	
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**Less than Significant Impact.** The proposed project does not include or involve sharp curves, dangerous intersections, or incompatible uses. Therefore, the proposed project would not pose any hazards due to a design feature.	No mitigation is required.	
Result in inadequate emergency access?	**Less than Significant Impact.** Access to the project site and its structured parking would be provided from all three adjacent streets. The project is required to meet Fire Code requirements with respect to emergency access. The Los Angeles County Fire Department will review and approve the final site plans to ensure that adequate emergency access is provided.	No mitigation is required.	
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	**Less than Significant Impact.** The proposed project is not anticipated to result in a regular increase in on site pedestrian/vehicle or bicycle/vehicle conflict due to parking and traffic as compared with existing conditions. In addition, under the proposed project the existing transit stop along Santa Monica Boulevard would remain, pedestrians and bicyclists would have nearby access to circulate safely to and from the project site, and the proposed paseo would provide convenient and attractive pedestrian access through the project site and the proposed land uses. Therefore, the proposed project would not result in adverse impacts related to adopted policies, plans, or programs regarding transit, pedestrian, and bicycle circulation.	No mitigation is required.	
Cumulative Traffic Impacts	**Less than Significant Impact.** The proposed project, in combination with other projects in the study area under construction over the same period, has the potential to result in a significant cumulative construction traffic impact. The proposed project, like other projects in the City and in the City of Beverly Hills, would be required to prepare a Construction Program Mitigation Plan or the equivalent, as required in Mitigation Measure TR-1.	Refer to Mitigation Measure TR-1.	Less than Significant

Table 2.A: Summary of Project Impacts, Project Design Features, Mitigation Measures, and Level of Significance after Mitigation

Environmental Impact	Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation (if applicable)
	As part of Mitigation Measure TR-1, the City will review plans with concurrent construction periods in the study area to determine if and when changes need to be made to the proposed Melrose Triangle construction plan. By this action, the City is considering cumulative impacts associated with construction traffic and is providing mitigation to reduce the potential impacts to less than significant levels. **Potentially Significant Impact.** **Level of Service – Cumulative Year 2016 Plus Project.** The proposed project will create a significant project impact at the following four intersections in the cumulative year 2016 plus project condition: • Doheny Drive/Elevado Avenue: LOS E in the midday peak hour and LOS F in the p.m. peak hour; • Doheny Drive/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours according to West Hollywood, Beverly Hills, and CMP criteria; • Doheny Drive/Beverly Boulevard: LOS E in the a.m., midday, and p.m. peak hours according to Beverly Hills criteria; and • Foothill Road/Santa Monica Boulevard: LOS F in the a.m., midday, and p.m. peak hours. Because feasible mitigation is not available for any of the four intersections, the proposed project would have significant and unavoidable impacts at these four locations.	No mitigation is available to reduce impacts.	Significant and Unavoidable Adverse Impact

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