

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This Recirculated Draft Environmental Impact Report (EIR) was prepared to evaluate the potential environmental impacts that may result from a proposed mixed-use commercial and residential project known as the Melrose Triangle project (proposed project) in the City of West Hollywood (City). This section of the Recirculated Draft EIR provides a detailed description of the proposed project, including a description of the location, existing site conditions, project characteristics, and required discretionary approvals.

The City, as the Lead Agency, has the authority to prepare the Recirculated Draft EIR and, after the public review process, certify the Recirculated Final EIR (FEIR) and approve the proposed project. The City and Responsible Agencies have the authority to make decisions on discretionary actions relating to the development of the proposed project. This Recirculated Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during their deliberations on the proposed project. A Draft EIR was previously circulated from January 17, 2008, to March 3, 2008. Based on comments received during the public review period and because the City subsequently adopted an updated General Plan, the Applicant revised the project. Therefore, in compliance with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, the City prepared this Recirculated Draft EIR.

3.2 ENVIRONMENTAL SETTING

3.2.1 Overview of the Project Site

The project site, at the west boundary of the City, consists of 10 contiguous parcels totaling approximately 3.05 gross acres, with a net developable area of 2.69 acres. The triangular site is bounded by Santa Monica Boulevard to the north, Almont Drive to the east, Melrose Avenue to the south, and Doheny Drive to the west, as shown on Figure 3.1. Doheny Drive serves as the boundary between the incorporated cities of West Hollywood and Beverly Hills. The existing addresses for the project site are: 9040, 9060, 9080, and 9098 Santa Monica Boulevard; 603, 607, 617, 623, 629, and 633 Almont Drive; and 9001 and 9021 Melrose Avenue.

The project site is within a developed urban area of the City and is surrounded primarily by commercial and retail uses. The project site is generally flat, although the street level elevation bordering the site drops approximately 13 feet from west to east and north to south.

The existing uses on site consist of commercial, office, light industrial buildings, paved parking lots, and a parking structure. The existing buildings are unconsolidated individual structures that lack visual continuity, and the site contains a limited amount of ornamental vegetation.

3.2.2 Existing On-Site and Adjacent Land Uses

The existing uses on the project site consist of office, retail (e.g., art galleries, a furniture showroom), service commercial (e.g., hair salons, clothing alterations), light industrial (e.g., upholstery), and parking. The site is developed with two office buildings along Santa Monica Boulevard that are two and three stories high. There is a one-story building on the corner of Santa Monica Boulevard and Almont Drive and a two-story building between the largest office building and the one-story building abutting Santa Monica Boulevard; however, the building address and entry are on Almont Drive. There are three single-story buildings (an upholstery shop, a furniture showroom, and an antique shop) along Almont Drive. There are two buildings along Melrose Avenue, a single-story building housing primarily art galleries and a three-story office building.

Existing parking areas on the project site include various small storefront parking lots, two larger surface parking lots (in the west and central parts of the site), rooftop parking above the art gallery building, and a three-level parking structure in the eastern part of the site. Vehicular access to the site includes a driveway from Santa Monica Boulevard to the central parking lot, driveways from Almont Drive to the parking structure and the rooftop parking area, driveways from Melrose Avenue to the western and central parking lots, and access to various small parking lots along Almont Drive and at the corner of Almont Drive/Santa Monica Boulevard.

Existing land uses in the immediate vicinity of the project site are primarily commercial and retail. To the north, there is a variety of commercial uses (e.g., art gallery, karate school, night club, restaurant, office). To the east along Almont Drive, there are primarily furniture and design showrooms, but there is also a large dog-training/kennel business. There are retail/service (e.g., fine art, pet supplies) and office uses south of the site along Melrose Avenue. There is a hotel to the southwest, across the large multiple street intersection of Santa Monica Boulevard/Melrose Avenue/Doheny Drive. To the northwest is Beverly Gardens Park, a small neighborhood open space in the City of Beverly Hills. Extending beyond these uses are multi-family and single-family residential uses to the south on Rangely Avenue, which are separated from the project site by the commercial uses on the south side of Melrose Avenue. There is multi-family housing southwest of the hotel at the intersection of Santa Monica Boulevard/Melrose Avenue/Doheny Drive. North and west of Beverly Gardens Park is a large neighborhood of single-family homes, with two multi-family residential buildings facing nearby Doheny Drive. An aerial photograph showing the location of the project site and the surrounding land uses is provided in Figure 3.2.

3.3 PROPOSED PROJECT CHARACTERISTICS

3.3.1 Overview of Proposed Project

The proposed project would demolish the existing buildings and structures on the project site and would construct a mixed-use commercial and residential development. As shown in Figure 3.3, the development would consist of three primary structures, referred to as Buildings A (the Gateway Building), B1 (the Boulevard Building), and B2 (the Avenue Buildings). Building A would be a single structure on the southwest corner of the project site. Buildings B1 and B2 would be a series of buildings around a central landscaped courtyard. Portions of 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 is below grade on the northern and western parts of the project site.

The building elements facing Melrose Avenue and Santa Monica Boulevard west of the paseo would be lower in height and would have fewer stories than those along Santa Monica Boulevard east of the paseo. Figure 3.4 provides a conceptual oblique aerial view of the proposed project, looking northeast across the site. Figures 3.5a to 3.5c provide elevations for the proposed project, from Santa Monica Boulevard, Melrose Avenue, and Almont Drive, respectively. The maximum height of the proposed project would be approximately 70 feet (as measured from adjacent grade), and the floor area ratio (FAR) would be 2.59.

The net development area (consisting of the floor area included within the FAR calculation) aboveground would be 302,944 square feet. Table 3.A summarizes the square footage of the proposed land uses.

Table 3.A: Project Square Footage

Level	Proposed Uses				
	Retail/ Restaurant	Office	Residential	Shared ¹	Total included in FAR
Melrose Level/B1	23,766	1,178	775 ²	4,271	29,990
Santa Monica/First Floor	58,255	2,761	1,450 ²	1,835	64,301
Second Floor		38,994	31,209		70,203
Third Floor		38,164	29,043		67,207
Fourth Floor		36,913	8,795		45,708
Fifth Floor		19,054	6,481		25,535
Total	82,021	137,064	77,753	6,106	302,944

Source: Studio One Eleven. Melrose Triangle Project Summary.

¹ Shared area comprises common access space and mechanical areas.

² Comprises lobby, stairwells, and elevator areas for residential uses.

FAR = Floor Area Ratio

3.3.2 Project Objectives

CEQA Guidelines Section 15124(b) requires the project description to contain “[a] statement of the objectives sought by the proposed project.” In addition, CEQA Guidelines Section 15124(b) states, “[t]he statement of objectives should include the underlying purpose of the project.”

The underlying purpose of the proposed 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 project would recognize and pay homage to the importance of pedestrians in the City by creating a project of three detached buildings around a central landscaped courtyard to simultaneously encourage pedestrian activity at the project site while also allowing pedestrian access between Santa Monica Boulevard and Melrose Avenue. 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. Below are the specific project objectives that support the proposed project's underlying purpose:

1. Develop the Melrose Triangle with a mix of high-density residential, commercial-retail, and office uses compatible with adjacent development and consistent with community needs.
2. Provide a modern, high-quality design that complements surrounding uses and contributes to a sense of community, yet stands as an architectural gateway to the City.
3. Provide additional housing opportunities and contribute to the residential development of mixed-use areas by incorporating residential uses into an existing core of nearby community facilities, employment centers, retail goods and services, and restaurants to enhance the area's overall urban character.
4. Increase the City's rental housing stock for low- and moderate-income renters.
5. Create a consistent pattern of development and uses along Santa Monica Boulevard that serves project residents and the surrounding community by redeveloping an underutilized site.
6. Provide jobs that use the existing labor pool living in and around the City.
7. Minimize the impact to the environment through the redevelopment of previously developed parcels.
8. Enhance the intersection of Santa Monica Boulevard, Melrose Avenue, and Doheny Drive so that it may serve as a recognizable entrance to the City through:
 - the location, form, and architectural elements of structures;
 - landscaped open spaces; and
 - public art and/or other appropriate design techniques.
9. Develop and encourage pedestrian-oriented uses, making the area more pedestrian friendly.
10. Provide seating for the existing transit stop at the corner of Melrose Avenue and Santa Monica Boulevard.
11. Expand the economic base of the City, maintain economic vitality, and foster the City's fiscal health by, among other things, providing for commercial and retail activities with the potential to generate substantial sales and property tax revenue.
12. Ensure appropriate and necessary infrastructure capacity for the project.
13. Implement a comprehensive landscaping program that complies with the City's Code.
14. Provide adequate common open space and internal access within the project site to meet the needs of the proposed uses and users.
15. Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools).

16. Provide pedestrian and bicycle access to the project.
17. Promote sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of nonrenewable energy.
18. Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) certification for the buildings within the project.
19. Promote the efficient use of water and energy through incorporation of water and energy conservation measures.

3.3.3 Proposed Retail/Restaurant Uses

Approximately 82,021 gross square feet of the proposed project would be designated for retail and restaurant uses. Of these retail and restaurant uses, approximately 55 percent (45,112 square feet) would be designated for general retail, 20 percent (16,404 square feet) for art galleries, 15 percent (12,303 square feet) for design showrooms, and 10 percent (8,202 square feet) for cafe/restaurant uses.

The retail and restaurant uses would be located at street level along Santa Monica Boulevard and Melrose Avenue. Because the project site drops 13 feet in elevation from west to east and north to south, the street level along Santa Monica Boulevard would be designated as the First Floor and the street level along Melrose Avenue and Almont Drive would be referred to as the B1 level. Other uses on the ground floor would consist of lobby areas serving the residential units in Buildings A, B1, and B2; and lobby and mechanical areas serving the office uses.

3.3.4 Proposed Office Uses

The proposed project would include a total of 137,064 square feet of office uses in Buildings A (The Gateway Building) and B1 (The Boulevard Building). A portion of the total square footage would include office-related lobby, stairwell, and elevator access areas on the lower street-level floors. Building A would have 52,550 square feet of office uses located on Floors 2 through 4, while Building B1 would have 80,122 square feet of office uses located on Floors 2 through 5.

3.3.5 Proposed Residential Uses

The proposed project would include 76 residential units located on the floors above the street-level commercial uses. All of the residential units would be in Building B2 adjacent to Melrose Avenue and Almont Avenue. The majority of the residential units also would include balconies. 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 West Hollywood Municipal Code (WHMC) Section 19.22.030. Table 3.B summarizes the residential units in the proposed project.

Table 3.B: Summary of Residential Units

Level	Studio Lofts	One Bedroom	Two Bedrooms	Total
Second Floor	27	4	3	34
Third Floor	24	2	2	28
Fourth Floor	4	2	1	7
Fifth Floor	4	2	1	7
Total	59	10	7	76
Percent of Total	78%	13%	9%	100%

Source: Studio One Eleven. Melrose Triangle Project Summary Sheet.

3.3.6 Proposed Recreation Uses

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.

3.3.7 Vehicular Access and Parking

Vehicular access to the project site would be provided via three driveways, as shown on Figure 3.6a and 3.6b. 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 on Almont Drive.

Parking for the proposed project would provide 884 spaces on the subterranean parking levels B1, B2, B3, and B4. As calculated according to the square footage of the proposed land uses, the number of spaces provided exceeds the parking requirement of the WHMC by 37 spaces.

3.3.8 Sustainability Components/Green Building Design

The proposed project would include the following project design features that would support sustainability by increasing efficiency and the use of renewable resources while decreasing use of nonrenewable energy:

- **Storm Water Management:** include vegetated surfaces and/or cisterns to capture rain water for reuse to irrigate on-site vegetation;
- **Native Landscaping:** include drought-tolerant and native vegetation to reduce the proposed project's water demand;
- **Alternative Transportation:** include bicycle parking and provide alternative fuel cars, as well as changing rooms and shower facilities for employees who bicycle to work;
- **Natural Ventilation:** include operable windows, narrow floor plates, and courtyards to reduce reliance on mechanical cooling;
- **Daylighting:** include design features that maximize natural light into residential units and retail spaces to reduce the dependence on artificial lighting;

- **Water Efficiency:** include low-flow shower heads, toilets, and tankless water heaters to minimize the proposed project's water use;
- **Energy Star:** include Energy Star appliances in all residential units; and
- **Recycling:** include spaces for the collection of recyclables to encourage residents to participate in recycling programs.

In addition, the proposed project would implement green building design and construction practices, including the following specific measures:

- **Resource Reuse:** include fly ash concrete and other recycled resources in building materials;
- **Exterior Materials:** include integral color stucco, fiber cement siding, trespa, low-e-glass, and metal panels to encourage resource conservation and reduced maintenance;
- **Passive Solar:** include shading devices and roof overhangs to reduce heat on buildings;
- **Cool Roof:** include roof materials with high reflectivity that reduces heat gain and urban heat island effects;
- **Resource-Efficient Materials:** include renewable and recycled materials, such as bamboo floors, recycled content carpets, wood composites, and low volatile organic compound (VOC) paints; and
- **Operations/Maintenance/Training:** provide building commissioning and user education on Green Building components.

3.3.9 Architecture

As shown in Figures 3.5a to 3.5c, the architectural design for the proposed project would feature a contemporary style with a variety of building elements of varying heights, materials, and details. The proposed project would provide a consistent architectural style, rhythm, and mass, which would allow the diverse building elements to form a unified whole across the entire project site. The building frontages would be adjacent to the public sidewalks, forming a strong building line at street level. Building materials would include clay tile, glass tile, stone/ceramic tile, stone, steel trellis and railing, metal louvers, glass railing, stucco, clear anodized aluminum, and concrete.

As part of the design of the proposed project, the existing aboveground utilities on and adjacent to the project site would be undergrounded.

3.3.10 Construction Methods and Schedule

Construction of the proposed project is anticipated to be completed in 2016. Construction activities would involve five phases: (1) demolition of existing structures on site; (2) excavation for the subterranean parking garage; (3) building construction; (4) asphalt paving; and (5) architectural coating of the buildings.

Total construction of the proposed project is estimated to take 33 months. Excavation activities are anticipated to take approximately 9 months, with the remaining building construction is expected to last 24 months from the completion of excavation. Because of the deep excavation required for the subterranean levels, approximately 172,500 cubic yards of soil would be excavated from the site.

Construction equipment staging would be accommodated on the project site. Excavation for the subterranean parking garage is expected to require 34,500 truck trips (17,250 round trips) and 9 months to complete. Trucks hauling demolition and earth material from the site would proceed east on Santa Monica Boulevard to Highway 101 and then to landfills and recycling facilities. Truck traffic is discussed in greater detail in Sections 4.2, Air Quality, and 4.12, Traffic and Circulation.

During the geotechnical investigation, groundwater at the site was encountered at varying depths of approximately 7 to 20 feet below ground surface (bgs). Therefore, due to the relatively high groundwater, the building foundation would be designed to withstand anticipated hydrostatic pressure in order to maintain structural integrity and to avoid a permanent dewatering system. The foundation and walls below grade would be waterproofed to prevent intrusion. A series of pumps would be installed to dewater groundwater if needed, although a permanent subdrain system would not be used and there would be no permanent ongoing withdrawal of groundwater associated with the operation of the building after construction. However, temporary dewatering would be required during construction activities. This is discussed in greater detail in Section 4.8, Hydrology and Water Quality.

To counteract the upward pressure due to buoyancy and keep the structure anchored down, piles would be used below the foundation mat. Piles are long, slender, concrete column-like elements. The piles would connect to the bottom of the mat and extend 40 to 60 feet into the ground to essentially anchor the building. The *Report of Final Geotechnical Consultation* (MACTEC Engineering and Consulting, Inc., Appendix H) recommended that 5–10 indicator piles be driven at the site to verify the required pile lengths and to evaluate the efficiency of driving systems. The proposed locations of indicator piles would be determined after the pile foundation plan was finalized.

3.3.11 City of West Hollywood Development Conditions

The following development conditions of the WHMC would apply to the permitting, construction, and operation of the proposed project. Additional requirements in the *Standard Development Permit Conditions for Commercial Projects* and the *Standard Development Permit Conditions for Residential Projects* would apply, as applicable.

Construction Period Mitigation Plan. A construction period mitigation plan shall be prepared by the Applicant and submitted to the City's Building Official and City Engineer for approval prior to the issuance of a building permit for the proposed project. As applicable, this plan shall:

- Specify the names, addresses, telephone numbers, e-mail addresses, and business license numbers of all contractors, subcontractors, the project architect, and the Applicant;
- Describe how the demolition of existing structures on site will be accomplished;

- Designate the permitted waste haulers and recyclers and include the construction period disposal and recycling plan;
- Designate where any cranes will be located for erection and construction;
- Describe how much of the public street, alleyway, and sidewalk is proposed to be used in conjunction with project construction;
- Identify the extent and nature of any pile-driving operations;
- Describe the length and number of any tiebacks that must extend under adjacent properties;
- Specify the nature and extent of any dewatering and its possible effects on adjacent buildings;
- Describe the anticipated construction-related truck routes, number of truck trips, and hours of hauling and parking operations;
- State whether any construction activity is proposed beyond the hours normally permitted in the City;
- Describe any proposed construction-related noise mitigation measures;
- Describe construction period security measures, including any fencing, lighting, and security personnel;
- Provide a drainage plan for the construction period;
- Provide a construction period parking plan that will minimize the use of public streets for construction worker and equipment parking; and
- List a designated on-site construction manager.

Encroachment Permit. An Encroachment Permit must be approved by the City Engineer prior to commencement of any activities affecting the public right-of-way. Prior to the issuance of each Encroachment Permit, the Applicant shall submit to the satisfaction of the City Engineer plans and details regarding the scope of activities covered by the proposed Encroachment Permit. These activities may include, but are not limited to:

- Excavation: staging of haul trucks, haul routes, and site cleanup;
- Bins: dumpster and haul trucks;
- Temporary fencing/pedestrian barricade/facade protection;
- Office: construction office in the public right-of-way;
- Material deliveries;
- Material storage;
- Concrete pours: staging of trucks, clean out, and cleanup;
- Worker parking;
- Construction equipment: cranes, gunite equipment, scaffolding, etc.;

- Traffic and Pedestrian Management Safety Plan; and
- Public improvements: sidewalks, curbs, gutters, driveways.

Site Safety. During the demolition of the existing buildings and construction of the proposed project, the site shall be maintained in a safe manner so as not to threaten public health, safety, or general welfare.

Sidewalks. Public sidewalks and streets shall be kept clean and passable during all phases of construction to the satisfaction of the City Engineer. Temporary sidewalks shall be constructed, or alternative passage for pedestrians shall be provided based on construction, should the existing sidewalk need to be closed during construction.

Storm Water Management Plan. The proposed project must comply with the *Los Angeles County Standard Urban Storm Water Mitigation Plan* (SUSMP, March 2000). The SUSMP includes requirements for Site Design Best Management Practices (BMPs), Source Control BMPs, and Treatment Control BMPs. The SUSMP must be incorporated into the project design and will require a detailed review and approval by the City prior to issuance of the building permits. See Section 4.8, Hydrology and Water Quality, for more detailed information.

Erosion Control. Prior to the issuance of building permits, plans and supporting information must be submitted to and approved by the City's Environmental Services Specialist prior to performing any operation that will disturb or expose soil, as follows:

- For sites with more than 1 acre of disturbed area (the proposed project would involve disturbance of more than 1 acre), a Storm Water Pollution Prevention Plan (SWPPP) must be prepared, and the project contractor must provide evidence to the City's Building and Safety Division that a Notice of Intent (NOI) has been submitted to the appropriate state agency; and
- If work would be completed on the proposed project between October 1 and April 15 (the construction period for the proposed project would include construction during this period), a Wet Weather Erosion Control Plan must be prepared. The preparation, submittal, and adherence to all City requirements will be the responsibility of the project contractor.

Storm Water Pollution Prevention Plan. Because construction activities for the proposed project site would disturb more than 1 acre, the proposed project would need to adhere to a Storm Water Pollution Prevention Plan (SWPPP) that specifies BMPs consistent with the National Pollutant Discharge Elimination System (NPDES) *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002). To obtain authorization for proposed storm water discharges pursuant to this permit, the landowner (discharger) is required to submit a NOI and Permit Registration Documents, including a risk assessment, site map, SWPPP, annual fee, and

signed certification statement to the State Water Resources Control Board. See Section 4.8, Hydrology and Water Quality, for more detailed information.

The Contractor shall reduce the discharge of pollutants in storm water runoff to the maximum extent practicable by the effective implementation of appropriate BMPs, including, but not limited to:

- a) Spills and leaks must be cleaned up immediately;
- b) Vehicles and equipment must be refueled in a designated area;
- c) Vehicles and equipment must be washed at a facility that is self-contained, covered, equipped with a clarifier or other pretreatment facility, and properly connected to a sanitary sewer;
- d) Exposed piles of soil, debris and construction materials must be covered with plastic sheeting or equivalent if rain is predicted;
- e) Materials must not be stored or deposited on surfaces that drain to streets, storm drains or channels;
- f) Gravel approaches must be used at ingress and egress points where truck or vehicular traffic is frequent;
- g) Regular self-inspections of structural BMPs must be made to ensure their proper operation; and
- h) Employees and subcontractors must be trained about the causes of storm water pollution and preventative measures. Educational materials are available from the Planning Division.

Demolition and Construction Debris Recycling Plan. Prior to the issuance of the Demolition Permit, the applicant shall submit to the City's Environmental Services Specialist a Demolition and Construction Debris Recycling Plan. A minimum of 50 percent of all demolition debris and construction waste must be recycled. The Plan will be subject to review and approval by the City. The Plan shall list the material to be recycled and the name, address, and telephone number of the facility or organization that will accept those materials.

Demolition Debris Hauling. Demolition debris is to be hauled away only by a hauler permitted to operate in the City.

Acceptance of Demolition and Construction Debris. Prior to issuance of the Certificate of Occupancy, the applicant shall submit to the City of West Hollywood Environmental Services Specialist recycling manifests from all disposal sites, recycling sites, and landfills that accepted demolition, excavation, and/or general construction waste and recycled materials from the project site.

Solid Waste and Recycling During Project Operations. The proposed project must be designed to incorporate solid waste and recycling operations in a convenient manner. The proposed project shall be designed to meet the requirements established in Article 2, Solid Waste and Recyclables Collection, of the City of West Hollywood Zoning Ordinance.

Requirements include:

- Preparation or implementation of a recycling plan;
- Restaurants will have a designated compactor to dispose of food waste and other compostables;
- Residential/condo and commercial uses will have a designated compactor to dispose of regular trash;
- Residential and commercial uses will have a designated compactor to dispose of recyclables;
- Landscape waste will have designated green waste bins; and
- 100 percent of waste from trash compactors will be sent to the City's Franchise Waste Hauler's Materials Recovery Facility to divert additional recyclables from the waste stream.

Landscaping and Water Conservation. All landscaping shall be served by a permanent irrigation system with equipment as required by Section 19.26.070.B of the WHMC. Sprinklers shall be placed to assure complete coverage of landscaped area. Automatic controllers shall be set to water between 7:00 p.m. and 10:00 a.m. to reduce evaporation.

Commercial and industrial projects shall use plant materials and species that are drought-tolerant wherever possible, and shall be grouped by common irrigation need. This must comply with WHMC Section 19.26.060.B.1 as follows:

- For projects that include landscaped areas between 1,000 to 2,500 square feet, at least 50 percent of all landscaped area shall be drought-tolerant plants. Plants with medium water needs are not considered drought-tolerant for purposes of this ordinance. For determining the category of water use to which a plant belongs, see the California Department of Water Resources study, Water Use Classification of Landscape (WUCOLS); and
- For projects that include landscaped area over 2,500 square feet, landscape plans must contain calculations of water use. Landscape plans must show hydrozones according to high medium, and low water use showing the water required for the landscaped area. Square footage for each area of hydrozone must be showed and water use must not exceed 25 gallons per square feet of landscape area per day. Calculations must be shown on the City Water Conservation Concept Statement form.

The structure(s) shall be equipped with ultra-low flush toilets. If showers are present, showerheads shall not exceed 2.5 gallons per minute flow.

3.4 DISCRETIONARY CITY ACTIONS REQUIRED TO CONSTRUCT AND OPERATE THE PROPOSED PROJECT

The City is the Lead Agency and has principal authority and jurisdiction over all land use entitlements within the incorporated City.

The proposed project would require the following discretionary approvals by the City:

- Lot Line Adjustment to consolidate the 10 existing parcels into one parcel;
- Zone Text Amendment;
- Development Permit;
- Demolition Permit;
- Grading Permit; and
- Building Permit.

These anticipated discretionary actions for the proposed project are described in the following sections.

3.4.1 Lot Line Adjustment

The proposed project includes an application for a Lot Line Adjustment, which would allow the 10 existing separate parcels to be consolidated into 1 parcel.

3.4.2 Zone Text Amendment

According to the City of West Hollywood Zoning Map, the project site is currently zoned as Community Commercial 2 (CC2). This designation allows for a maximum building height of 45 feet or the equivalent of four stories. (WHMC Section 19.10.040, Table 2-6.) Therefore, while allowed under the General Plan, the proposed project would require a Zone Text Amendment to allow five stories aboveground with a maximum height of approximately 70 feet (as measured from the adjacent grade).

3.4.3 Development Permit

The Development Permit application allows for review of the proposed project for compliance with City policies, standards, and regulations.

3.4.4 Demolition Permit

A Demolition Permit would allow the existing on-site structures to be demolished.

3.4.5 Grading Permit

A Grading Permit would allow site grading and excavation.

3.4.6 Building Permit

A Building Permit would allow construction of the three project buildings and associated infrastructure.

3.5 PROBABLE FUTURE ACTIONS BY OTHER AGENCIES

The proposed project also would involve potential approvals, permits, or authorizations from other agencies. Agencies anticipated to have permitting or approval authority for some aspect of the proposed project are identified in Table 3.C. Those agencies may use this Recirculated Draft EIR in their consideration of the proposed project.

Table 3.C: Probable Future Actions by Other Agencies

Responsible Agency	Action
State Water Resources Control Board	Applicant must submit a NOI to Comply with the General Construction Activity NPDES permit
Los Angeles Regional Water Quality Control Board	Applicant must submit a NOI to discharge groundwater during construction and comply with the General Permit
Los Angeles County Fire Department	Plan Approval
Los Angeles County Sheriff's Department	Plan Approval

NOI = Notice of Intent

NPDES = National Pollution Discharge Elimination System

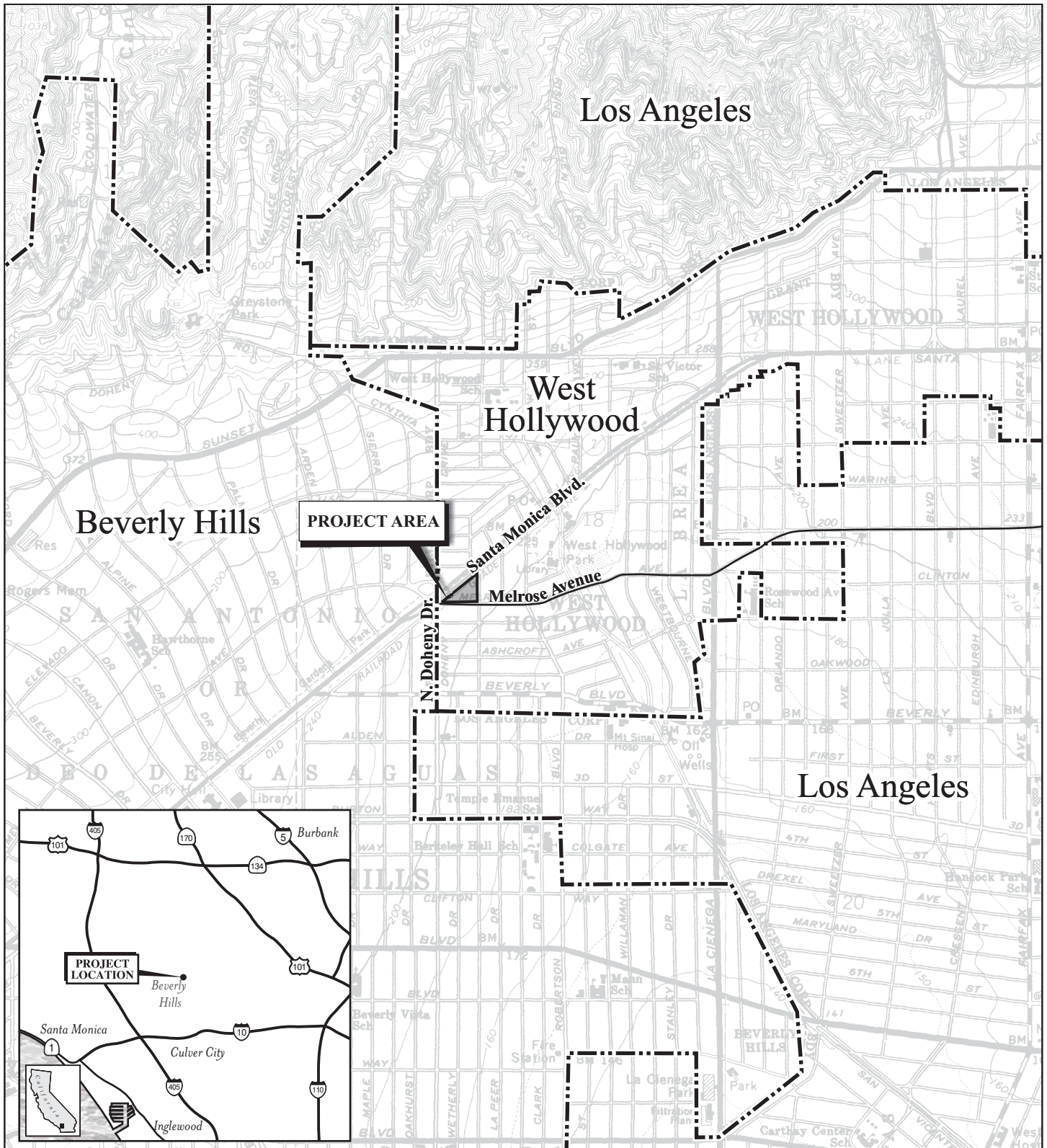
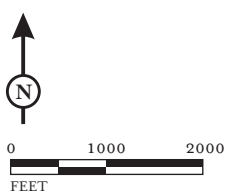


FIGURE 3.1

LSA

----- - City Boundaries

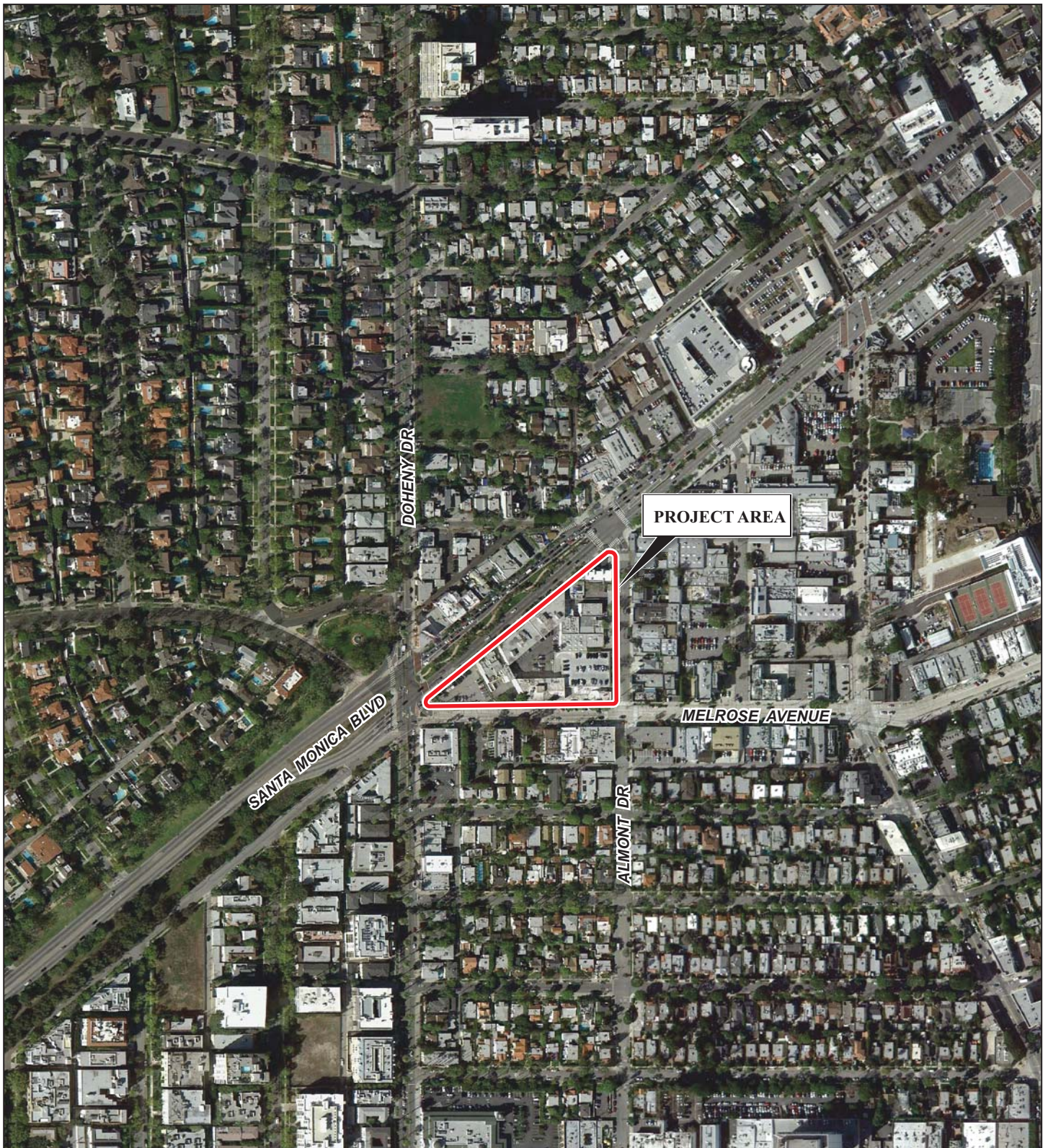


SOURCE: USGS 7.5' Quads - Beverly Hills & Hollywood, Ca.

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Melrose Triangle
Project Location

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LSA



0 164 328
FEET

SOURCE: Google Earth, March 2011

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FIGURE 3.2

Melrose Triangle
Aerial Photograph

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FIGURE 3.3

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SOURCE: studionelevan at Perkowitz+Ruth Architects

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Melrose Triangle
Conceptual Site Plan

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LSA

FIGURE 3.4

Melrose Triangle
Aerial Perspective Vignette

SOURCE: studionelevan at Perkowitz+Ruth Architects

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FIGURE 3.5a

Melrose Triangle
Elevation - Santa Monica Boulevard

SOURCE: studionelevan at Perkowitz+Ruth Architects

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FIGURE 3.5b

Melrose Triangle
Elevation - Melrose Avenue

SOURCE: studionelevan at Perkowitz+Ruth Architects

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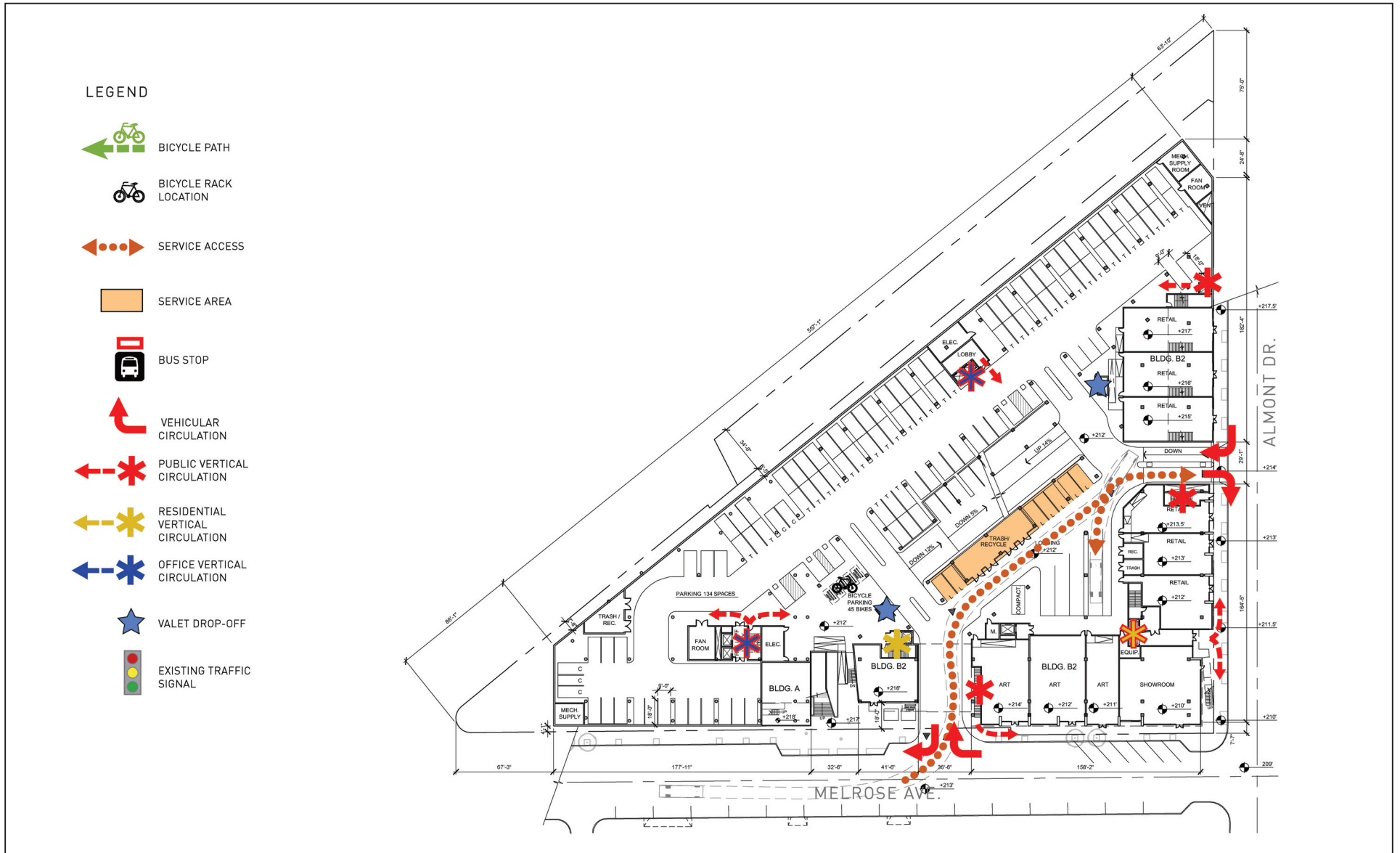
FIGURE 3.5c

Melrose Triangle
Elevation - Almont Avenue

SOURCE: studionelevan at Perkowitz+Ruth Architects

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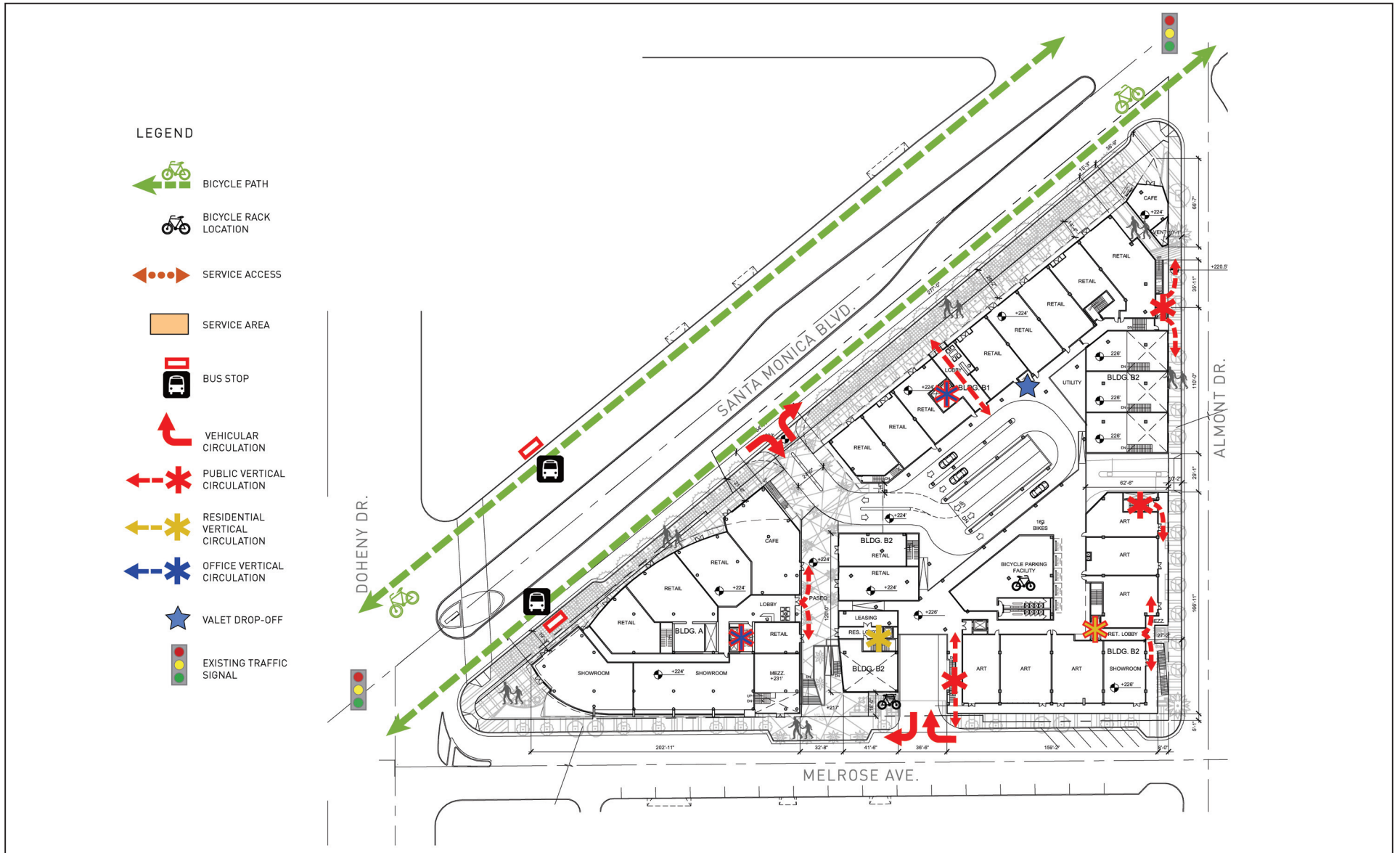
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FIGURE 3.6a



Melrose Triangle
 Conceptual Circulation Plan -
 Melrose Avenue Level

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FIGURE 3.6b



Melrose Triangle
 Conceptual Circulation Plan -
 Santa Monica Boulevard Level

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FIGURE 3.7

Melrose Triangle
Conceptual Planting Plan

SOURCE: studionelevan at Perkowitz+Ruth Architects

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