

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

8775 Sunset Boulevard Billboard Project

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
BUG	Backlight, Uplight, and Glare
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
CHRIS	California Historical Resources Information System
City	City of West Hollywood
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ E	carbon dioxide equivalent
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
GHG	greenhouse gas
GWP	global warming potential
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
IS/MND	initial study/mitigated negative declaration
LED	light-emitting diode
LST	localized significance threshold
MOCA	Museum of Contemporary Art Los Angeles
MT	metric tons
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

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Acronym/Abbreviation	Definition
NF ₃	nitrogen trifluoride
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM ₁₀	particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter)
PM _{2.5}	particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter)
PV	photovoltaic
RCNM	Roadway Construction Noise Model
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SF ₆	sulfur hexafluoride
SO ₂	sulfur dioxide
SO _x	oxides of sulfur
SRA	Source-Receptor Area
SSP	Sunset Specific Plan
TAC	toxic air contaminants
VOC	volatile organic compounds

1 INTRODUCTION

1.1 Project Overview

The 8775 Sunset Boulevard Billboard Project (proposed project) consists of installation and operation of a three-sided structure with two billboard faces (billboard structure). The structure includes accompanying public amenities at 8775 Sunset Boulevard in the City of West Hollywood. The billboard structure would consist of two faces displaying advertisements, public art, and community announcements. The third (north-facing) side would not display any advertisements but could potentially be used as a display surface for art, or during special cultural events on a limited basis. A public plaza and walkway would be installed near the new billboard structure and the existing surface parking lot at 8775 Sunset Boulevard would be re-paved and re-striped to optimize parking spaces and circulation. The project also involves new landscaping installations and removal of the existing two-faced billboard that is currently on the site.

1.2 California Environmental Quality Act

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). CEQA Guidelines Section 15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, the City of West Hollywood (City) is the lead agency responsible for compliance with CEQA for the proposed project.

As lead agency for the proposed project, the City must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, an Initial Study has been prepared to assist in making that determination. Based on the nature and scope of the proposed project and the evaluation contained in the Initial Study environmental checklist (contained herein), the City, as the lead agency, concluded that a Mitigated Negative Declaration is the proper level of environmental documentation for this proposed project. The Initial Study shows that impacts caused by the proposed project are either less than significant or significant but mitigable with incorporation of appropriate mitigation measures as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that a Mitigated Negative Declaration can be prepared when “(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

1.3 Definitions

The proposed project would involve development of an innovative billboard structure along a portion of Sunset Boulevard known as the “Sunset Strip,” an approximately 1.6 mile segment of Sunset Boulevard that passes through the City of West Hollywood. Sunset Strip is a world-renowned location for signs, billboards, and creative advertising. There are a variety of terms used by advertising businesses and by the City to describe different types of signs. Some of these terms will be used throughout this document; as such, a list of common signage terms and definitions is provided below and represents a compilation of West Hollywood–specific definitions, common industry definitions, and City regulations that apply to certain types of signs. The City’s regulations for Sunset Strip signage are set forth in the Zoning Ordinance and in the Sunset Specific Plan (SSP). The City is currently proposing changes to the off-site signage regulations in the Zoning Code and SSP. These changes are being set forth in the proposed Sunset Strip Off-Site Signage Policy. At the time of this writing, the latest draft of this policy is dated June 2017 and has received a recommendation of approval from the West Hollywood Planning Commission; as such, the draft policy document that is referenced herein as the “Sunset Strip Off-Site Signage Policy” refers to the June 2017 version. It should be noted that, per Section 19.01.040(K)(1) of the Municipal Code, City projects are exempt from the Zoning Ordinance so long as the City’s Planning Commission makes a finding that the project is consistent with the City’s General Plan. Nonetheless, components of the City’s Zoning Ordinance are referenced throughout this document for informational purposes.

Off-Site Sign. An off-site sign is a sign that identifies a use, facility, service, or product that is not located, sold, or manufactured on the same premises as the sign or which identifies a use, service, or product by a brand name which, although sold or manufactured on the premises, does not constitute the principal item that is for sale or that is manufactured on the premises.

On-Site Sign. A sign that advertises something that is sold or produced on the premises.

Standard Billboard. An off-site sign with minimum dimensions of 12 feet by 20 feet, typical dimensions of 14 feet by 48 feet, and maximum dimensions of 20 feet by 60 feet. Existing standard billboards along the Sunset Strip are mounted using a variety of configurations, including roof mountings, one pole, and multiple poles. Standard billboards display static (i.e., non-digital) advertising. The advertising copy consists of an image printed on vinyl material that is affixed to the billboard structure.

Creative Billboard. A creative billboard may be approved as a temporary modification to an existing standard billboard along Sunset Strip. Allowable modifications include three-dimensional props and extensions, thematic lighting, moving mechanical elements, and alternative textures. Creative modifications to existing billboards are subject to a number of requirements that preclude nuisances and that regulate the amount of time that a creative modification can remain on a billboard.

Standard Tall Wall Sign. A standard tall wall sign operates in a manner similar to a billboard; however, the advertisement is applied directly to the exterior wall of an existing structure, rather than being affixed to a freestanding pole like a standard billboard.

Creative Tall Wall Sign. As with billboards, existing tall wall signs can be temporarily modified with creative elements such as three-dimensional props and extensions, extensions with cut-out shapes, thematic lighting, and participatory attributes. Creative modifications to existing tall wall signs are subject to a number of requirements that preclude nuisances and that regulate the amount of time that a creative modification can remain on a billboard.

Digital Billboard. A digital billboard consists of clusters of light-emitting diodes (LEDs) that display illuminated sign content through the use of a computer that receives images remotely via the Internet. Digital billboards are equipped with lighting sensors and controls to adjust brightness based on ambient light conditions. The display can be dimmed at a specified time or a light sensor can be installed that determines ambient light levels and adjusts the brightness of the screen accordingly. The imagery that is displayed typically consists of a series of static slides, a video or animation sequence, or a combination of both. Digital billboards are also used to display news feeds, live scores, traffic, social media content, local weather forecasts, countdowns, and other time-sensitive, local, and/or interactive content. Due to the energy required to illuminate the clusters of LEDs during both daytime and nighttime, digital billboards have electricity consumption that is greater than that of standard billboards.

1.4 Project Location

The proposed project is located on Sunset Strip, a vibrant urban corridor that features a variety of the off-site signs that are defined above, particularly standard billboards and tall wall signs. Below is a description of the location of the Sunset Strip and the project site, followed by a description of the environment that immediately surrounds the project site, including nearby off-site signage.

Regional Location

The project site is located at 8775 Sunset Boulevard in the western portion of the City of West Hollywood. Regional access to the project site is provided via U.S. Route 101 (US 101, Hollywood Freeway), located approximately 3.2 miles northeast of the project site. Figure 1-1 shows the regional location of the project site, as well as the project site within the context of Sunset Boulevard. Local access is provided via major north-south and east-west oriented roads including Sunset Boulevard, which forms the southern boundary of the project site; Doheny Drive, located approximately 0.4 miles west of the project site; Santa Monica Boulevard, located approximately 0.35 miles south of the project site; La Cienega Boulevard, located approximately 0.37 miles east of the project site, and Holloway Drive, located approximately 300 feet south of the project site.

The Sunset Strip is a highly urbanized area within the City of West Hollywood and is an internationally known corridor, historically recognized for its entertainment uses, restaurants, and billboards. It contains a mix of low- and

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high-rise buildings most of which front directly onto the street. A high level of pedestrian activity and “urban village” ambience results from the types of uses, siting of the structures on the sidewalks, and design characteristics on the street level that invite pedestrian observation and use. The Sunset Strip is known for its wide array of large and colorful billboards and tall wall signs. Billboards are located on the top of buildings, on the top of poles, on building façades, or within lots at frequent intervals, and tall wall signs are located on east- and west-facing building façades.

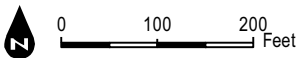
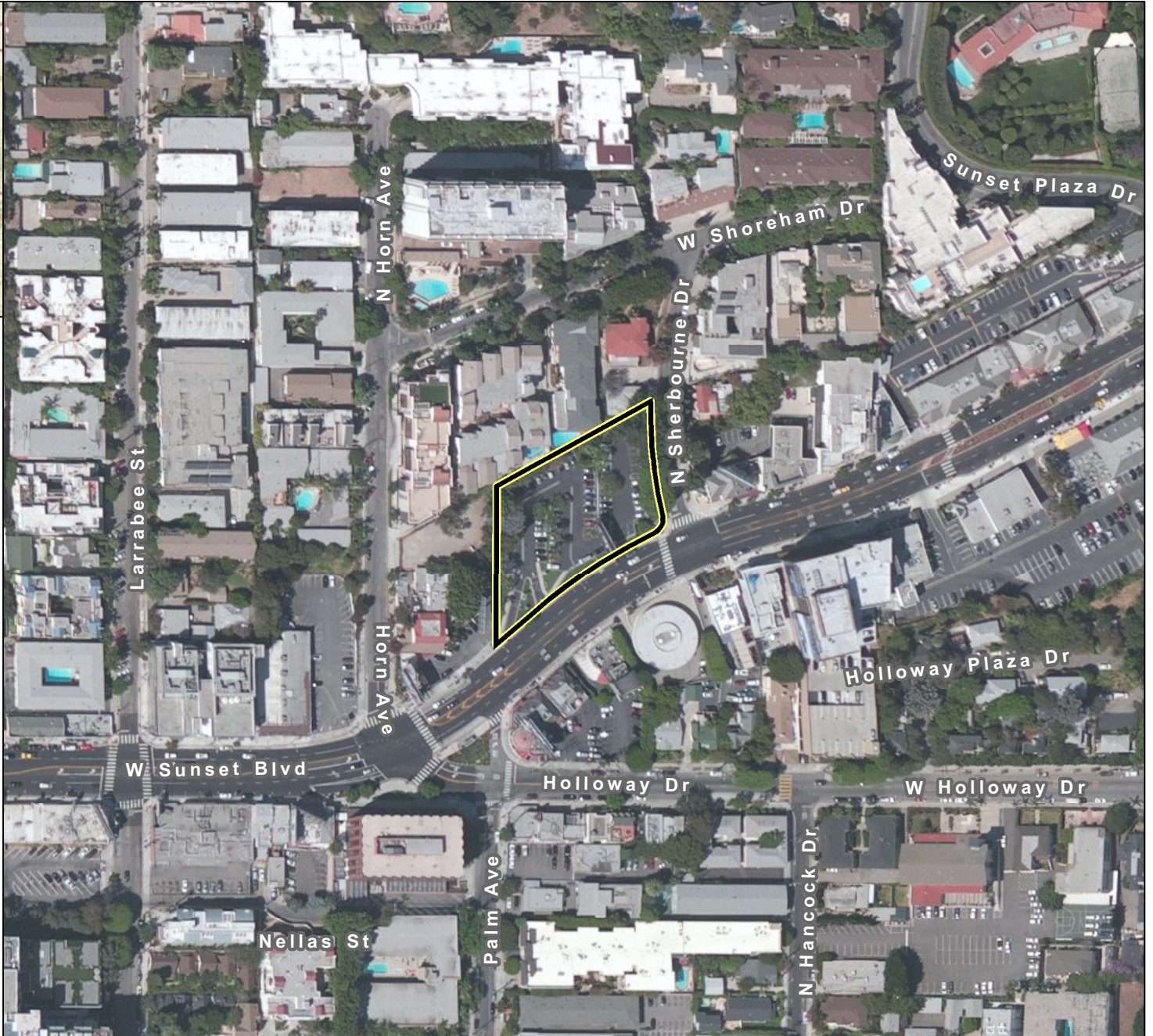
Project Site

The project site is approximately 1 acre in size and is bound by Sunset Boulevard to the south, Sherbourne Drive to the east, multi-family residential buildings to the north, and commercial properties to the west. As shown on Figure 1-2, the project site is developed with a 78-space public surface parking lot, landscaping, and a standard billboard. The existing billboard has two faces, each of which are 48 feet in width and 13.9 feet in height. The billboard faces are supported by a single pole (a 5-foot-diameter caisson) that is mounted within one of the landscaping planters. The top of the existing billboard is approximately 40 feet above grade. The faces are positioned so that they are observed from the eastbound and westbound direction along Sunset Boulevard. Each billboard face is illuminated at night by four uplights that are mounted below the advertising copy.

Access to the surface parking lot is provided via two driveways situated in the southwest corner of the site. The easternmost driveway is ingress only, and the westernmost driveway is egress only. The majority of the parking lot is level and generally situated at the street level of Sunset Boulevard, with the exception of the easternmost parking aisle, which is situated at a slightly higher elevation relative to the majority of the parking lot. The rest of the lot (i.e., the level portion) is bordered to the north by a retaining wall. To the south, the site is bordered with fencing separating the parking lot from the Sunset Boulevard sidewalk. To the west, the site is partially bordered by a retaining wall and partially bordered with fencing. The surface parking lot is illuminated at night by several hooded lamp posts situated throughout the lot. The existing landscaping planters on the site support grass, shrubs, and approximately 20 ornamental trees.



 Project Boundary



DUDEK

SOURCE: ArcGIS Online Basemap: World Imagery

8775 Sunset Boulevard Billboard Project

FIGURE 1-1
Project Location

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SOURCE: County of Los Angeles LARIAC Imagery

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8775 Sunset Boulevard Billboard Project

FIGURE 1-2
Project Site

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Surrounding Land Uses

The area surrounding the project site is primarily developed with commercial and residential uses. To the immediate north of the site are multi-family residential buildings with entrances along Sherbourne Drive and/or Shoreham Drive. (As shown in Figure 1-1, Shoreham Drive is an east-west trending street situated north of Sunset Boulevard.) The multi-family residential buildings along Sherbourne Drive and along the south side of Shoreham Drive range in height from approximately 2 to 4 stories. The north side of Shoreham Drive is also developed with multi-family residential buildings. One of these developments (“Shoreham Towers”) is approximately 14 stories in height, while the other buildings remain at 2 to 4 stories. To the east of the project site (on the east side of Sherbourne Drive) are several commercial structures ranging in height from 1 to 3 stories. North of these commercial uses, to the northeast of the project site, are multi-family residential buildings approximately 4 stories in height. To the south of the project site (on the south side of Sunset Boulevard) are commercial structures that are approximately 1 to 2 stories in height. To the west of the project site is a surface parking lot and a one-story commercial structure that is currently occupied by Coffee Bean and Tea Leaf. To the north of Coffee Bean and Tea Leaf is a second commercial structure that is approximately 2 stories in height.

Existing Views of the Project Site

Looking South from Shoreham Drive

From Shoreham Drive, south-facing views of the project site are generally obstructed by the multi-family residential structures on the south side of the street. However, for those multi-family units along the property boundary that face south, views of the project site are largely unobstructed. While some vegetation is present on the hillside that separates the Shoreham Drive residences from the project site, the vegetation does not obstruct all views. As such, residents of south-facing units in the multi-family structures adjacent to north edge of the project site have views of the project site, and in some cases, through or over the project site to Sunset Boulevard below.

Looking West and Southwest from Sherbourne Drive

Sherbourne Drive is lined with street trees on both its east and west sides. As such, views of the project site from the businesses and residences on the east side of the street are obstructed or screened by the existing vegetation. One structure is situated on the west side of the street (1112 Sherbourne Drive). This structure is located immediately north of the project site and is separated from the site by a small hillside. Several tall pine trees partially screen views of the project site from the property at 1112 Sherbourne Drive.

Looking North from Sunset Boulevard

The segment of Sunset Boulevard that extends along the project site contains few obstructions that block views of the project site from the sidewalks and traffic lanes that extend along the southern boundary of the project site. As such, pedestrians, bicyclists, and motorists have a generally clear view of the project site, which can be experienced looking

directly to the north or by looking to the northwest or northeast while approaching the project site. Views of the project from the commercial structures on the south side of the street would also be generally unobstructed.

Looking East from the Commercial Uses to the West of the Project Site

Views of the project site from the commercial uses to the west would largely be obstructed, since the Coffee Bean and Tea Leaf property is situated slightly to the southwest of the project site, and its windows and patio face Sunset Boulevard. However, views of the project site from the surface parking lot that is also located on this property would be generally unobstructed. Views of the project site from the 2-story commercial structure immediately north of the Coffee Bean and Tea Leaf are generally obstructed by trees and shrubs separating that commercial structure from the surface parking lot.

Surrounding Off-Site Signage

The Sunset Strip is developed with 74 standard billboard faces and 15 tall wall signs. (“Face” refers to a single side of a billboard, in the event the billboard is double sided or V shaped.) Within the immediate vicinity of the proposed project (from San Vicente Boulevard to Sunset Plaza Drive), there are 15 billboard faces (not including the two billboard faces on the project site) and one tall wall sign at 8730 Sunset Boulevard.

1.5 Project Background and Purpose

As characterized above, Sunset Strip is well known for its off-site signage. It has a rich history of innovative and creative signs, most notably its custom-painted billboards from the 1960s and 1970s that were driven by the music industry, and advertised its artists, album releases and concert performances. The hotels, restaurants, bars, and fashion-based retail along Sunset Strip have established the Boulevard as a major driver for the City’s local economy. However, the billboards along Sunset Strip no-longer represent unique, creative, or innovative designs with the distinct character expected of off-site signage on Sunset Boulevard. As such, the City has engaged in a planning effort to again propel the Sunset Strip into the forefront of unique, creative outdoor media (City of West Hollywood 2016). Under current conditions, off-site signage on the Sunset Strip is regulated under Section 19.34.080 of the City’s Zoning Code and under the Sunset Specific Plan, which was adopted in July 1996 and was recently amended in 2016 to change regulations for creative off-site signage. The City is currently proposing changes in the off-site signage regulations in the Zoning Code and SSP. These changes are being set forth in the proposed “Sunset Strip Off-Site Signage Policy.”

One of the goals of the City’s planning effort for the Sunset Strip is to facilitate a signage environment that is innovative and noteworthy relative to signage that can be found along a typical urban roadway. As part of this effort, the City sought a design team to conceptualize a creative off-site sign for the property at 8775 Sunset Boulevard, a City-owned property with an existing standard billboard on which the City envisioned a more innovative off-site sign that would enliven the property and the vicinity, creating a public amenity. The proximity of the proposed project site

to other public spaces and entertainment attractions along the Sunset Strip is a key feature and is anticipated to enhance the pedestrian environment and the desirability of walking along the Sunset Strip. For example, the project site is located within walking distance of attractions such as the Viper Room, Whiskey A Go Go, the Roxy Theater, SoHo House, the Comedy Store, Sunset Tower, the Standard Hotel, Chateau Marmont, and the Pacific Design Center. The project is part of a larger City Council directive for improving off-site signage on Sunset Boulevard, and serves as a pilot project for the caliber of creative sign programming anticipated with the new polices.

Conceptual designs for the project site were submitted by a variety of design teams. The conceptual designs included kinetic signage, creative programming, viewer participation via social media, and site design for a multi-use public square as originally envisioned in the SSP. The West Hollywood City Council selected a finalist design team from the applicant pool. The finalist team consists of a media company, an architecture firm, a museum, and an engineering firm (Orange Barrel Media, Tom Wiscombe Architects, the Museum of Contemporary Art Los Angeles (MOCA), and Walter P. Moore (engineering)). This team designed the proposed billboard structure and associated public amenities as described and analyzed under CEQA in this document. The design concept includes an innovative layering of technologies that will feature custom advertising content and art curated by MOCA, creating a unique experience that integrates the public plaza with ongoing digital art displays and access to interactive features (City of West Hollywood 2016). The project would contribute to the City's planning effort for innovative signage along the Sunset Strip.

1.6 References

City of West Hollywood. 2016. "Billboards on the Sunset Strip." Webpage. Accessed December 2, 2016.
<http://weho.org/city-hall/city-departments-divisions/community-development/long-range-and-mobility-planning/ongoing-plans-studies/sunset-boulevard-off-site-signage-st>.

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2 PROJECT DESCRIPTION

As described under Section 1.5, the City held a competition for new off-site signage designs for the project site and selected the “West Hollywood Belltower” design, which is analyzed in this IS/MND for its potential effects on the environment. The proposed project design includes accompanying public amenities on the project site, consisting of a small public plaza surrounding a billboard structure, a walkway, updated landscaping, necessary utility improvements, and repaved surface parking. The conceptual design of the billboard structure and the accompanying public amenities are described in further detail below.

2.1 Design

Upon project implementation, the property at 8775 Sunset Boulevard would be developed with an approximately 73-space public surface parking lot, landscaping, solar panels, a small public plaza, a walkway, a billboard structure, and an electrical control unit. Appendix A shows the proposed locations of these project elements on the site. As indicated in Appendix A, the majority of the existing surface parking lot would be retained. All existing surface parking areas that are retained would be repaved and restriped to optimize parking and circulation and to ensure adequate drainage and landscaping. Solar panels would be installed on the site in the northwestern corner to partially offset the energy use of the billboard. Upon project implementation, the site would have approximately 73 parking spaces. The retaining wall that borders the site to the north and northwest would remain in place, and the wrought iron fencing that currently separates the site from the Sunset Boulevard sidewalk would be removed or replaced. The existing landscaping planters would be generally retained; however, some of the existing grass and ornamental shrubs would be replaced with drought-tolerant landscaping. Several existing trees would be removed or relocated to other landscaped areas of the site.

As shown in Appendix A, the billboard structure would be situated in the approximate location of the existing two-sided, pole-mounted standard billboard. Whereas the existing billboard structure is surrounded entirely by surface parking, the proposed billboard structure would be bordered to the west by a public plaza. The public plaza would consist of a small public square, a viewing area, seating and drought-tolerant landscaping. A walking path would extend around the east side of the new billboard structure and would connect with the public plaza and the Sunset Boulevard sidewalk. The two existing driveways situated in the southwest corner of the site would remain in place or be consolidated into one wider driveway. The electrical control unit to be used for the operation of the media technology on the billboard structure would be located in the back of the surface parking lot, screened by landscaping and accessible for maintenance and operation. The electrical control unit would be 9 feet in height and 14 feet in width. It would be constructed with metal panel cladding and would be painted to blend into the landscape.

Billboard Structure

The proposed billboard structure would be approximately 71 feet in height and would consist of three sides: one west-facing side (the west elevation), one east-facing side (the east elevation), and one north-facing side (the north elevation). These three sides of the structure would partially enclose an interior arts space for pedestrians (the interior environment).

West Elevation

The west elevation of the billboard structure would consist of a 1,000–square foot digital sign face supported by a metal structure (see Appendix A). The metal support structure would consist of perforated aluminum façade panels to allow for some transparency. Due to the perforated material that would be used, it is not expected that this would be a highly reflective surface. The base of the west elevation structure would be mounted to the ground and would be approximately 36 feet in width. As with a typical digital billboard, the digital portion of the west elevation would consist of LED displays for media content. The size of the proposed digital sign face on the west elevation (1,000 square feet) is within the maximum permitted billboard size of 1,200 square feet along the Sunset Strip. Billboard faces on the Sunset Strip range in size from approximately 360 square feet (smaller than standard) to approximately 2,000 square feet (larger than standard), and tall walls represent significantly larger off-site advertising venues exceeding 5,000 square feet. The proposed digital sign face would also be non-standard in shape, as shown in Appendix A. While standard billboard faces are rectangular in shape, Sunset Strip is characterized by numerous billboards with non-standard shapes, such as square billboards and vertically oriented billboards, as well as creative billboards, which have temporary modifications such as cut outs and creatively designed extensions.

East Elevation

The east elevation of the billboard structure would consist of the following: a 500–square foot digital sign; a perforated aluminum façade panel providing support to the sign, which would have a creatively designed cutout shape towards the base of the structure; and a perforated aluminum façade panel extending above the digital sign with a cutout shape (see Appendix A). At its base, the east elevation would be approximately 30 feet in width.

North Elevation

The north elevation would consist of perforated aluminum façade panels, which would be approximately 26 feet wide at the base of the structure (see Appendix A). No advertising or other content would be displayed; however, the City may display non-reflective projected media on this side of the billboard structure during special events. The purpose of the north elevation is to provide structural support for the east and west elevations and to create an semi-enclosed interior environment within the billboard structure that is shaded from the sun so that the interior can be illuminated during both daytime and nighttime.

Interior Environment

The three faces of the proposed billboard structure would form a pedestrian level semi-enclosed interior environment within the structure. Pedestrian access would be provided via a walkway extending through the interior. Pedestrians would enter and/or exit through three openings situated along the base of the billboard structure: one opening would face Sunset Boulevard (between the west elevation and east elevation) and the other two openings would be situated on either side of the north elevation. The interior would be designed consistent with the Americans with Disabilities Act (ADA) to ensure accessibility.

The interior of the billboard structure would be designed to create an immersive media experience for pedestrians who are standing inside. This would be accomplished through creatively designed forms and surfaces positioned on the inside elevations of the billboard structure (see Appendix A). LED screens, projectors, and effect lighting positioned throughout the interior would be used to create an illuminated environment inside the billboard structure and to display art content on the interior forms and surfaces. The interior environment would also be equipped with audio capabilities. The audio could be used during daily operations of the sign for art and, when operating, would consist of low-level sounds, which would not be audible at surrounding properties.

Public Plaza

The public plaza would be positioned to the west of the billboard structure and adjacent to the Sunset Boulevard sidewalk to facilitate pedestrian interaction and observation of the billboard structure. The west end of the plaza would be separated from the parking areas with landscaping. Amphitheater-style or moveable seating would be located in the plaza. Three lamps posts would be positioned within the landscaping planters and would illuminate the plaza at night. Each lamp post would be approximately 25 feet in height. Projectors may be installed on the lamp posts for the purpose of displaying cultural and interactive art media content onto the ground surface of the plaza. The plaza would also have effect lighting. Speakers may also be installed to provide the plaza with audio capabilities.

2.2 Off-Site Improvements

The proposed project would include minor sidewalk improvements where the proposed plaza borders the Sunset Boulevard sidewalk. Additionally, utility improvements necessary for the proposed billboard structure, the public plaza, and the solar panels would be installed as part of the project.

2.3 Construction

Construction of the proposed project is anticipated to commence in April 2019 and would terminate in April 2020. Construction would involve six phases, consisting of demolition, site preparation, paving, architectural coating, vertical construction, and sidewalk work. Construction would require 5 to 10 workers per day and would involve approximately 4 roundtrip truck trips per day. Off-road equipment would include an excavator, a skid steer loader,

rollers, air compressors, a fork lift, and a crane. The easternmost parking aisle on the project site and several on-street parking spaces on the north side of Sunset Boulevard would be used for storage and laydown during construction. Several parking spaces within the existing public lot may also be used for construction worker parking. As such, during construction, the existing 78-space lot would have approximately 34 spaces available for continued public use.

2.4 Operations

Daily Programming

Programming of the signs on the west and east elevations would consist of off-site advertising, public art and public information. The digital screens on the west elevation and east elevation would display off-site advertising throughout most of the day and public art or public service announcements for up to 25% of operating time, displayed periodically throughout the day and during special events. Between approximately 6:00 a.m. and 7:00 a.m., the screens may display “waking up” content, consisting of content such as daily news updates, the time, and the weather. Throughout the day, MOCA art content and City announcements would be dispersed throughout commercial advertising displays. The lighting and content of the billboard interior would solely be used for art and cultural content throughout the billboard’s operating hours. The project may include low-level acoustics that would complement the public plaza and the billboard’s interior environment. Active noise control measures would be implemented such that interior acoustics and plaza acoustics would remain within 5–6 dB of ambient noise levels. Any audio between the hours of 6:00 a.m. and 8:00 a.m. and 10:00 p.m. and 2:00 a.m. would be low-level, ambient sound only audible to pedestrians within a 25-foot radius of the billboard structure and plaza. Between 2:00 a.m. and 6:00 a.m., any animated content and sound would cease, but digital images would still be displayed on the two digital screens at a low lighting level. All digital and projected content would be controlled remotely via Internet connection.

Lighting

Under existing conditions, lighting on the project site consists of uplighting on the existing static billboard (total of eight uplights) and several hooded lamp posts situated throughout the surface parking lot. Under proposed conditions, lighting on the project site would consist of the digital sign on the west elevation, the digital sign on the east elevation, the LED screens and projectors within the billboard interior, the new lighting for the public plaza (which would include projectors), and lamp posts to light the parking lot. The digital screens on the east and west elevations would be illuminated during the daytime and nighttime. The LED screens and projectors on the interior of the billboard structure would be used during daytime and nighttime. The light-emitting technology would be subject to the regulations in the proposed Sunset Strip Off-Site Signage Policy (see Section 3.1(d) for details).

Energy Use

Operation of digital billboards requires more electricity than operation of static billboards. As such, energy use associated with the proposed billboard is anticipated to be greater than that of the existing standard billboard on the

project site. The proposed billboard and the plaza are anticipated to use approximately 1,773 kilowatt-hours of electricity of per day. The project also includes on-site solar panels that are expected to off-set the power usage by approximately 16%.

Site Maintenance

Quarterly maintenance would be conducted for the billboard. Additionally, LED bulbs and projector lamps would be replaced approximately once every 5 years. (Note that LED bulbs and projector lamps are expected to become more efficient over time, so each replacement would likely result in decreased energy usage, and the frequency of replacements may decrease over time.) When the old bulbs and lamps are removed, they would be transported to a solid waste facility that is approved to safely handle electronic waste. The maintenance activities required for the parking lot and landscaping planters would not substantially change relative to existing site maintenance requirements.

Special Events

The proposed project site could be used periodically for billboard-related cultural events. Such events are anticipated to be staged over the course of approximately three days and would occur approximately once per year. The purpose of the billboard-related cultural events would be to entertain and/or educate existing visitors, travelers, and/or residents of the area. As such, the events would not be designed to attract new visitors to the area. Any billboard-related cultural events at the site would occur in conformance with the City's requirements for special events, which include standards to support safety in the event vicinity. While additional traffic is not expected, the City's protocol for special events would include measures to protect traffic flow and to facilitate pedestrian and traffic safety. For special events, the speakers in the public plaza may be intermittently operated at higher volumes relative to the daily programming restrictions described above. Temporary, intermittent operation of the speakers at higher volumes would be used in support of performances that may be planned over the course of the three-day event.

2.5 Required Permits and Approvals

The following approvals would be required prior to implementing the proposed project:

City of West Hollywood Planning Commission

- Approval of General Plan Conformance

City of West Hollywood City Council

- Approval of Project Design

City of West Hollywood Building and Safety Division

- Building Permit

City of West Hollywood Department of Public Works

- Sidewalk Closure Permit
- Street Closure Permit (if applicable)

3 INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2017) to determine if the proposed project may have a significant effect on the environment.

1. Project title:

8775 Sunset Boulevard Billboard Project

2. Lead agency name and address:

City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, California 90069

3. Contact person and phone number:

Bianca Siegl, AICP, Senior Planner
City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, California 90069
323.848.6853
bsiegl@weho.org

4. Project location:

8775 Sunset Boulevard
West Hollywood, California 90046

5. Project sponsor's name and address:

City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, California 90069

6. General plan designation:

Sunset Specific Plan

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7. **Zoning:**

Sunset Specific Plan (SSP)

8. **Description of project:**

Refer to Chapter 2.0 of this IS/NND

9. **Surrounding land uses and setting:**

Refer to Section 1.4 of this IS/MND

10. **Other public agencies whose approval is required:**

None.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

No consultation has been requested. Refer to Section 3.17 of this IS/MND for additional details.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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


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

DETERMINATION

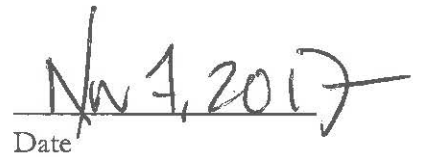
On the basis of this initial evaluation:

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

Signature



Date



EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

3.1 Aesthetics

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

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. Views of the Hollywood Hills and the Los Angeles Basin are available from along Sunset Boulevard and nearby roadways; however, these views are only observed intermittently between existing structures and along the corridors formed by north–south streets that traverse Sunset Boulevard. Note that the City does not have policies for protection of private views; as such, this analysis addresses views from public vantage points. As described in the Sunset Specific Plan, public views of the Hollywood Hills and the Los Angeles Basin are available through open spaces between buildings that provide unobstructed views from the ground to the sky (“view corridors”), from open plazas or patios accessible from the street level that provide expansive views (“view terraces”), and from openings through buildings that provide a clear view from street level (“view portals”). Preservation of public views is encouraged by the Sunset Specific Plan, and enhancement of views through incorporation of view corridors, view terraces, or view portals into the design of new development is required at 13 specified sites along the Sunset Strip, the nearest of which is located across the street from the project site, approximately 200 feet southeast of the project site. The project site is not located within any designated view corridors, view terraces, or view portals, as defined in the Sunset Specific Plan (City of West Hollywood 1996).

Nevertheless, the project would still have the potential to effect views of the Hollywood Hills and the Los Angeles Basin as observed from public vantage points, because the project would introduce a billboard structure that is greater in height and massing relative to the existing billboard structure on the site. Potential effects to views of the Hollywood Hills and the Los Angeles Basin as observed from public vantage points near the project site are analyzed below. Public vantage points near the project site consist of the surrounding roadways; namely, Sunset Boulevard, Holloway Drive, Shoreham Drive and Sherbourne Drive. (Refer to Figure 1-1, which shows the locations of these roadways relative to the project site.) All other surrounding areas with potential views of the project site consist of private commercial or residential properties.

Sunset Boulevard. Views looking north towards the project site from Sunset Boulevard consist of the current site uses (surface parking, ornamental vegetation, standard billboard), the multi-family residential structures to the immediate north of the site, and landscaping (including mature trees) in the neighborhood to the north/northeast of the project site. The multi-family residential structures have elevations extending well above the project site. Any views of the Hollywood Hills that may have been available looking north from Sunset Boulevard through the project site have been previously obstructed by the residential development and landscaping. As such, the proposed project would not affect any scenic vistas that are currently available from Sunset Boulevard, including views from the property across the street that has been designated for view enhancement in the Sunset Specific Plan.

Holloway Drive. As northbound travelers on Holloway Drive turn right onto Sunset Boulevard, views of the project site are available to the north/northeast. From this vantage point, the Hollywood Hills can be seen extending above the project site. However, this view has been substantially compromised by the residential development and vegetation to the north of the project site. The proposed project would replace the existing 40-foot-tall billboard with a 71-foot-tall billboard structure in approximately the same location. The new billboard structure would be slightly narrower in width than the existing billboard structure. Views of the Hollywood Hills above the existing billboard structure are entirely obstructed by the mature trees that are planted along Sherbourne Drive and in the neighborhoods to the northeast of the project site. As such, replacing the existing billboard with a taller billboard structure would not have the potential to substantially block any views of the Hollywood Hills that can currently be observed near the intersection of Holloway Drive and Sunset Boulevard.

Shoreham Drive. Views looking south towards the project site from the Shoreham Drive are entirely obstructed by the existing multi-story residential structures that line the roadway. As such, the proposed billboard structure would not be visible from this road. Implementation of the proposed project would not affect any scenic vistas that are currently available from Shoreham Drive.

Sherbourne Drive. Views looking south/southwest towards the project site from Sherbourne Drive consist primarily of the vegetation the lines the roadway, as well as the surrounding commercial and multi-family

structures. As described above, some of the north–south streets that traverse Sunset Boulevard support views of the Los Angeles Basin, which can be observed by southbound travelers. However, views looking south/southeast along Shoreham Drive towards the project site are already obstructed by the vegetation and structures along this roadway. As such, implementation of the project would not have the potential to affect any scenic vistas that may be observed from Shoreham Drive, since none are currently available.

For the reasons described above, scenic vistas available from public vantage points surrounding the project site have already been substantially blocked by existing development and vegetation. As such, implementation of the proposed project would not have the potential to adversely affect any scenic vistas that are currently available in and around the project site. No impact would occur as a result of the proposed project.

b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of the City of La Cañada Flintridge (Caltrans 2011). The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 12 miles northwest of the proposed project area. Due to this distance, the proposed project site is not within the viewshed of this State Scenic Highway. Therefore, no impact on scenic resources within a state scenic highway would occur as a result of the proposed project.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. The proposed project would involve removing an existing traditional-style billboard structure and replacing it with an innovative digital billboard structure. The new billboard would differ in height and massing relative to the existing billboard and would introduce digital screens and projected imagery to the project site, whereas the existing billboard has static advertising displays. The proposed project would also involve installation of a small plaza and new landscaping on the project site. As such, the proposed project would result in a change in the appearance of the site relative to existing conditions. These changes would be seen by people traveling along the Sunset Strip, by employees of nearby commercial establishments, and by residents of the multi-family residential units located north of the project site. However, the visual change resulting from the project would not be substantial and would not degrade the existing visual character or quality of the site and its surroundings, for a number of reasons. First, the site currently supports a billboard structure with two faces. While the proposed billboard would differ in shape, size, massing, and lighting technology, it would not introduce billboard faces where there are none. Second, the project site is located along a brightly lit, vibrant urban corridor with high volumes of vehicular and pedestrian traffic (the Sunset Strip). This area is developed with numerous attractions that support both daytime entertainment and nightlife. Along the Sunset Strip, there are currently 74 existing billboard faces and 15 tall wall signs. Under

existing conditions, there are also 4 digital screens that have been installed as video art. As such, the project would introduce a new visual element that is generally compatible with the existing visual character and quality of the Sunset Strip. Third, the proposed billboard structure would be oriented so that the digital screens and the entrance to the interior environment face the Sunset Strip as opposed to the nearby residences. The north elevation, which would not be used for commercial content display, would directly face residences to the north. As such, the illuminated, vibrant portions of the project would be directed towards the Sunset Strip where entertaining, creative features are expected elements of the visual environment. Additionally, the proposed public plaza and the new landscaping would replace portions of the existing surface parking lot on the project site, representing a visual improvement relative to existing conditions. It is the intent of the project that the structure and associated arts programming and the revitalization of the parking lot and street frontage would add public amenities to the neighborhood and enhance the visual character of the site.

As shown in Appendix A, the new billboard structure would cast shadows on the project site and some of its surroundings that are not currently cast by the existing billboard structure. There is the potential for new shadows to affect shade-sensitive uses. Shade-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels. As shown in Appendix A, the shadows cast by the proposed billboard structure would generally be confined to the project site and would shade the public parking lot. Occasionally, the proposed public plaza would be partially shaded by the billboard structure. However, because the primary purpose of the plaza is for observation of the billboard structure and public gatherings associated with the billboard structure, occasional shadows within the proposed public plaza would not create an adverse visual impact to the plaza. During winter months, shadows from the billboard may extend beyond the project site boundaries to the northeast. However, as shown in Appendix A, this northeasterly shadow would terminate within the trees that line Sherbourne Avenue. As such, it would fall within areas that are already shaded and would not affect any shade-sensitive uses. Due to the surrounding topography and the retaining wall and steep slope to the north of the project site, the residential uses to the north of the project site would not be affected by shadows from the proposed billboard structure.

For the reasons described above, while the proposed project would represent several changes in the existing visual character of the project site, these changes would not substantially degrade the visual character or quality of the site and its surroundings, and the project would include a variety of site improvements (such as the art programming, public plaza and landscaping) that would enhance the visual quality of the site. No impacts would occur from the project relative to substantial degradation in visual character and quality of the site and its surroundings.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant with Mitigation Incorporated. The existing lighting conditions along Sunset Boulevard include a variety of light sources that contribute to a brightly illuminated outdoor urban environment. The streets and sidewalks along Sunset Boulevard have a relatively high illumination consistent with the vehicular design standards for a high volume arterial street. The public right of way is surrounded on both north and south with commercial properties where parking lot lights and exterior building lighting is frequent. Within this well-illuminated context, lighted billboards and signs are prominent but are not excessively bright in comparison to their surroundings. Additional lighting or lighting in new locations along the Sunset Strip could result in potential effects if new sources of light trespass are introduced and if the light trespass affects light-sensitive receptors such that daytime or nighttime views would become adversely affected. Light trespass is measured in terms of illuminance in a unit of measurement called a “footcandle,” which is the illuminance on a one-square-foot surface coming from a uniform source of light. Light-sensitive receptors are generally considered to be residential properties, and also may include hotel, hospital, or nursing home uses, where excessive light at night may impact the use of the property.

As described in Section 2.4, the proposed project would result in changes to the lighting on the project site. These changes in lighting could potentially create a new source of substantial light or glare such that daytime or nighttime views are adversely affected. This could occur if the proposed project were to create a substantial increase in light or glare as viewed by sensitive receptors such that daytime or nighttime views would be adversely affected. The nearest sensitive receptors are residences located approximately 140 feet north of the proposed billboard structure and plaza. These receptors are located north of the project site and above the elevation of the project site. It should be noted that no construction-related light or glare impacts are anticipated, since construction activities would not be expected to occur at night. Accordingly, only long-term operational light sources are evaluated in this section.

Under the City’s existing Municipal Code and General Plan, there are no quantitative standards for the amount of light or light trespass that off-site signs are allowed to produce.

The proposed billboard would be an off-site sign. (On-site signs advertise something that is sold or produced on the premises, whereas off-site signs identify a use, facility, service, or product that is not located, sold, or manufactured on the same premises as the sign.) The existing lighting requirements in the Municipal Code apply to on-site signs and do not apply to the proposed project. For example, Sections G-12.040 and G-34.250 contain non-mandatory guidelines for On-Site Signage and Buildings, and Sections 19.34.060 and 19.34.040 apply to on-site signs as well. However, as stated in Section 1.3 of this document, the City is currently proposing changes to its off-site signage regulations, including new lighting regulations. These changes are being set forth in the proposed “Sunset Strip Off-Site Signage Policy.” The proposed Sunset Strip Off-Site Signage Policy contains new regulations that would provide quantitative standards to limit the

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amount of light trespass for off-site signs. These regulations also apply to lighting effects, including projected light and moving light, as well as architectural lighting. While these regulations have not yet been adopted, it is anticipated that the City Council will consider the Sunset Strip Off-Site Signage Policy for approval in fall 2017. The City's Planning Commission has already recommended approval of the Policy. If the proposed Sunset Strip Off-Site Signage Policy is approved, it could be in effect when the 8775 Sunset Boulevard Billboard Project is brought forth before City decision makers for review. Additionally, the lighting standards in the policy are evidence based and reflect state lighting standards, lighting design recommendations established by the Illuminating Engineering Society of North America (IESNA), and opinions from lighting experts on appropriate light levels that will not create adverse impacts.

The proposed 8775 Sunset Boulevard Billboard Project has been designed in compliance with the proposed Sunset Strip Off-Site Signage Policy. This means that the proposed project has been designed to go above and beyond existing regulations (since the City currently does not have an application limit on lighting for off-site signs) to incorporate these evidence-based lighting standards. Specifically, the proposed project would conform to the following standards from the proposed Sunset Strip Off-Site Signage Policy (also refer to Appendix B, which describes how the project would comply with the proposed Sunset Strip Off-Site Signage Policy):

- Illuminance (which is measured in footcandles) from the project would not exceed 1.4 footcandles at any adjacent residentially zoned property line.
- Sign luminance (which is measured in candelas per meter squared) would be limited to 6,000 candelas per meter squared during the daytime and 300 candelas per meter squared in the evenings.
- Digital signs would reduce luminance during times of overcast weather to the required evening luminance levels.
- Transitions in illuminance of digital signs between daytime and nighttime and between sunny weather and overcast weather would occur at a smooth rate of change over the course of 20 minutes.
- Light shall not have stroboscopic or flashing effects.
- Moving light shall flow smoothly across the surface(s) and not oscillate, rapidly pulse, or suddenly change direction.
- Projected light shall not spill beyond the surface(s) of the sign and onto adjacent parcels or surfaces.
- Lighting shall not be projected onto surfaces that are highly reflective or composed primarily of reflective surfaces.
- Moving patterns cannot use stroboscopic or flashing images that rapidly change direction, oscillate, flash, or reverse in contrast.
- From 2:00 a.m. until sunrise, animated content and moving patterns are prohibited.

The lighting standards in the proposed Sunset Strip Off-Site Signage Policy were developed for the City using state lighting standards, lighting design recommendations established by the IESNA, and existing City regulations. Pertinent standards and regulations that were used for developing the Sunset Strip Off-Site Signage Policy are described below, followed by an analysis of how compliance with the proposed Sunset Strip Off-Site Signage Policy would ensure that the proposed project meets state lighting standards and IESNA recommendations and is consistent with the intent of the City's existing lighting standards.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CALGreen Code. Paragraph 5.106.8, Light Pollution Reduction, sets forth requirements for all non-residential outdoor lighting. Lighting for outdoor signage may be exempt from these requirements in some cases. However, conservatively, the standards specified in CALGreen for non-residential outdoor lighting were applied to the proposed Sunset Strip Off-Site Signage Policy. The requirements set forth in Section 5.106.8 are as follows:

- The minimum requirements in the California Energy Code for Lighting Zones 1–4; and
- Backlight, Uplight and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America's Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires; and
- Allowable BUG ratings not exceeding those shown in the CALGreen Code; or
- Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Lighting Zones (LZs) are defined by the CEC, with LZ1 applying to areas of low ambient lighting and LZ4 applying to areas of high ambient lighting. All urban areas are designated LZ3 as default under the California Energy Code. Within each Lighting Zone, there is a different limit on light trespass. For LZ3, light trespass is limited to 0.74 footcandles. The LZ4 light trespass footcandle value is 1.4 footcandles. However, as stated in California Energy Code Section 10-114, "Special districts within a default LZ3 may be designated as LZ4 by a local jurisdiction for high intensity nighttime use, such as entertainment or commercial districts or areas with special security considerations requiring very high light levels." Based on the existing conditions along Sunset Strip (a brightly illuminated international destination for nightlife and entertainment), the City used the LZ4 standards as the basis for the lighting standards in the proposed Sunset Strip Off-Site Signage Policy. Under the LZ4 designation for Sunset Strip, the proposed lighting regulations would be in compliance with California Energy Code and CALGreen light trespass standards. In turn, conformance with the proposed lighting regulations would ensure that the proposed project would be in compliance with these state standards.

California Vehicle Code, Division 11. Rules of the Road

Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers. Article 3, Offenses Relating to Traffic Devices, Section 21466.5, sets forth the following:

No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1 ½-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

Compliance with the brightness limits that are specified in the proposed Sunset Strip Off-Site Signage Policy would ensure that the billboard lighting has brightness levels well below the California Vehicle Code requirements, even assuming a worst-case, conservative scenario in which the billboard would be within the centerline of a driver's field of view and the angle noted above is 0. For this worst-case condition, the maximum allowable luminance would be 500 foot lamberts (fL). Therefore, the threshold for night luminance is a maximum 500 fL under the California Vehicle Code. Under the proposed Sunset Strip Off-Site Signage Policy, illuminated billboard sign faces are recommended to not exceed a maximum surface brightness of 300 candelas per meter squared during the evening and nighttime. Calculating the equivalent sign luminance by converting to English units from metric units, 300 candelas per meter squared equals 95.5 fL. The illuminated sign brightness would not exceed 95.5 fL, which is far less than the 500 fL maximum specified in the California Vehicle Code. Therefore, at night the proposed digital signs would not exceed the 500 fL threshold and would not, therefore, introduce a new source of glare as defined by the California Vehicle Code, Article 3.

IESNA Recommended Practices

The IESNA recommends illumination standards for a wide range of building and development types. These recommendations are widely recognized and accepted as best practices and are therefore a consistent predictor of the type and direction of illumination for any given building type. For all areas not stipulated by the regulatory building code, municipal code, or specifically defined requirements, the IESNA standards are used as the basis for establishing the amount and direction of light. The IESNA 10th Edition Lighting Handbook defines Outdoor Lighting Zones relative to a range of human activity versus natural habitat. Table 26.4, Nighttime Outdoor Lighting Zone Definitions, establishes the zone designation for a range of existing

lighting conditions, from low or no existing lighting to high light levels in urban areas. This table is referenced by the California Energy Code relative to allowable energy use for outdoor lighting. In addition, the IESNA 10th Edition Lighting Handbook defines Recommended Light Trespass Limits relative to the Outdoor Lighting Zones. The Recommended Light Trespass Illuminance Limits describe the maximum light trespass values in Lux at the location where trespass is under review. As noted above, the CEC stipulates that all urban areas in California are designated as LZ3. IESNA Table 25.5 lists a pre-curfew 8 Lux (0.74 footcandles) maximum at the location where trespass is under review for LZ3. As described above, the City considers the Sunset Strip to be within LZ4 instead of LZ3. As defined by the IESNA, LZ4 is for “areas of human activity where the vision of human residents and users is adapted to high light levels. Lighting is generally considered necessary for safety, security, and/or convenience and it is mostly uniform and/or continuous. After curfew, lighting may be extinguished or reduced in some areas as activity levels decline.” IESNA Table 25.5 lists a pre-curfew 15 Lux (1.4 footcandles) maximum at the location where trespass is under review for LZ4. Light trespass is considered a concern at the location of light-sensitive receptors. In the project area, these are considered to be residential uses. The proposed Sunset Strip Off-Site Signage Policy limits light trespass at adjacent residentially zoned properties to 1.4 footcandles. As such, at the location where light trespass would be under review (i.e., at residentially zoned properties), the proposed project would be in compliance with the recommendations of the IESNA for light trespass in areas of high ambient lighting.

City of West Hollywood Municipal Code

The proposed Sunset Strip Off-Site Signage Policy would establish a light trespass limit onto residentially zoned properties of 1.4 footcandles. While shielding requirements are not applicable to digital signs, the proposed Sunset Strip Off-Site Signage Policy limits the actual sign luminance that would be emitted by each digital sign and also requires monitoring reports to confirm conformance with the luminance and illuminance limits. This would limit the potential for light spillover onto residential properties and public rights-of-way, in keeping with the intent of the City’s existing standards and guidelines for on-site signage and building lighting. The lighting regulations and guidelines currently set forth in the City’s Municipal Code would not specifically apply to off-site signs, such as the proposed project. However, the lighting regulations in the proposed Sunset Strip Off-Site Signage Policy would be generally consistent with many of the existing regulations for on-site signs that are currently in the City’s Municipal Code, including the following:

Section 19.34.040: General Provisions for On-Site Signs

- B. Illumination of Signs. The illumination of signs, either from an internal or external source, shall be designed to avoid negative impacts on surrounding rights-of-way and properties. The following standards shall apply to all illuminated signs:
 - 1. External light sources shall be directed and shielded to limit direct illumination of any object other than the sign;

2. Sign lighting shall not be of an intensity or brightness that will create a nuisance for residential properties in a direct line of sight to the sign;
6. Light sources shall utilize energy-efficient fixtures to the greatest extent possible.

Section 19.34.060: Creative Signs

- E. Design Criteria. In approving an application for a creative sign, the review authority shall ensure that a proposed sign meets the following design criteria:
 4. Neighborhood Impacts. The sign shall be located and designed not to cause light and glare impacts on neighboring residential uses

City of West Hollywood Municipal Code, Section G-12.040 Building Design and Architecture.

6. Lighting
 - f. All lighting should be shielded to confine light spread within the site boundaries. Lighting should be provided from half-an-hour after sunset to half-an-hour before sunrise at all exits, entrances, loading areas, parking lots, plazas, and alleys. An average of one foot candle evenly distributed across properties is the suggested minimum. Up to two foot candles may be appropriate at entrances, exits and loading areas.
 - j. Illuminate signs and billboards from above, not below.

City of West Hollywood Municipal Code, Section G-34.250 Sign Illumination.

Shield the light source. Whenever direct lighting fixtures are used (fluorescent or incandescent), care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and any public right-of-way. Signs should be lighted only to the minimum level required for nighttime readability.

Sections G-12.040 and G-34.250 contain non-mandatory guidelines for On-Site Signage and Buildings, and Sections 19.34.060 and 19.34.040 apply to on-site signs as well. These existing regulations and guidelines establish protections for residential properties from sign lighting, and they also emphasize proper shielding of light sources and preventing spillover onto residential properties and public rights-of-way.

In summary, the proposed lighting regulations set forth in the Sunset Strip Off-Site Signage Policy have been developed to ensure that light produced by off-site signage on the Sunset Strip would comply with applicable state and local standards and guidelines and not create significant impacts. The regulations in the policy were developed with technical expertise from Francis Krahe & Associates (lighting design consultants) to minimize light and glare effects of future billboard projects, such as the proposed project. As demonstrated above, the proposed regulations are in compliance with the LZ4 standards identified in the CALGreen Code, are in

compliance with the established California Vehicle Code standards that ensure minimal glare, are consistent with IESNA recommendations, and are consistent with the overall intent of existing City regulations and guidelines that are currently in place for on-site signs. As such, compliance with the lighting regulations in the proposed Sunset Strip Off-Site Signage Policy would ensure that the proposed project is in conformance with adopted state and City lighting regulations, as well as applicable IESNA recommendations, and that nearby light- and glare-sensitive receptors would be protected from additional lighting on the project site attributable to the project. Additionally, compliance with the lighting regulations in the proposed Sunset Strip Off-Site Signage Policy would protect drivers and pedestrians from adverse effects related to the lighting-emitting technologies that would be used at the project site, such as digital signage and projection.

In addition to the regulations that are described above, the proposed Sunset Strip Off-Site Signage Policy also includes verification and reporting requirements to ensure that off-site signs remain in compliance with the applicable lighting regulations throughout operation. While the proposed project has been designed in conformance with the lighting regulations in the Sunset Strip Off-Site Signage Policy, until this policy becomes officially adopted, there are no regulations that would ensure continued verification and reporting of compliance with the lighting regulations. Because it is currently unknown whether the proposed Sunset Strip Off-Site Signage Policy would be adopted as drafted and there is evidence that the proposed lighting standards will prevent light and glare impacts, MM-AES-1 has been set forth in this document to ensure continued compliance with the applicable lighting regulations in the proposed Sunset Strip Off-Site Signage Policy. Upon compliance with the lighting regulations in the proposed Sunset Strip Off-Site Signage Policy and the verification requirements of MM-AES-1 to ensure continued compliance with these regulations throughout operation, the proposed project is not expected to produce light or glare to the extent that daytime or nighttime views are adversely affected, and impacts would be less than significant.

MM-AES-1 The operator of the proposed project shall submit monitoring reports to the Community Development Department upon installation of the project, three months after installation, and annually thereafter. In addition, the operator shall provide a monitoring report whenever requested by the City. The monitoring report shall document:

- **Sign Luminance.** Sign luminance measured on the sign surface perpendicular to the sign face, shall not to exceed 300 candelas per meter squared (or nits) after sunset, and 6,000 candelas per meter squared (or nits) between sunrise and sunset. Measurements shall reflect the following conditions: (1) Signs ON, (2) Signs OFF, and (3) Signs ALL WHITE.
- **Sign Illuminance.** Sign illuminance shall not exceed 1.4 footcandles at any adjacent residential zoned property line. Measurements shall reflect the following conditions: (1) Signs ON, (2) Signs OFF, and (3) Signs ALL WHITE.
- **Fade Rate.** Each separate piece of content displayed on the digital billboard screens (i.e., each individual advertisement or artwork) shall take at least one (1) second to fade

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in to the content from the immediately prior content, and shall take at least one (1) second to fade out of the content in to the immediately succeeding content;

- **Content Refresh Rate.** Each image displayed on the digital billboard screens shall not be refreshed more often than once every 16 seconds; and
- **Lighting Effects.** Digital billboards shall not use stroboscopic or flashing images which rapidly change direction, oscillate, flash or reverse in contrast.

References

Caltrans (California Department of Transportation). 2011. California Scenic Highway Mapping System. Last updated September 7, 2011. Accessed February 1, 2017. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

City of West Hollywood. 1996. *Sunset Specific Plan*. Adopted July 1996.

3.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The project site and surrounding areas are characterized by features typical of an urban landscape. As shown on the Los Angeles County Important Farmland map, the project site does not include any sites mapped by the Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2016). Implementation of the proposed project would not involve changes that could result in conversion of farmland to non-agricultural use, as no agricultural uses or farmland exist on the project site or in proximity to the project site. Furthermore, the project site is already graded and highly disturbed. Therefore, the proposed project would not convert Farmland to non-agricultural uses, and no impact would occur as a result of the proposed project.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site is located within the boundaries of the SSP and is zoned and designated as SSP (City of West Hollywood 2011). The SSP zoning district contains commercial and residential uses. As shown on the Los Angeles County Williamson Act Fiscal Year 2015/2016 map, no areas that are under a Williamson Act contract exist on the project site or in the vicinity of the project site (California Department of Conservation 2016). For these reasons, implementation of the proposed project would not conflict with existing zoning for agricultural use, as none exist in the area, nor would it conflict with a Williamson Act contract, as none exist in the area. No impact to Williamson Act contract lands or land zoned for agricultural uses would occur as a result of the proposed project.

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The project site is located within the boundaries of the SSP and is zoned and designated as SSP. The SSP zoning district contains commercial and residential uses (City of West Hollywood 2011). The list of allowable land uses contained in the City's Zoning Ordinance for commercial and residential zones does not include any timberland or forest land uses (City of West Hollywood Zoning Ordinance Section 19.10.030 and 19.06.030). No forest land, timberland, or Timberland Production areas are located within or adjacent to the project site. Therefore, the proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The project would be implemented on an existing developed site that is surrounded by fully developed areas. No impact to forest land or timberland would occur as a result of the proposed project.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As characterized above, no forest land is located within the project site or in the vicinity of the project site, as the area is urbanized and developed with commercial, residential, and public facilities uses. No forest land would be converted or otherwise affected by the proposed project, and no impact would occur as a result of the proposed project.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As characterized above, no farmland or forest land is located in the project site or within the vicinity of the project site, as the area is urbanized and developed with commercial, residential, and public facilities uses. No farmland or forest land would be converted or otherwise affected by the proposed project, and no impact would occur as a result of the proposed project.

References

California Department of Conservation. 2016. *Los Angeles County Williamson Act FY 2015/2016*. [map]. 1:120,000. Sacramento, CA: California Department of Conservation, Division of Land Resource Protection. 2013. Accessed December 9, 2016. <http://www.consrv.ca.gov/dlrp/lca/Pages/Index.aspx>.

City of West Hollywood. 2011. *City of West Hollywood Zoning Districts Map*. November 3, 2011. Accessed February 1, 2017. <http://www.weho.org/home/showdocument?id=5138>.

FMMP (Farmland Mapping and Monitoring Program). 2016. *Los Angeles County Important Farmland 2012*. [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. April 2016. Accessed July 5, 2017. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/>.

3.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. The proposed project is located in the South Coast Air Basin (SCAB), which is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The most recent applicable air quality plan is the SCAQMD 2016 Final Air Quality Management Plan (AQMP) (SCAQMD 2017), which includes reduction and control measures that are outlined to mitigate emissions based on existing and projected land use and development. The AQMP is designed to meet applicable federal and state requirements for ozone (O₃) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}). Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the SCAQMD AQMP.

The proposed project would generate minimal short-term air quality emissions during construction activities with the use of construction equipment and vehicle trips to and from the project site. The on-site construction period would last for approximately one year and would involve operation of construction equipment, approximately 4 roundtrip truck trips per day, and 5 to 10 construction workers daily. Due to the minor nature of these construction activities and the short duration of construction, construction activities would not result in inconsistencies with the growth in socioeconomic factors projected in the regional plans used to develop the AQMP. The employment for 5 to 10 construction workers would be met by the existing and future labor market in the City and in Los Angeles County, and the vehicle trips that would be required during construction would be negligible relative to regional vehicle trips and would result in minimal, temporary air quality emissions. As such, this work would not generate substantial air quality emissions and would not cause a change in socioeconomic conditions. Long-term operation of the proposed project would require minimal upkeep and maintenance. The content displayed on the billboard would be controlled remotely and would not require worker trips, maintenance would be conducted for the billboard structure quarterly, and LED bulbs and projector lamps would be replaced approximately once every 5 years.

Therefore, implementation of the proposed project would not conflict with the implementation of the applicable AQMP, and impacts resulting from the project would be less than significant.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact. As discussed below, project-generated construction emissions would not exceed the SCAQMD significance thresholds and the project would not result in routine operational activities that would generate long-term emissions.

An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). These standards are set by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. The criteria pollutants of primary concern that are considered in this air quality assessment include O₃, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter with a diameter less than or equal to 10 microns (PM₁₀) and PM_{2.5}. Although there are no ambient standards for volatile organic compounds (VOCs) or oxides of nitrogen (NO_x), they are important as precursors to O₃.

The SCAB is designated as a nonattainment area for federal and state O₃ standards, state NO₂ standards, state PM₁₀ standards, and federal and state PM_{2.5} standards (CARB 2016; EPA 2017). The SCAB is designated as an attainment or unclassifiable/attainment area for federal NO₂ standards, federal PM₁₀ standards, federal and state CO standards, and federal and state SO₂ standards.

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air district may be relied upon to determine whether a project would have a significant impact on air quality. The SCAQMD has established Air Quality Significance Thresholds, as revised in March 2015, which set forth quantitative emissions significance thresholds below which a project would not have a significant impact on ambient air quality under project-level and cumulative conditions (SCAQMD 2015). The quantitative air quality analysis provided herein applies the SCAQMD thresholds to determine the potential for the project to result in a significant impact under CEQA. The SCAQMD mass daily construction thresholds are as follows: 75 pounds per day for VOC, 100 pounds per day for NO_x, 550 pounds per day for CO, 150 pounds per day for SO_x, 150 pounds per day for PM₁₀, and 55 pounds per day for PM_{2.5}. The proposed project would not generate substantial criteria pollutant emissions or related impacts associated with operation of the proposed project; accordingly, the SCAQMD mass daily operational thresholds are not applicable.

Construction Emissions

Criteria air pollutant emissions associated with construction activity were quantified using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1.¹ Default values provided by the program were used where detailed project information was not available. A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, vendor trucks, and worker vehicles—is contained in the CalEEMod outputs, as provided in Appendix C. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Therefore, an increment of day-to-day variability exists.

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, dust from truck loading, and VOC off-gassing) and off-site sources (i.e., on-road trucks and worker vehicle trips). Internal combustion engines used by construction equipment and on-road vehicles would result in emissions of VOCs, NO_x, carbon monoxide (CO), PM₁₀, PM_{2.5}, and minimal emissions of sulfur oxides (SO_x). PM₁₀ and PM_{2.5} emissions would be generated by vehicles traveling on paved roads and truck loading. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices required under Rule 403 would be employed to reduce fugitive dust emissions, including watering of the active sites approximately three times daily depending on weather conditions. The application of asphalt pavement and architectural coating for parking lot striping and signage would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

The following phases of construction were modeled for this analysis: demolition, site preparation, paving, architectural coating for parking lot striping and signage, vertical construction, and sidewalk work. It is anticipated that construction would occur from approximately April 2019 through April 2020. The construction activity schedule, equipment mix, and number of vendor trucks and workers for the air emissions modeling of the project are shown in Table 3.3-1, Construction Schedule, Equipment, and On-Road Vehicles. For this analysis, it was assumed that heavy construction equipment would be used 8 hours a day, 5 days a week (22 days per month).

¹ CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with the construction and operational activities from a variety of land use projects, such as residential, commercial, and industrial facilities.

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Table 3.3-1
Construction Schedule, Equipment, and On-Road Vehicles

Construction Schedule	Duration (days)	On-Road Vehicles (One-Way Trips)			Off-Road Equipment	
		Workers Trips per Day	Vendor Truck Trips per Day	Total Haul Truck Trips	Type	Quantity
Demolition	66	10	6	132	Excavator	1
Site Preparation	66	10	2	66	Skid Steer Loader	1
Paving (Parking Lot)	43	10	2	0	Roller	2
Architectural Coating (Parking Lot Striping and Signage)	2	10	4	0	Air Compressors	1
Vertical Construction	120	20	8	0	Fork Lift	1
					Cranes	1
Sidewalk Work	24	10	6	2	N/A	N/A

Notes:

The final phase of construction 'Sidewalk Work' would not involve equipment. Emissions would solely be generated by worker, vendor, and haul trips

See Appendix C for detailed results.

Table 3.3-2 presents the estimated maximum unmitigated daily construction emissions associated with the construction of the proposed project, which includes emissions from on-site sources (crane operation) and off-site sources (hauling and vendor trucks and worker vehicles).

Table 3.3-2
Estimated Maximum Daily Construction Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
2019	9.54	8.42	6.65	0.02	2.75	1.55
2020	0.68	7.60	3.95	0.01	2.44	1.20
Maximum Daily Emissions	9.54	8.42	6.65	0.02	2.75	1.55
<i>SCAQMD threshold</i>	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Source: SCAQMD 2015.

Notes:

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix C for detailed results.

As shown in Table 3.3-2, daily construction emissions would not exceed the SCAQMD thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Due to the limited nature of construction activities in terms of types of

equipment, hours of use, duration of construction, truck trips, and number of construction worker vehicle trips, short-term construction emissions would not violate any air quality standards or contribute substantially to an existing air quality violation. As such, the proposed project would result in a less-than-significant impact during construction.

Operational Emissions

As briefly discussed in Section 3.3(a), long-term operation of the proposed project would require minimal upkeep and maintenance. The content displayed on the billboard would be controlled remotely and would not require worker trips, maintenance would be conducted for the billboard structure quarterly, and LED bulbs and projector lamps would be replaced approximately once every 5 years. Maintenance activities would require less intensive activity (i.e., less vehicles and equipment operation) than assumed for the project's construction scenario, which was estimated to generate maximum daily emissions of less than 10 pounds per day for any criteria air pollutant modeled. Accordingly, operational emissions are anticipated to be minimal and below the SCAQMD thresholds of significance, and long-term operational air quality impacts resulting from the proposed project would be less than significant.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

As discussed in Section 3.3(b), the SCAB is a nonattainment area for O₃, NO₂, PM₁₀, and PM_{2.5} under the NAAQS and/or CAAQS as a result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (e.g., VOC and NO_x for O₃) can potentially contribute to poor air quality. As discussed under Section 3.3(b) and illustrated in Table 3.3-2, construction activities associated with the implementation of the proposed project would result in minimal short-term increases in pollutant emissions and would not exceed the SCAQMD significance thresholds. As discussed under Section 3.3(b), long-term operation of the proposed project would involve minimal quarterly maintenance. Emissions associated with periodic maintenance would be less intensive (i.e., fewer daily vehicle trips) than the analyzed project construction

activities and would similarly be less than significant. Furthermore, as discussed under Section 3.3(a), the project would not conflict with the SCAQMD AQMP, which addresses the cumulative emissions in the SCAB. Accordingly, the proposed project would not result in a cumulatively considerable increase in emissions of criteria pollutants for which the project region is in non-attainment; thus, potential impacts from the project would be less than significant.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. Localized project impacts associated with construction criteria air pollutants emissions are assessed below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Residential land uses are located immediately north and west of the project site. These residences the closest off-site sensitive receptors to the project activities.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of a project site as a result of construction activities. The project is located in Source-Receptor Area (SRA) 2 (Northwest Coastal LA County). This analysis applies the SCAQMD LST values for a 1-acre site within SRA 20 with a receptor distance of less than 25 meters (which equates to 82 feet).

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with construction equipment exhaust and concrete handling activities. Off-site emissions from trucks and worker vehicle trips are not included in the LST analysis because they occur off site. The maximum daily on-site construction emissions generated during construction of the proposed project are presented in Table 3.3-3, Construction Localized Significance Thresholds Analysis, and compared to the SCAQMD localized significance criteria for SRA 2 to determine whether project-generated on-site construction emissions would result in potential LST impacts.

Table 3.3-3
Construction Localized Significance Thresholds Analysis

Year	NO ₂	CO	PM ₁₀	PM _{2.5}
	<i>Pounds per Day (On Site)</i>			
2019	8.42	6.65	2.75	1.55
2020	7.60	3.95	2.44	1.20
Maximum Daily On Site Emissions	8.42	6.65	2.75	1.55
<i>SCAQMD LST Criteria</i>	<i>103</i>	<i>562</i>	<i>4</i>	<i>3</i>
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2009.

Notes:

NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

SCAQMD LST values applied are for a 1-acre site with a receptor distance of less than 25 meters (which equates to 82 feet) in SRA 20. See Appendix C for detailed results.

As shown in Table 3.3-3, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized project construction impacts would be less than significant.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO “hotspots.” CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service. Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

The California Code of Regulations, 40 CFR 93.123(c)(5), Procedures for Determining Localized CO, PM₁₀, and PM_{2.5} Concentrations (hot-spot analysis), states that “CO, PM₁₀, and PM_{2.5} hot-spot analyses are not required to consider construction-related activities, which cause temporary increases in emissions. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site” (40 CFR 93.123). Project construction activities would last approximately 13 months, would generate minimal vehicle trips, and would not require a project-level construction hotspot analysis. Because the proposed project would not result in long-term operational vehicular trips, an operational CO hotspot evaluation is also not required.

In addition, as discussed in detail in Section 3.16, Transportation and Traffic, construction activities associated with the proposed project would create minor increases in traffic in the project area during the one-year construction period. Due to the minor and temporary nature of construction-related traffic, exceedances of the City's standards for the effectiveness of its circulation system would not result. The daily operations of the proposed project would not involve a substantial increase in daily traffic volumes in the project area. Accordingly, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the proposed project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As discussed under the LST analysis, the nearest sensitive receptors to the proposed project are residences located north and west of the project site, within 25 meters (less than 82 feet) of the project site. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.² TACs that would potentially be emitted during construction activities associated with development of the proposed project would be diesel particulate matter.

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. As described for the LST analysis, PM₁₀ (representative of diesel particulate matter) exposure would be minimal. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should

² Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the project to published reference exposure levels that can cause adverse health effects.

be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. The construction period for the proposed project would be approximately 13 months, after which construction-related TAC emissions would cease. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

The project does not propose operational activities following completion of on-site demolition activities. Operation of the proposed project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators) or result in a substantial increase in diesel vehicles (i.e., delivery trucks) over existing baseline conditions. The project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project, and impacts would be less than significant.

e) ***Would the project create objectionable odors affecting a substantial number of people?***

Less Than Significant Impact. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

Potential sources of odors during construction activities include equipment exhaust and the application of architectural coatings and other exterior finishes. However, due to the limited nature of construction activities in terms of types of equipment, number of hours of use, duration of construction, and the limited area requiring architectural coatings, the odors generated by equipment exhaust and other construction activities would be minimal. Furthermore, the proposed project would utilize typical construction techniques in compliance with applicable SCAQMD rules. Therefore, the odor impact during construction would be less than significant.

SCAQMD provides a list of land uses associated with odor concerns, which include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project would not result in creation of a land use that is commonly associated with odors. Potential temporary sources that may emit odors during operational activities include vehicle exhaust and architectural coatings. Operation of the project is anticipated to result in minimal trips for quarterly maintenance. Due to the limited nature of these activities and the localization of such sources, impacts associated with odors during project operation would be less than significant.

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References

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EPA (U.S. Environmental Protection Agency). 2017. “EPA Region 9 Air Quality Maps and Geographic Information.” Last updated March 7, 2017. <http://www.epa.gov/region9/air/maps/>.

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SCAQMD. 2003. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. August 2003. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2>.

SCAQMD. 2009. *Final Localized Significance Threshold Methodology*. Revised July 2009.

SCAQMD. 2017. *Final 2016 Air Quality Management Plan*. March 16, 2017. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.

3.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The project site is developed with a surface parking lot, a billboard, and ornamental vegetation. The Hollywood Hills are located adjacent to and north of the project site. This portion of the Hollywood Hills is fully developed with residential uses. While a small strip of vegetated hillside area borders the project site to the north, this segment of hillside is fully surrounded by urban development on all sides and, therefore, would not be expected to serve as suitable habitat for special-status species.

Based on an electronic database review of the Beverly Hills quadrangle³ in the California Natural Diversity Database, several sensitive species have historically been sighted in the general area of the proposed project

³ Quadrangles are areas established by the U.S. Geological Survey as a way of categorizing and dividing topographical maps. Quadrangles cover an area measuring 7.5 minutes of latitude and 7.5 minutes of longitude. The western portion of the project area is within the Beverly Hills quadrangle, and the eastern portion of the project area is within the Hollywood quadrangle.

(CDFW 2017a). Many of the sightings in the electronic database review were reported in the early 1900s and/or were reported in naturalized areas such as the Santa Monica Mountains, which are located over 5 miles from the project site. Based on the disturbed and developed condition of the project area and the relative lack of suitable habitat, the potential for any known sensitive species to occur on the project site or in surrounding areas is very low. As such, no impacts to candidate, sensitive, or special status species would occur, as they are not expected to be present in the project area.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. No riparian or other sensitive habitats are known to occur in the project area or in the City (City of West Hollywood 2010). While ornamental vegetation is present within the project site, it is situated in an urban environment and is scattered in landscaping planters throughout the existing surface parking lot. Therefore, it does not constitute a sensitive natural community. As such, no impact to sensitive natural communities from the proposed project would occur, as none exist in the project area.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The City of West Hollywood does not contain any federally protected wetlands (USFWS 2017). Therefore, no impact to federally protected wetlands would occur as a result of the proposed project.

- d) *Would the project 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?*

Less Than Significant Impact. There are no wetlands or water bodies within the proposed project area. Therefore, the proposed project would have no potential to affect the movement of migratory fish. As stated in the City's General Plan Environmental Impact Report, while some local movement of wildlife can be expected to occur throughout the City, the City is not recognized as an area that links migratory wildlife populations (City of West Hollywood 2010). Furthermore, the project site is situated along a highly built-out corridor that supports a high volume of vehicular and pedestrian traffic and is therefore characterized by generally high ambient levels of noise and light. While a small strip of ornamental vegetation borders the project site to the north, this segment of hillside is fully surrounded by urban development on all sides and, therefore, would not be expected to serve as a wildlife corridor. For these reasons, the project area is generally unsuitable for wildlife habitat, including wildlife corridors.

As stated in Section 3.4(a), the ornamental vegetation that is within and adjacent to the project site could provide potential nesting sites for birds that are protected under Sections 3503, 3503.5, and 3513 of the California Fish and Game Code and under the Migratory Bird Treaty Act (1918). The proposed project may require the relocation and/or removal of several existing ornamental trees that are currently located on the project site. In the event that a bird is nesting in the trees at the time they are being relocated or removed, the process of relocating or removing the tree could adversely affect the bird(s) by harming, harassing, or killing bird(s) or their eggs, which is a violation of the Migratory Bird Treaty Act. Construction activities would also elevate noise levels and could cause disturbance to nesting or roosting of protected species on site or adjacent to the site. No specific season is identified for construction; therefore, construction could occur any time of year, including during the nesting season (i.e., between February 1–August 31). Thus, there is potential for construction activities to negatively affect breeding or reproduction of species on or adjacent to the project site. If active bird nests are present, a protective buffer must be established to ensure that they are not disturbed until fledglings have left the nest. Compliance with the Migratory Bird Treaty Act by avoiding disturbance of active bird nests would ensure that protected birds are not adversely affected during construction.

No operational impacts to nesting birds are anticipated to occur. Any trees that are removed would either be relocated or replaced, and any vegetation that is removed would be replaced with new vegetation in landscaping planters. As such, any nesting habitat that is temporarily affected during construction would be generally replaced by the proposed landscaping. During operation, the project site and the corridor on which it is located (the Sunset Strip) would remain areas of high pedestrian and vehicular activity, consistent with existing conditions. Due to the highly developed nature of the project area and upon required compliance with the Migratory Bird Treaty Act, impacts on the movement of native or resident species or on the use of native wildlife nursery sites resulting from the proposed project would be less than significant.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The City’s municipal code provides regulations governing the treatment of street trees and trees on other public lands, as well as requirements under the City of West Hollywood Heritage Tree Program. No trees in the project area have been designated as Heritage Trees by the City (City of West Hollywood 2017). Street trees and trees on public property are protected under Chapter 11.36 of the City’s municipal code. As stated in Section 11.36.010, it is unlawful for any person, firm or corporation (other than the city, or persons acting under the city’s authority) to plant, trim, prune, cut, break, deface, destroy, burn or remove any shade or ornamental tree, hedge, plant, shrub or flower growing, or planted to grow upon any public highway, public ground or public property within the City of West Hollywood without a permit issued pursuant to the provisions of Chapter 11.36.” There are two street trees fronting the project site along the Sunset Boulevard sidewalk; the proposed project would involve relocation of one of these

trees. The existing surface parking lot and associated landscaping planters on the project site are currently owned and maintained by the City. The proposed project would involve removal of several trees on the project site. Removed trees would be relocated to other landscaped areas of the project site or replaced. Some of the existing grass and ornamental shrubs would be replaced with drought-tolerant landscaping. The trees that remain in place may also be trimmed during or after proposed project construction. Because the existing trees and other landscaping on the project site are owned and maintained by the City, no permits would be required. The proposed project would not conflict with local policies protecting biological resources, and no impact would occur as a result of the proposed project.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The City's general plan does not designate any areas of the City as being within a habitat conservation plan (City of West Hollywood 2011). Furthermore, the City is not within any of the regional conservation plans designated by the state (CDFW 2017b). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat plan, as none apply to the project site. No impacts would occur as a result of the proposed project.

References

- CDFW (California Department of Fish and Wildlife). 2017a. "List of California Natural Diversity Database (CNDDB) Species for the Hollywood and Beverly Hills Quads." Quick Viewer. Accessed January 27, 2017. <http://dfg.ca.gov/biogeodata/cnddb/>.
- CDFW (California Department of Fish and Wildlife). 2017b. *California Regional Conservation Plans* [map]. July 2017. Accessed July 7, 2017. <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.
- City of West Hollywood. 2010. *Public Review Final Program Environmental Impact Report, City of West Hollywood General Plan and Climate Action Plan*. October 2010. Accessed February 1, 2017. <http://www.weho.org/city-hall/download-documents/-folder-626>.
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- City of West Hollywood. 2017. *Designated Heritage Trees*. Heritage Tree Program. Accessed January 31, 2017. <http://www.weho.org/city-hall/city-departments/public-works/facilities-and-field-services/heritage-tree-program>.
- USFWS (United States Fish and Wildlife Service). 2017. National Wetlands Inventory, *Wetlands Mapper*, Search by Address. Accessed February 1, 2017. <http://www.fws.gov/wetlands/Data/Mapper.html>.

3.5 Cultural Resources

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

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant Impact. A California Historical Resources Information System (CHRIS) records search was conducted at the South Central Coastal Information Center (SCCIC) on February 27, 2017, for the proposed project site and surrounding 0.5-mile. This search included their collections of mapped prehistoric, historic, and built environment resources, Department of Parks and Recreation Site Records, technical reports, and ethnographic references. Additional consulted sources included historical maps of the project area, the National Register of Historic Places, the California Register of Historical Resources, the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. See Appendix D for a results summary from the SCCIC. Results of the cultural resources records search indicated that 30 previous cultural resource investigations have been conducted within 0.5 miles of the project site between 1966 and 2014. Two of these investigations (LA-04401 and -10568) overlap with the project site. Details pertaining to these investigations are listed below in Table 3.5-1.

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Table 3.5-1
Previous Technical Studies Within the 0.5-Mile Search Buffer

SCCIC Report No. (LA-)	Authors	Date	Title	Proximity
00236	Salls, Roy A.	1988	Report of Archaeological Reconnaissance Survey of the Proposed West Hollywood Civic Center Esa Project #8178 West Hollywood, California	Outside
01968	Bissell, Ronald M.	1989	Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los Angeles, Los Angeles County, California	Outside
02816	King, Chester	1993	Native American Placenames in the Vicinity of the Pacific Pipeline: Part 2: Gaviota to the San Fernando Valley: Draft	Outside
03511	Romani, John F.	1977	Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.O. 31389	Outside
03525	Chartkoff, Kerry and Joe Chartkoff	1966	Ucas-092 Route 2 Freeway Los Angeles County West, Los Angeles, Beverly Hills	Outside
03583	Bucknam, Bonnie M.	1974	The Los Angeles Basin and Vicinity: a Gazetteer and Compilation of Archaeological Site Information	Outside
03765	Casen, George	n.d.	Historic Property Survey 07 La 02 P.m. 3.65/9.57 Route 405 to Fairfax Avenue Los Angeles County California 07204-051280	Outside
03773	Singer, Clay A.	1978	Preliminary Assessment of Potential Impacts and Evaluation of Cultural Resources Along Proposed Transit System Alignment Alternatives in the City of Los Angeles, Los Angeles County, California	Outside
03796	Anonymous	1989	Technical Report of Cultural Resources Studies for the Proposed Wtg-west, Inc. Los Angeles to San Francisco and Sacramento, California Fiber Optic Cable Project	Outside
04323	Hill, James N.	1985	Cultural Evolution in the Archaic/mesolithic: a Research Design for the Los Angeles Basin	Outside
04401	Duke, Curt	1999	Cultural Resource Assessment for the AT&T Wireless Services Facility Number R224.1, Located at 8721 Sunset Boulevard, City and County of Los Angeles, California	Within
04402	Duke, Curt	1999	Cultural Resource Assessment for the AT&T Wireless Services Facility Number R242.1, Located at 9145 Sunset Boulevard, in the City and County of Los Angeles, California	Outside
04551	Duke, Curt	1999	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 618-05, in the County of Los Angeles, California	Outside
05028	Duke, Curt	2000	Cultural Resource Assessment for AT&T Wireless Services Facility Number C632.1, County of Los Angeles, California	Outside
07568	Bernor, Raymond L.	1978	Paleontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California	Outside

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Table 3.5-1

Previous Technical Studies Within the 0.5-Mile Search Buffer

SCCIC Report No. (LA-)	Authors	Date	Title	Proximity
08244	McKenna, Jeanette A.	1999	A Phase I Cultural and Paleontological Resources Investigations for the Proposed Sunset Millennium Project Area in West Hollywood, Los Angeles County, California	Outside
09801	Candace Ehringer and Angel Tomes	2008	Cultural Resources Assessment for the Proposed Sunset Time Specific Plan at Sunset Boulevard, West Hollywood, Los Angeles County, California	Outside
10296	Bonner, Wayne H. and Kathleen A. Crawford	2009	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12153A (Sunset Towers), 8730 Sunset Blvd., West Hollywood, Los Angeles County, California	Outside
10568	Anonymous	1987	City of West Hollywood Historic Resources Survey 1986-1987 Final Report	Within
10604	Ehringer, Candace	2009	Cultural Resources Assessment for the Proposed 8801 Sunset Boulevard Specific Plan, West Hollywood, Los Angeles County, California	Outside
10903	Wlodarski, Robert	2006	Records Search Results for Bechtel Corporation Site LSANCAR242 (Sunset Nu Image)	Outside
10910	Bonner, Wayne	2011	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Facility LAC632-01, USID 11930 (Sunset/Santa Monica), 101 North La Cienega Boulevard, West Hollywood, Los Angeles County, California	Outside
11005	Unknown, Mr./Mrs.	2010	Westside Subway Extension Historic Property Survey Report and Cultural Resources Technical Report	Outside
11484	Walker, E.F. and Robinson, Eugene	n.d.	Partial List of Indian Village Sites in Lost [sic] Angeles County, with a few in Orange County. (Information from Eugene Robinson, Handwritten, in "Reconnaissance Sites 15F" loose-leaf notebook of Mr. E.F. Walker, Southwest Museum, Los Angeles, California)	Outside
11747	Sakai, Rodney	2006	Programmatic Agreement Compliance Report, twenty-first Reporting Period, July 1, 2005-- March 31, 2006	Outside
11748	Sakai, Rodney	2003	Programmatic Agreement Compliance Report Fifteenth Reporting Period July 1-- December 31, 2002	Outside
12115	Bonner, Wayne and Crawford, Kathleen	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV12153A (Sunset Tower) 8730 West Sunset Boulevard, West Hollywood, Los Angeles County, California	Outside
12720	Bonner, Diane, Wills, Carrie, and Crawford, Kathleen	2014	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11150B (Mani Bros. Building) 9000 West Sunset Boulevard, West Hollywood, Los Angeles County, California	Outside

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Table 3.5-1

Previous Technical Studies Within the 0.5-Mile Search Buffer

SCCIC Report No. (LA-)	Authors	Date	Title	Proximity
12755	Bonner, Wayne and Crawford, Kathleen	2013	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAR224 (Sunset/Scotts Building) 8721 Sunset Boulevard, Los Angeles, Los Angeles County, California CASPR No 35551017571	Outside
13168	Anonymous	1999	West Hollywood Villas de San Vicente Courtyard Housing Project	Outside

The records search found that 32 previously recorded cultural resources were located within 0.5 miles of the project site. All of these are historic in age, and none are within the boundaries of the project site. Details pertaining to these resources are listed below in Table 3.5-2.

Table 3.5-2

Previously Recorded Cultural Resources within 0.5-Mile of the Project Site

Primary Number (P-19-)	Trinomial (CA-)	Period	NRHP/CRHR Status	Recorded By/Year	Description	Proximity
175985	--	Historic	6Y (Determined ineligible)	1996 (C. McAvoy, HRG)	HP15 (Educational building)	Outside
176742	--	Historic	1S (Listed in NR and CR)	1986 (Eric Lloyd Wright)	HP02 (Single family property)	Outside
176750	--	Historic	1S (Listed in NR and CR)	1983 (M. A. Brown, The Los Angeles Conservancy)	HP03 (Multiple family property)	Outside
176772	--	Historic	3D (Appears eligible)	n.d. (anonymous)	HP06 (1-3 story commercial building)	Outside
176773	--	Historic	3S (Appears eligible)	1987 (Amorena, David, City of West Hollywood)	Historic District	Outside
176807	--	Historic	7R (Not evaluated)	1987 (David Amorena, City of West Hollywood)	Historic District	Outside
176871	--	Historic	6Y (Determined ineligible)	1987 (Amorena David, City of West Hollywood)	Historic District	Outside
176892	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176893	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176894	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside

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Table 3.5-2

Previously Recorded Cultural Resources within 0.5-Mile of the Project Site

Primary Number (P-19-)	Trinomial (CA-)	Period	NRHP/CRHR Status	Recorded By/Year	Description	Proximity
176895	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176896	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176897	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176898	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176899	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176900	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176901	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176902	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176903	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176904	--	Historic	7N (Needs re-evaluation)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176905	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176906	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176907	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside
176908	--	Historic	5D2 (Contributor to a locally-eligible district)	1987 (Amorena, David, City of West Hollywood)	HP06 (1-3 story commercial building)	Outside

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Table 3.5-2

Previously Recorded Cultural Resources within 0.5-Mile of the Project Site

Primary Number (P-19-)	Trinomial (CA-)	Period	NRHP/CRHR Status	Recorded By/Year	Description	Proximity
176909	--	Historic	5S2 (Eligible for local listing)	1987 (Amorena, David, City of West Hollywood)	Historic District	Adjacent
188277	--	Historic	6Y (Determined ineligible)	2008 (Tomes, A., EDAW, Inc.)	HP03 (Multiple family property) - Apartment	Outside
188508	--	Historic	6Y (Determined ineligible)	2009 (K.A. Crawford, Michael Brandman Associates)	HP07 (3+ story commercial building)	Outside
188716	--	Historic	6Y (Determined ineligible)	2008 (Tomes, A., EDAW, Inc.)	HP06 (1-3 story commercial building)	Outside
189255	--	Historic	5S1 (Locally listed)	2010	HP06 (1-3 story commercial building)	Outside
189947	--	Historic	6Z (Determined ineligible)	2011 (KA Crawford, Crawford Historical Services)	HP06 (1-3 story commercial building)	Outside
190895	--	Historic	6Y (Determined ineligible)	2013 (K.A. Crawford, Crawford Historic Services)	HP06 (1-3 story commercial building)	Outside
190977	--	Historic	6Y (Determined ineligible)	2014 (K.A. Crawford, Crawford Historic Services)	HP07 (3+ story commercial building)	Outside

The following historic aerial photographs and topographic quadrangles were reviewed in the evaluation of the subject property: 1896, 1898, 1902, 1906, 1910, 1913, 1921, 1932, 1947, 1948, 1952, 1955, 1959, 1963, 1964, and 1968 (NETR Online 2017). More recent aerial photographs and maps from 1975, 1978, 1980, 1981, 1984, 1989, 1994, 1999, 2003, 2004, 2005, 2005, 2009, 2010, and 2012, were also reviewed to create a timeline of recent developments on the property (NETR Online 2017). From 1896 until 1921, the project area was undeveloped, with a dirt road preset to the south, paralleling what would become Sunset Boulevard. The 1921 historic topographic quadrangle shows more development to the south of the project site, with Sunset Boulevard being paved. Additional paved roads also began to appear to the south of Sunset Boulevard around this time. By 1947, Sunset Boulevard had been fully established with roads, commercial development, and residential development completely surrounding the project site. Development in the area continued until present day, with the project site housing several structures. These structures were present in the southwestern corner of the project site from 1947 through 1952, with additional larger structures appearing in the central portion in 1964. These structures were removed by 2003, leaving the project site in its current condition.

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No historical resources (resources listed or eligible for listing in the California Register of Historical Resources or local register) have been identified within the project site as a result of the archival research. The southern boundary of the project site; however, abuts the historic Sunset Strip District (P-19-176909), which is eligible for local designation. The Sunset Strip District extends along Sunset Boulevard from the City of Beverly Hills at its western extent to the western edge of the Sunset Plaza at its eastern extent (i.e., just east of Sherbourne Drive). The Sunset Strip District is a grouping of commercial structures built in a variety of styles during the 1930s (Amorena 1987). None of these commercial buildings are located on the project site and the proposed billboard location is outside of the defined district boundaries. However, several commercial buildings that contribute to this locally eligible district are within the vicinity of the project site. The property on the northeast corner of Sherbourne Drive and Sunset Boulevard (8743 Sunset Boulevard) is a contributor to the district. This property is approximately 150 feet east of the proposed billboard structure. Two other properties have been determined to be contributors to the Sunset Strip District. Both properties are located generally across the street from the project site, on the south side of Sunset Boulevard, at 8776 Sunset Boulevard and at 8782 Sunset Boulevard. These properties are also contributors to the Sunset Strip District for representing early development on the Sunset Strip and for architectural merit. These properties are located approximately 170 feet southwest of the project site. The proposed project would not affect public views of these properties that are currently available along the Sunset Strip, given their distance from the proposed project site and their location on the opposite side of the street. The curvature of this portion of Sunset Boulevard affords unobstructed views of most commercial signage and storefronts in either direction. Further, the proposed location of the billboard structure is approximately 15-feet north of the curb. Most commercial business along this portion of the strip have little to no sidewalk setback. Therefore, the proposed project will not obstruct views of historical resources within the Sunset Strip District.

For the purposes of CEQA, buildings over 45 years of age should be recorded and evaluated for historical significance in order to determine whether or not a project would result in a significant impact to historical resources. Built elements on the project site consist of a parking kiosk and a billboard structure. All built elements on the project site are of recent construction and do not warrant consideration as historical resources. As such, the proposed removal of the existing billboard structure and the parking kiosk and repaving the surface parking lot would not result in effects to a historical resource. The new billboard structure would be taller than the existing billboard structure but slightly narrower and would not obstruct views of built elements of the historic Sunset Strip District (P-19-176909) in consideration of existing conditions. As previously stated, the proposed location of the billboard structure is approximately 15-feet north of the sidewalk. Most commercial business along this portion of the strip have little to no sidewalk setback. Therefore, the proposed project will not obstruct views of historical resources within the Sunset Strip District. Further, as described in the analysis above, the proposed project site and its setting has been altered from its historic appearance. Several buildings were identified in the southwestern corner of the project site from 1947 through 1952, with larger scale buildings appearing in the central portion in 1964.

These structures were removed by 2003, leaving the project site in its current condition. In consideration of the fact that the project site has gone through extensive changes over the last 70 years, with construction varying greatly in scale, the proposed project will not impact the historic setting of any adjacent historical resources. For these reasons, the proposed project does not have the potential to adversely affect the significance of a historical resource, and impacts from the project would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less Than Significant Impact. The proposed project site has been developed since at least the 1920s and is currently developed with a billboard, a parking kiosk, a surface parking lot, and landscaping. Therefore, it is not anticipated that the site contains any archeological resources. Additionally, as described in Section 3.5(a), a records search was conducted at the SCCIC for the proposed project site and surrounding 0.5-mile. All previously recorded resources within 0.5 mile of the project site are historic in age; as such, no prehistoric or historic archaeological resources were identified as a result of the records search. The City also contacted the California Native American Heritage Commission (NAHC) to request a Sacred Lands File search of the project area. The NAHC responded on December 2, 2016, and stated that the search was completed with negative results. The NAHC provided a list of seven tribal contacts with traditional lands or cultural places located within the boundaries of the project area who should be contacted for additional information regarding cultural resources within the project area. On January 20, 2017, letters were sent to the seven contacts on the list with a project description and a map showing the project area. One response was received to date: Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation responded in a letter dated February 2, 2017, and stated that the project site lies in an area where Kizh (Kitc) Gabrieleno villages adjoined and overlapped with each other during the late prehistoric and protohistoric periods. Although he did not identify any specific resources located on the site or request further formal consultation under CEQA, he did recommend that a monitor be provided during ground-disturbing construction work. See Appendix D for correspondences with the NAHC and tribal entities regarding the proposed project.

For the reasons described above, there are no known archaeological resources within the project area. The proposed project would involve a minimal area of ground disturbance, and the ground disturbance would occur on a lot that has been developed since at least the 1920s. As such, it is anticipated that the area of proposed ground disturbance has already undergone substantial disturbance in the past, which reduces the likelihood that previously undiscovered archaeological resources would be discovered during construction of the proposed project. Due to the absence of known archaeological resources in the project area, the minimal amount of ground disturbance that would occur, and the previously disturbed nature of the project site, the likelihood of encountering buried archaeological resources is low, and no discoveries are anticipated. Because no impacts to archaeological resources are anticipated, no mitigation measures are required. In the unlikely

event of a discovery, the City would contact a qualified archaeologist to evaluate and determine appropriate treatment for the resource in accordance with California Public Resource Code Section 21083.2(i). Compliance with applicable regulatory requirements established to protect significant archaeological resources would ensure that any unanticipated significant discoveries are protected to the extent required by law. Impacts from the proposed project would be less than significant.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact. The proposed project site has been developed since at least the 1920s and is currently developed with a billboard, a parking kiosk, a surface parking lot, and landscaping. Therefore, it is not anticipated that the site contains any paleontological or geologic resources. The proposed project would involve a minimal area of ground disturbance, and the ground disturbance would occur on a lot that has been developed since at least the 1920s. As such, it is anticipated that the area of proposed ground disturbance has already undergone substantial disturbance in the past, which reduces the likelihood that previously undiscovered paleontological resources or unique geologic features would be unburied during construction of the proposed project. Due to the minimal amount of ground disturbance that would occur and the previously disturbed nature of the excavation area, the likelihood of encountering paleontological resources or unique geologic features is low, and no impacts are anticipated. In the unlikely event of a discovery, the City would contact a qualified paleontologist to evaluate and determine appropriate treatment for the resource. Compliance with applicable regulatory requirements established to protect such resources would ensure that any unanticipated significant discoveries are protected to the extent required by law. Impacts from the proposed project would be less than significant.

d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less Than Significant Impact. As discussed in Section 3.5(b), the proposed project would involve ground-disturbing activities. In the unlikely event that any human remains or related resources are discovered during construction, such resources would be treated in accordance with state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which provide guidance with regard to the accidental discovery of human remains. Construction work would be temporarily halted until the evaluation is complete. Therefore, compliance with these existing regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant.

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Reference

Amorena, David. 1987. Historic Resources Inventory. On file at the South Central Coastal Information Center, Fullerton, California.

NETROnline (Nationwide Environmental Title Research). 2017. Historical aerial photographs from 1947, 1952, 1959, 1967, 1969, 1972, 1977, 1980, 1994, 2003, 2005, 2009, 2010 and 2012. Accessed July 12, 2017. Historicaerials.com.

3.6 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

No Impact. There are numerous known earthquake faults in the vicinity of the project site. The City of West Hollywood has designated Fault Precaution Zones (FP-1 and FP-2) where site-specific fault studies and/or additional engineering design features are required for development projects. The City also maps the approximate surface trace of the Hollywood Fault and the approximate surface trace of active subsidiary splays of the Hollywood Fault. The project site is not within a designated Fault Precaution Zone. No mapped surface traces of the Hollywood Fault or its active subsidiary splays traverse the project site (City of West Hollywood 2010). As such, while the project site is within close proximity to mapped fault lines, surface rupture is not anticipated on the project site. No impact would occur as a result of the proposed project.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. The project site is within close proximity to the Hollywood Fault and is also located within an area that could be subject to seismic ground shaking from a variety of fault lines throughout the region. In the event of strong seismic ground shaking on the project site, the proposed billboard structure, public plaza, and surface parking lot would have the potential to undergo seismic damage, just as buildings and other structures along Sunset Strip may undergo damage during a strong earthquake. The proposed new billboard structure, public plaza, and parking lot would be designed and constructed in accordance with existing federal, state, and City laws and guidelines concerning seismic safety, thereby ensuring maximum feasible stability of the billboard and the other site amenities. Furthermore, the project would not introduce new habitable structures to the project site, nor would it substantially change the use of the project site (i.e., the site would remain a public parking lot with a billboard structure, similar to existing conditions). Because southern California is a seismically active region, visitors to the project site would not be at risk for exposure to seismic ground shaking hazards that would differ substantially from other areas in the City or region. Therefore, the proposed project would not substantially change the number of people or structures exposed to seismic ground shaking hazards. Upon compliance with seismic safety regulations, impacts related to seismic ground shaking associated with implementation of the proposed project would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressure to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. A portion of the project site is identified as being susceptible to liquefaction (California Geological Survey 1999). In the event that seismic-related ground failure were to occur at the project site, the new billboard structure, public plaza, and surface parking lot would have the potential to undergo damage, just as buildings and other structures along Sunset Strip may undergo damage from seismic-related ground failure. The proposed new billboard structure, public plaza, and parking lot would be designed and constructed in accordance with existing federal, state, and City laws and guidelines concerning seismic safety, thereby ensuring maximum feasible stability of the billboard and the other site amenities. Furthermore, the project would not introduce new habitable structures to the project site, nor would it substantially change the use of the project site (i.e., the site would remain a public parking lot with a billboard structure, similar to existing conditions). Because southern California is a seismically active region, visitors to the project site would not be at risk for exposure to seismic-related ground failure hazards that would differ substantially from other areas in the City or region. Therefore, the proposed project would not substantially change the number of people or structures exposed seismic ground shaking hazards. Upon compliance with seismic safety regulations, impacts related to seismic-related ground failure associated with implementation of the proposed project would be less than significant.

iv) Landslides?

No Impact. The project site is not located within an area identified as being susceptible to earthquake-induced landslides on maps prepared by the state (California Geological Survey 1999). As such, landslides are unlikely to occur on the project site. Therefore, no impact would occur as a result of the proposed project.

b) Would the project result in substantial soil erosion or the loss of topsoil?

No Impact. In an urbanized setting, substantial erosion or loss of topsoil typically occurs when ground disturbance causes soils to be exposed, and the soils are washed away during a storm or wind event. Proposed project construction would cause minor amounts of ground disturbance on the project site associated with installation of the billboard structure, plaza, and landscaping. These construction processes may cause temporary soil exposure. However, the majority of the project site consists of a surface parking lot, which would be retained under the proposed project. While the parking lot would be scraped and resurfaced, this

process would only disturb the pavement and would not expose substantial amounts of the underlying soil. As such, any areas of exposed soils associated with the proposed project would be limited. Furthermore, the City's municipal code has numerous requirements in place that minimize and prevent soil erosion. These requirements include implementation of structural controls such as berms and plastic sheeting to minimize the escape of sediment; situating excavated soils in a manner that minimizes the amount of sediment that runs off site; and covering of any soil piles during the rainy season (Municipal Code Section 15.56.090). Due to the limited construction activities that would be required for the project, in combination with the City's requirements for implementation of stormwater best management practices during construction, proposed project construction would not result in substantial soil erosion or loss of topsoil. Once construction is complete, the project site would be fully covered with pavement and landscaping. As such, operation of the project would not result in substantial soil erosion or loss of topsoil. Therefore, the project would not result in substantial soil erosion or loss of topsoil. No impact would occur as result of the proposed project.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. As described above, the project site could be susceptible to soils hazards, such as liquefaction. In the event that soil instability were to occur at the project site, the new billboard structure, public plaza, and surface parking lot would have the potential to undergo damage. However, the proposed project would be subject to applicable City, state, and federal regulations related to geologic safety. Ground disturbance involved with the proposed project would consist of removal of the existing billboard, installation of a foundation for the proposed new billboard, installation of the proposed public plaza and new landscaping planters, and repaving the parking lot. As such, ground disturbance would be generally limited, and the proposed project would not be associated with substantial amounts of ground disturbance and excavation having the potential to cause soil instability. For these reasons, the proposed project is not expected to result in hazards related to soil stability. Upon compliance with seismic safety regulations, impacts related to soil hazards associated with implementation of the proposed project would be less than significant.

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

Less Than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. Portions of the project area and surrounding areas are underlain by quaternary alluvium consisting of loose to moderately dense sand, silt, and clay (Division of Mines and Geology 1998). Although expansive soils may be present in the project area, the proposed project would not increase the number of habitable structures or building occupants potentially exposed to hazards associated with soil expansion, nor

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would it substantially change the use of the project site (i.e., the site would remain a public parking lot with a billboard structure, similar to existing conditions). The proposed project would be constructed and operated in accordance with existing federal, state, and City laws and guidelines concerning structural safety, thereby ensuring maximum feasible stability of the new billboard structure and the other project elements. Upon compliance with these regulations, impacts related to expansive soils associated with the proposed project would be less than significant.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. No septic tanks or alternative wastewater disposal systems are proposed. The properties along Sunset Strip are served by a sewer system. Therefore, no impact associated with the use of alternative wastewater disposal systems would occur as a result of the proposed project.

References

California Geological Survey. 1999. *Earthquake Zones of Required Investigation – Beverly Hills Quadrangle*. Earthquake Fault Zones Revised Official Map Released July 1, 1986; Seismic Hazard Zones Official Map Released March 25, 1999. Accessed July 17, 2017. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>.

City of West Hollywood. 2010. *Figure 3.5-2, City of West Hollywood Fault Location and Precaution Zone Map, Public Review Draft Program Environmental Impact Report, City of West Hollywood General Plan and Climate Action Plan, Volume I*, June 2010. Accessed July 17, 2017. http://cms6ftp.visioninternet.com/weho/files/planning/environmental/09120175_West_Hollywood_GP_EIR_Vol_1.pdf.

Division of Mines and Geology. 1998. *Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California*. 1998. Accessed October 10, 2014. http://gmw.consrv.ca.gov/shmp/download/quad/HOLLYWOOD/reports/holly_eval.pdf.

3.7 Greenhouse Gas Emissions

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

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact. Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional greenhouse gases (GHGs) to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Although GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated on a project level under CEQA.

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see also CEQA Guidelines Section 15364.5). The three GHGs evaluated herein are CO₂, CH₄, and N₂O.

The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂E). Consistent with CalEEMod Version 2016.3.1, this GHG emissions analysis assumed the GWP for CH₄ is 25 (emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007).

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review" states that

“public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact” (OPR 2008). Furthermore, the advisory document indicates that “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact,’ individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.” Section 15064.7(c) of the CEQA Guidelines specifies that “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

To address Impact 3.7(a), this analysis uses the SCAQMD recommended (not adopted) numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects.

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the CAPCOA, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO₂E per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO₂E per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO₂E per year), commercial projects (1,400 MT CO₂E per year), and mixed-use projects (3,000 MT CO₂E per year). Under option 2, a single numerical screening threshold of 3,000 MT CO₂E per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO₂E per service population for project level analyses and 6.6 MT CO₂E per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the project is most representative of a commercial development, this analysis applies the recommended SCAQMD threshold of 1,400 MT CO₂E per year. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2009). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 1,400 MT CO₂E per year.

Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment (i.e., crane operation), on-road hauling and vendor trucks, and worker vehicles to construct the billboard structure, plaza, and other on-site improvements. CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Sections 1.7 and 2.3. It was assumed that over the construction duration, project construction would require a total of 40 haul truck round-trips (80 one-way truck trips), 8 vendor truck round-trips daily (16 one-way truck trips), and 10 worker commute round-trips daily (20 one-way vehicle trips).

Table 3.7-1 presents construction-related GHG emissions for the proposed project from on-site (off-road equipment) and off-site emission sources (hauling and vendor trucks and worker vehicles).

Table 3.7-1
Estimated Annual Construction Greenhouse Gas Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ E
	<i>Metric Tons per Year</i>			
2019	217.33	0.05	0.00	218.69
2020	125.55	0.03	0.00	126.21
Total	342.88	0.08	0.00	344.90
Amortized Over 30 Years				11.50

Notes: See Appendix C for complete results.

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.

As shown in Table 3.7-2, the estimated total GHG emissions during construction of would be approximately 345 MT CO₂E. Estimated project-generated construction emissions amortized over 30 years would be approximately 11.50 MT CO₂E per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the proposed project would be short-term in nature, lasting only for the duration of the construction period (approximately 2 years), and they would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational emissions would chiefly be generated by energy use powering the billboard structure and associated digital media. Based on information provided by the billboard design consultant, the project would consume a total of 645,145 kilowatt (kWh) per year and generate 102,200 kWh through on-site solar panels. No new area source emissions are anticipated to be generated by the project. Routine public use of the plaza could generate minimal emissions associated with water, wastewater, and solid waste. Emissions generated from water use, wastewater generation, and solid waste generation were estimated using CalEEMod default data for 1,000 square feet of general office space to represent potential emissions resulting from water use and solid waste associated with the plaza (although no restroom facilities are provided on site and no specific water features or solid waste generating uses are proposed). No routine daily operational vehicle trips would occur after construction of the project is completed. Operation of the proposed project would require only periodic maintenance vehicle trips and would not result in routine mobile source emissions. Table 3.7-2 presents operation-related GHG emissions for the proposed project and estimated amortized construction emissions provided in Table 3.7-1.

Table 3.7-2
Estimated Annual Operational Greenhouse Gas Emissions

Source	CO ₂	CH ₄	N ₂ O	CO ₂ E
	Metric Tons per Year			
Area	0.00	0.00	0.00	0.00
Energy	152.60	0.01	0.00	153.25
Mobile	0.00	0.00	0.00	0.00
Solid Waste	0.19	0.01	0.00	0.47
Water Supply and Wastewater	1.00	0.01	0.00	1.19
Total Operational Emissions	153.80	0.02	0.00	154.91
<i>Amortized Construction Emissions</i>				11.50
Operation + Amortized Construction Total				166.41
<i>SCAQMD Recommended Threshold</i>				1,400
Exceeds Threshold?				No

Notes: See Appendix C for complete results.

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.

Total annual estimated proposed project generated emissions, including amortized construction emissions would be 166.41 MT CO₂E and would not exceed the proposed SCAQMD threshold of 1,400 MT CO₂E per year for commercial projects. As such, operation of the proposed project would not result in a substantial source of long-term GHG emissions. Therefore, potential GHG impacts of the proposed project would be less than significant and the project's contribution to climate change would not be cumulatively considerable.

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

No Impact. The City adopted the City of West Hollywood Climate Action Plan (CAP) on September 6, 2011, concurrent with the adoption of the City's General Plan. The City's CAP includes strategies and performance indicators to reduce GHG emissions from municipal and communitywide activities within the City (City of West Hollywood 2011). The CAP's strategies address seven major GHG sources and recommend actions to achieve GHG reductions through: community leadership and engagement, land use and community design, transportation and mobility, energy use and efficiency, water use and efficiency, waste reduction and recycling, and green space. For each strategy, the CAP recommends measures and actions that translate the CAP's vision into on-the-ground action. Measures define the direction that the City will take to accomplish its GHG reduction goals, while actions define the specific steps that City staff and decision-makers will take over time. Overall, the goal of the CAP is to reduce West Hollywood's community-wide GHG emissions by 20% to 25% below 2008 emission levels by the year 2035.

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The City released a draft of the Sunset Strip Off-Site Signage Policy in April 2017. It is anticipated that the City Council will review the proposed policy in September 2017. In part this policy would require digital billboards to use renewable energy sources, through purchase of renewable energy certificates and/or installation of on-site renewable energy sources. If the proposed Sunset Strip Off-Site Signage Policy is approved, it could be in effect when the 8775 Sunset Boulevard Billboard Project is brought forth before City decision makers for review. As such, this document discusses the proposed project relative to policies in both the currently adopted SSP and Zoning Ordinance and the proposed Sunset Strip Off-Site Signage Policy.

The proposed project involves installation of a billboard structure, lighting, and repaving on an existing structure and would not conflict with the goals, measures, and actions of the CAP. The measures for the community leadership and engagement, the land use and community design, and the green space goals are focused on community actions, balance of land use mix, and sustainable landscapes, and would not be applicable to the project. The project would not use water or generate waste, and would not conflict with the associated water efficiency and waste reduction and recycling goals and measures. Although the project would result in minor vehicle trips, the project would not conflict with transportation and mobility measures, which are focused on providing enhanced pedestrian and bicycle network infrastructure and transit system improvements to encourage alternative modes to vehicle travel and reducing vehicle congestion. The CAP's energy measures strive to reduce the City's per capita energy use through residential and commercial programs and incentives, and also focus on green building design and requirements for new building construction. The proposed project would offset 16% of its energy use through on-site solar and would offset the remaining energy use through purchase of renewable energy certificates. Based on these considerations, the proposed project would not conflict with the City's adopted CAP.

As described above, GHG emissions from the proposed project would result from equipment operation, haul truck and vendor truck trips, and worker commute trips required during construction and operation of the project. The construction process, extending over a year, would generate approximately 40 haul trips, 8 vendor truck trips, and 10 worker commute round-trips. Operation of the project would require minimal vehicle trips for maintenance, and energy use associated with the billboard structure would be offset as discussed above. Accordingly, the GHG emissions resulting from these activities would be minimal. Furthermore, as discussed under Section 3.7(a), project-generated emissions would not exceed the proposed SCAQMD threshold of 1,400 MT CO₂E per year for commercial projects. Due to the minor nature of the GHG emissions that would result from the project, the project would not conflict with state climate change policy or with the City's CAP. No impact would occur as a result of the proposed project.

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3.8 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, solvents, and architectural coatings would be used during construction of the proposed project. These materials are not considered acutely hazardous and are used routinely throughout urban environments for both construction projects and small-scale structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction of the project has been completed, fuels and other petroleum products would no longer remain on the site.

Operation of the proposed project would not generally require additional materials, whether hazardous or non-hazardous, beyond those that are currently used on the project site for operation and maintenance of the existing surface parking lot, landscaping, and standard billboard. While some of the landscaping at the site would change upon project implementation, maintenance activities such as fertilizing and application of pesticides would continue to occur on the site with or without the project. Similarly, use of the surface parking lot, including the potential for minor leaks of oil or petroleum from parked cars, would continue to occur with or without the proposed project. However, in contrast to the existing standard billboard, the proposed billboard structure would involve several types of materials that are not currently present at the site: LED bulbs for the digital screens, projector bulbs, and solar panels. The LED bulbs for the digital screens would need to be replaced approximately once every 5 years. During these periodic maintenance events, the used bulbs would be transported and disposed of in accordance with applicable regulations. Use of LED bulbs in accordance with applicable handling and disposal requirements would not pose a significant risk to the public or environment. The projector bulbs would require replacement approximately once every 5 years. Projector bulbs typically contain mercury. In the unlikely event that a bulb were to break during transport, operation, or disposal, mercury could be released into the environment, and workers could potentially be exposed to the chemical. Mercury is a hazardous material that is regulated at the state and federal level as universal waste (U.S. EPA 2016a), and release of mercury to the environment or exposure of workers to the chemical could result in a significant adverse impact. However, projector bulbs would be handled in accordance with the applicable state and federal laws governing the handling and disposal of mercury, which would reduce the likelihood of bulb breakage and subsequent release of mercury. In the unlikely event of bulb breakage, workers handling the bulbs would comply with applicable state and federal laws establishing safety protocol for cleanup and disposal of the mercury. Because the mercury in projector bulbs is considered hazardous, the bulbs are prohibited from being discarded into landfills (U.S. EPA 2016b; CalRecycle 2016). The used projector bulbs would therefore be transported, as per standard practice, to a hazardous waste facility in accordance with applicable state and federal laws governing mercury-containing lamps.

The proposed project may result in installation and operation of several solar panels within the existing surface parking lot. Some types of photovoltaic (PV) technology used in solar panels involve crystalline silicon or thin-film cadmium telluride type panels. There are potential environmental health and safety concerns associated with the use of cadmium-containing PV panels. Elemental cadmium (Cd), which forms CdTe when reacted with tellurium (Te), is a lung carcinogen and can cause detrimental effects on kidneys and bones with long-term exposure. According to a 2003 report from the National Renewable Energy Laboratory, the only pathways for human exposure to CdTe are ingestion of flakes or dust particles, or inhalation of dust and fumes. In PV panels, CdTe layers are encapsulated between layers of glass and are therefore stable. Unless the PV module is purposely ground into a fine dust, dust particles will not be generated. Preliminary studies have indicated that CdTe releases are unlikely to occur during accidental breakage (Fthenakis and Zweibel 2003). As such, while the PV cells on the project site may contain hazardous materials, release of such materials is highly unlikely. Moreover, solar panels are common on residential and commercial properties in Southern California and are not regulated as hazardous materials. In the unlikely event of a release, workers handling the exposed would comply with applicable state and federal laws establishing safety protocol for cleanup and disposal of such materials. Upon compliance with applicable regulations concerning the transport, use, and disposal of hazardous materials, impacts from the proposed project would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. As discussed under Section 3.8(a), construction of the proposed project would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, solvents, and architectural coatings. These materials are not considered acutely hazardous and are used routinely throughout urban environments for both construction projects and small-scale structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For these reasons, construction of the proposed project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment.

The operations at the project site would not substantially change upon implementation of the project. As described under Section 3.8(a), new operational materials associated with the project include LED bulbs, projector bulbs, and PV panels. LED bulbs contain trace amounts of hazardous materials but are not currently regulated as a hazardous material. LED bulbs used for the billboard would be required to be transported, installed, and disposed in accordance with the most recent regulations concerning treatment of LED bulbs. Projector bulbs often contain mercury, which is considered a hazardous waste. Mercury-containing lamps are regulated at the federal and state level as hazardous wastes. Transport and disposal of the projector lamps in accordance with federal and state requirements for mercury-containing lamps would

reduce the potential for the accidental release of mercury into the environment and would also ensure that the mercury is handled safely in the unlikely event of a release. As described in Section 3.8(a), some PV technologies contain metals that are toxic if released to the environment. However, as described in Section 3.8(a), hazardous releases of the metals within PV panels are unlikely. In the unlikely event that such materials are released into the environment, they would be handled in accordance with safety protocol for cleanup and disposal. For these reasons, the proposed project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment, and impacts resulting from the project would be less than significant.

- c) ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less Than Significant Impact. The West Hollywood Elementary School (970 North Hammond Street) and Pacific Hills School (8628 Holloway Drive) are both located within one-quarter mile of the project site. As discussed in Section 3.8(a), construction of the proposed project would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, solvents, and architectural coatings. These substances would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to nearby schools.

As described in Sections 3.8(a) and 3.8(b), the proposed project would not substantially change the types of materials that are used in the operations of the site. New materials used on the site would include LED bulbs for the digital screens, projector bulbs, and PV panels. Each of these materials are commonly used in urban environments and are not expected to introduce a new hazard to the project area that would affect nearby schools. As described in Section 3.8(a) and 3.8(b), the LED bulbs, projector lamps, and PV panels would be handled and disposed of in accordance with applicable regulations concerning each respective material. For these reasons, impacts related to the use of hazardous materials near schools resulting from the proposed project would be less than significant.

- d) ***Would the project 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 it create a significant hazard to the public or the environment?***

Less Than Significant Impact. The project site is not included on any hazardous waste site lists including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese list, the Superfund Site list, or other lists compiled pursuant to Section 65962.5 of the Government Code (CalEPA 2017a, 2017b, 2017c, 2017d; DTSC 2007; DTSC 2017; SWRCB 2017a; U.S. EPA 2016c, 2017).

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However, two properties adjacent to the project site are listed on the State Water Resources Control Board's GeoTracker site and the California Environmental Protection Agency's Enviro Mapper site: 8789 Sunset Boulevard and 8752 Sunset Boulevard. Both properties were listed due to the presence of a leaking underground storage tank associated with previous automobile uses at the sites. Both sites have reached a "case closed" status, indicating that the leak, spill, cleanup, and/or investigation has been addressed. Case closure is given when corrective action at the site has been completed and any remaining petroleum constituents from the release are considered to be low threat to human health, safety, and the environment (SWRCB 2017b). The case at 8752 Sunset Boulevard has been closed since 1987, and the case at 8789 Sunset Boulevard has been closed since 1996 (SWRCB 2017c, 2017d).

Several other properties along the Sunset Strip are also listed on the GeoTracker site and the Enviro Mapper site due to the presence of a leaking underground storage tank. Most listings are associated with automobile uses. All sites have reached a "case closed" status, with one exception. One remaining open case is located within the project area: a leaking underground storage tank cleanup site at 8873 Sunset Boulevard, which has a status of "open." The leak was associated with a former gasoline station at the site. The site has already undergone remediation under the oversight of the State Water Resources Control Board and Los Angeles County and is currently being monitored (SWRCB 2017e). Because remediation has been completed and the site is being monitored, the previous leak is not anticipated to cause a significant hazard at the project site. In the unlikely event that construction workers were to encounter contaminated soils during construction of the proposed project, the hazardous soils would be tested, removed, and disposed of in accordance with applicable local, state, and federal regulations for proper treatment of contaminated soils. Compliance with such regulations would further minimize the likelihood of a release of hazardous materials into the environment. As such, while the project area contains hazardous materials sites that are on lists compiled pursuant to Government Code Section 65962.5, the proposed project is not anticipated to create a significant hazard to the public or to the environment pertaining to these sites, since none are located on the project site itself and since most of the sites (including those closest to the project site) have undergone corrective action and are no longer expected to pose a threat to human health, safety, and the environment. For these reasons and upon required compliance with laws concerning hazardous materials, impacts resulting from the proposed project would be less than significant.

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

No Impact. The nearest airports to the project site are the Hollywood-Burbank Airport, located approximately 7 miles north of the project site, and the Santa Monica Municipal Airport, located approximately 6 miles southwest of the project site (Caltrans 2017). The proposed project area is located well outside of the airport influence area of these airports (Los Angeles County ALUC 2003). As such, the project

area is not located within a 2-mile radius of any public airport, and no airport land use plans apply to the site. Therefore, the proposed project would not create an airplane safety hazard for people residing or working in the project area, and no impact would occur.

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

No Impact. The project site is not located within the vicinity of a private airstrip (Airnav.com 2016). Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City has an emergency plan (the West Hollywood Emergency Plan) that is an all-hazards preparedness, emergency evacuation, response, and recovery plan. It addresses hazards such as fires, earthquakes, floods, terrorism, transportation accidents, public health emergencies, and hazardous materials accidents (City of West Hollywood 2011). The proposed project would be required to be consistent with this plan. In addition to the City's emergency plan, the Los Angeles County Department of Public Works maintains maps of the disaster routes in Los Angeles County. On the map that depicts the City of West Hollywood, the disaster routes that are nearest to the project area are Crescent Heights Boulevard and Santa Monica Boulevard (Los Angeles County Department of Public Works 2016). At its closest orientation to the project site, Crescent Heights Boulevard is a north-south roadway located approximately 1 mile east of the project site. At its closest orientation to the project area, Santa Monica Boulevard is an east-west roadway located approximately 0.30 mile south of the project site. The proposed project would not affect these roadways, because no activities associated with the proposed project would occur on these roadways. As explained in Section 3.16, the proposed project would not be associated with substantial increases in traffic volumes such that Sunset Boulevard or the surrounding roadways (e.g., Crescent Heights Boulevard or Santa Monica Boulevard) would be adversely affected relative to existing conditions.

The construction of the proposed project could potentially involve localized and temporary sidewalk closures along the Sunset Boulevard sidewalk that borders the project site. Temporary closure of one of the westbound traffic lanes on Sunset Boulevard may also be required. The closure would be limited to the area of Sunset Boulevard that immediately fronts the project site. Neither the sidewalk closures nor the lane closures would impede emergency access routes or implementation of evacuation plans, as they would be site-specific, would be limited to a small portion of the sidewalk and roadway, and are not anticipated to last for more than several days at a time. Additionally, an encroachment permit would be required, which would include provisions for appropriate emergency access and detour signage as necessary.

The special events that may be associated with the project would have the potential to draw additional visitors to the project site for up to three days per year. However, such events would proceed in accordance with the City's special events permitting process and would therefore be subject to conditions of approval, including traffic control and safety measures. In the unlikely event that an emergency were to occur at the time of a special event, City and County emergency response and evacuation protocol would proceed as planned. For these reasons, the proposed project would not interfere with emergency response or evacuation plans, and no impact would occur.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The nearest wildland areas are located at the base of the Hollywood Hills, which begin on the north side of Sunset Boulevard, adjacent to and north of the Sunset Strip. However, the project site is located outside of the City's designated wildland fire hazard zones (City of West Hollywood 2011). Additionally, the hills directly north of the project site are developed with residential uses. The project area is highly urbanized and is surrounded on all sides by development. Furthermore, the proposed project would not change existing conditions such that additional people or structures would be exposed to significant risk of loss, injury, or death caused by a wildland fire in the Hollywood Hills. The proposed project does not involve new buildings or new building occupants, which could increase the number of people exposed to wildland fire hazards in the area. While the project would involve the operation of LED and projector bulbs on the project site, when used for their intended purposes and when operated and installed in accordance with standard procedures, LED and projector bulbs do not pose an increased risk of fire relative to other lighting sources. As such, the proposed project is not expected to increase the potential for fires to occur in the project area. In the unlikely event of a wildland fire emergency in the project area, the Los Angeles County Fire Department, specifically Fire Station 7 (864 North San Vicente Boulevard) and Fire Station 8 (7643 Santa Monica Boulevard), both located within the City, would provide fire protection services. The project is located in a highly urbanized area, is not within a designated wildland fire hazard zone, and would not substantially increase the risk of wildland fire the area; as such, no impacts related to wildland fire are expected to occur.

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3.9 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a) *Would the project violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. Short-term construction activities for the proposed project would have some potential to affect the quality of stormwater discharged from the project site. Land disturbance activities could result in erosion and sedimentation, and spills or leaks of petroleum products used by construction equipment could also affect the quality of stormwater. However, the City's municipal code prohibits

discharges to the stormdrain system of any fuel, chemical wastes, or other materials that have potential adverse impacts on water quality (Municipal Code Section 15.56.060). The municipal code also requires implementation of best management practices, which “shall be used in areas exposed to storm water for the removal and lawful disposal of all fuels, chemicals, fuel and chemical wastes, animal wastes, garbage, batteries, or other materials which have potential adverse impacts on water quality” (Section 15.56.070). Standard site management practices and typical equipment maintenance, in combination with implementation of municipal code requirements involving stormwater quality, would generally preclude leaks and spills of a magnitude that would adversely affect stormwater runoff. Construction-related water quality impacts can also occur if land disturbance activities result in erosion or sedimentation downstream. Ground disturbance involved with the proposed project would consist of removal of the existing billboard, installation of a foundation for the proposed new billboard, installation of the proposed public plaza and new landscaping planters, and repaving the parking lot. As such, ground disturbance would be generally limited. The project would not result in exposure of large areas of exposed soils that could be transported off site during storm events. Furthermore, the City’s municipal code has numerous requirements in place that minimize and prevent sediments from contaminating stormwater runoff. These requirements include implementation of structural controls such as berms and plastic sheeting to minimize the escape of sediment and other pollutants; situating excavated soils in a manner that minimizes the amount of sediment that runs off site; and covering of any soil piles during the rainy season (Municipal Code Section 15.56.090). Due to the limited construction activities that would be required for the project, in combination with the City’s requirements for implementation of stormwater best management practices during construction, proposed project construction would result in less than significant effects relative to water quality standards and waste discharge requirements.

During operation, the proposed project would not require water, aside from occasional watering needs of the landscaping, which would occur in a manner generally consistent with existing conditions. (Watering needs at the site may in fact decrease upon implementation of the project, because some of the new landscaping would be drought tolerant.) As such, operational water quality concerns are generally limited to stormwater runoff. Under existing conditions, the site drains via concrete gutters located within the drive aisles of the surface parking lot. The concrete gutters direct flow to the curbside gutter along Sunset Boulevard, which leads to curb inlets that are spaced along the roadway. Current drainage would not be substantially altered by the proposed repaving of the parking lot and the installation of a new billboard structure, public plaza, and landscaping. Repaving parking lots is an activity that is exempt from low impact development requirements, as it is considered a routine maintenance activity (Municipal Code Section 15.56.095(a)(11)(D) and 15.56.095(e)(4)). However, parking lots are subject to a set of specific regulations that include provisions for adequate drainage. Section 19.28.100(A)(1) of the Zoning Ordinance, “Surface Parking Area Standards,” requires parking areas to be constructed and improved so that surface water does not drain over sidewalks or adjacent parcels. This section also requires parking lots to be constructed and improved in compliance with the stormwater quality and quantity standards of the City’s best management practices. Compliance with

Section 19.28.100(A)(1) would ensure that resurfacing the parking lot would not cause a substantial increase in runoff or polluted runoff from the lot. The new billboard, public plaza, and associated landscaping would be subject to the provisions of the West Hollywood Small Site Low Impact Development Manual, ensuring that the new public plaza, landscaped area, billboard, and associated walkways are designed to control pollutants, pollutant loads, and runoff volume. Upon compliance with the West Hollywood Small Site Low Impact Development Manual and other Municipal Code requirements pertaining to stormwater and non-stormwater runoff, operational impacts would be less than significant relative to water quality standards and waste discharge requirements.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

No Impact. Neither the construction nor operational processes associated with the proposed project would require increased water use or groundwater extraction. As such, the proposed project would not substantially deplete groundwater supplies. Groundwater recharge rates would not be affected by the proposed project, since the amount of impermeable surfaces at the project site would not substantially change. As such, no impacts to groundwater supply or recharge activities would occur.

- c) *Would the 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 which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. The project site does not contain any streams or rivers having the potential to be altered by the proposed project. The proposed project would result in limited ground disturbance on a site that is already fully developed with surface parking and small landscaping planters. As discussed under 3.9(a), all construction activities would be required to comply with the City's water quality best management practices. No ground disturbance would occur during operation of the proposed project. As such, the proposed project would not have the potential to result in substantial erosion or siltation on or off site. Impacts related to erosion and siltation resulting from the proposed project would be less than significant.

- d) *Would the project 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?*

No Impact. The proposed project area does not contain any streams or rivers having the potential to be altered by the proposed project. As explained in Section 3.9(b), the proposed project would be subject to the

provisions of the West Hollywood Small Site Low Impact Development Manual and the West Hollywood Municipal Code, ensuring that the new public plaza, landscaped area, billboard, and associated walkways are designed to control runoff volume. The proposed project would not substantially alter the amount of impervious surfaces at the project site. Therefore, the proposed project would not increase the rate or amount of surface runoff through conversion of existing pervious surfaces to impervious surfaces. Further, the proposed project would involve minimal ground-disturbing activities and would not have the potential to substantially alter the existing drainage pattern of the project site, as explained in Section 3.9(a). Any changes in drainage patterns would be temporary, localized, and would not have the potential to lead to flooding. For these reasons, no impact would result from the proposed project.

e) ***Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

No Impact. As explained in Section 3.9(b), the proposed project would not require additional water use at the site, nor would it increase the amount of impervious surfaces in the project area such that the rate and/or amount of stormwater runoff is increased. In fact, some of the existing landscaping would be replaced with drought-tolerant landscaping, may decrease the watering requirements at the site. As such, the proposed project would not adversely affect the capacity of stormwater drainage systems and could even result in slightly reduced runoff.

As explained in Section 3.9(a), construction of the proposed project could temporarily increase the sources of stormwater pollutants at the project site. Potential pollutants would include construction-related chemicals such as petroleum products used for construction equipment. However, the duration of construction and the amount of equipment and materials that would be required are limited. Additionally, compliance with City municipal code requirements for construction projects would minimize the potential for stormwater contamination. During operation, the drainage patterns of the site would not substantially change relative to existing conditions. A portion of the site would continue to operate as a surface parking lot. The remainder of the site would be comprised of a small public plaza, the new billboard, and walkways. The design of this area of the site would be subject to the West Hollywood Small Site Low Impact Development Manual, ensuring that the new public plaza, landscaped area, billboard, and associated walkways are designed to control pollutants, pollutant loads, and runoff volume. Upon compliance with City requirements, no impact would occur relative to stormwater volumes or pollution as a result of the proposed project.

f) ***Would the project otherwise substantially degrade water quality?***

No Impact. As described in Sections 3.9(a) through 3.9(e), the proposed project would not result in the use or release of contaminants to an extent that water quality would be degraded. No impact would occur.

- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. No area of the City is mapped within a 100-year flood hazard zone (City of West Hollywood 2011). Furthermore, housing would not be constructed as part of the project. Accordingly, no impact would occur.

- h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. As discussed in Section 3.9(g), no area of the City is mapped within a 100-year flood hazard zone. The proposed project involves repaving an existing surface parking lot; replacing an existing billboard with a new billboard; installing a public plaza, associated walkway, and solar panels; and replacing some of the existing landscaping. As explained in Section 3.9(d), these activities are not anticipated to affect or alter flood flows, in the unlikely event of a flood. As such, no impact would occur.

- i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. Franklin Canyon Reservoir is located approximately 2.5 miles northwest of the project site. However, as shown in the Dam Inundation Hazard Areas map in the City's general plan, the project site is not within a dam inundation hazard area (City of West Hollywood 2011). Furthermore, the proposed project would not change the use of any existing buildings or increase the number of building occupants in the project area who would be exposed to safety hazards in the unlikely event of a flood in the project area. As such, no impact would occur.

- j) Inundation by seiche, tsunami, or mudflow?*

No Impact. Seiches are oscillations generated in enclosed bodies of water, usually as a result of earthquake-related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. As discussed in Section 3.9(i), the Franklin Canyon Reservoir is located approximately 2.5 miles northwest of the project site. However, the distance and geographic boundaries between the project area and this body of water eliminates the risk of a seiche affecting the project area.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The project site is located approximately 8 miles northeast of the Pacific Ocean at an elevation of approximately 1,000 feet above sea level. As such, the project area would not be susceptible to inundation by tsunami.

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Mudflow is a response to heavy rainfall in steep terrain. There are hillside areas just north of the project site, associated with the Hollywood Hills. However, the hillside areas to the north of the project site are developed and vegetated. As such, they are not expected to be prone to mudflows with the potential to affect the project site. Furthermore, as discussed in Sections 3.6(a)(iv) and 3.9(i), the project is not in an area identified as being susceptible to landslides or flooding. This indicates that the project site is generally stable and is not expected to be prone to slope failures or floods. Furthermore, the proposed project would not introduce additional habitable structures to the project area, nor would it change the use of any existing buildings resulting in an increase of building occupants who may be exposed to mudflow. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. No impact would occur.

References

City of West Hollywood. 2011. *City of West Hollywood General Plan 2035*. Accessed December 14, 2016.
<http://www.weho.org/city-hall/download-documents/-folder-155>.

3.10 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project physically divide an established community?*

No Impact. The project site is located along an existing commercial urban corridor. The proposed project would involve replacement of an existing billboard structure with a new billboard structure in approximately the same location. It would also involve installation of a small public plaza, walkways, and landscaping within an existing surface parking lot, as well as repaving of the remaining parking areas. These uses would be consistent with the existing and planned land uses within the SSP area. As such, the

proposed project would not involve features such as a highway, aboveground infrastructure, or an easement through an established neighborhood, which would have the potential to physically divide an established community. For these reasons, the proposed project would not physically divide an established community, and no impact would result.

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

Less Than Significant Impact. Land use plans and policies applicable to the project site are set forth in the City's General Plan, the SSP, and the City's Zoning Ordinance. The proposed project is analyzed below for its consistency with applicable General Plan goals and policies, SSP goals and policies, and the Zoning Ordinance. The City is currently proposing changes in the off-site signage regulations in the Zoning Ordinance and SSP. These changes are being set forth in the proposed "Sunset Strip Off-Site Signage Policy." The City released a draft of the Sunset Strip Off-Site Signage Policy in April 2017 and another draft in June 2017. It is anticipated that the City Council will consider the proposed policy for approval in fall 2017 and the Planning Commission has already recommended approval of the policy to the City Council. If the Sunset Strip Off-Site Signage Policy is adopted by City Council, the regulations in the new policy would replace the off-site signage provisions that are currently in Part 2, Section 1, Policies–8 of the SSP and Section 19.34.080 of the City's Zoning Ordinance. (Note that some provisions currently in Section 19.34.080 of the Zoning Ordinance are proposed to be retained and have been integrated into the proposed Sunset Strip Off-Site Signage Policy.) Given the timing of these projects, it is possible that the proposed Sunset Strip Off-Site Signage Policy would be in effect before the 8775 Sunset Boulevard Billboard Project is brought forth before City decision makers for review. As such, this document discusses the proposed project relative to land use policies in both the currently adopted SSP and Zoning Ordinance and the proposed Sunset Strip Off-Site Signage Policy. Below is a discussion of the project's consistency with the General Plan, the SSP, the City's Zoning Ordinance, and the proposed Sunset Strip Off-Site Signage Policy.

General Plan Consistency

The Land Use and Urban Form Element of the General Plan sets forth the following goal for Sunset Boulevard: "Maintain Sunset Boulevard as a regional, national, and international destination for entertainment, and the primary economic engine of the City." The intent of this goal, as stated in the General Plan, is to "enhance Sunset Boulevard as the highest intensity area of West Hollywood, a popular and iconic international destination for entertainment, and the primary economic engine of the City..." (City of West Hollywood 2011). The proposed project would further this intent because it involves replacing an existing standard billboard with a unique, innovative billboard that would contribute to the vibrancy and creative design of the Sunset Strip, thereby helping to maintain the Sunset Strip as an internationally renowned

location for entertainment and nightlife. The Land Use and Urban Form Element also sets forth the following goal specific to signage in the City: “Maximize the iconic urban design value and visual creativity of signage in West Hollywood” (City of West Hollywood 2011). The proposed project would implement a particularly creative sign within the project area, as well as an associated public plaza and walkway. The proposed project would extend the concept of creativity in off-site signage in the City and in the region, thereby maximizing the possibilities for unique and creative urban design in the area. For these reasons, the proposed project supports and is consistent with the City’s goals for Sunset Boulevard and for signage and does not impede the City’s ability to meet its General Plan goals such that the Sunset Strip can continue as a unique international destination for entertainment and art.

Sunset Specific Plan Consistency

Goals and requirements for billboards are contained in Part 2, Section 1, Policies–8 in the SSP, in a chapter titled “Billboards and Art Advertising.” The first goal set forth for billboards and art advertising in the SSP is to “encourage maintenance and location of existing and proposed billboards.” The proposed new billboard structure would be located at the site of an existing two-sided billboard structure that would be removed as part of the project. The new billboard structure would be generally located in the same place within the project site as the billboard that is proposed for removal, and the billboard operator would conduct quarterly maintenance of the new billboard structure. The second goal is to “legalize existing billboards, and allow for creative billboards which will enhance the excitement of the Sunset Strip without detracting from existing visual aesthetics or interfering with views.” Consistent with this goal, the proposed project would involve installation and operation of a creatively designed and used billboard structure. The innovative design of the billboard structure would enhance the excitement of the Sunset Strip. The proposed project is not anticipated to cause an adverse aesthetic impact or an adverse impact to existing views. (Refer to Section 3.1 of this document for a further discussion of aesthetics.) The SSP also sets forth the goal of allowing artwork to be incorporated into existing and proposed structures in order to enhance the visual quality of the street and reduce the number of blank walls. While the project would not involve installing artwork on blank walls, it would encourage enhanced visual quality and excitement along the Sunset Strip by introducing an innovative billboard structure to the project area. Additionally, as described in Section 2.4 of this document, MOCA art content would be interspersed throughout commercial advertising displays and on several days per week, approximately an hour of programming time would be exclusively art. The billboard structure would also have opportunities for art displays within its interior environment and would be used periodically for billboard-related cultural events. As such, the proposed project would incorporate and display artwork, thereby helping to enhance the visual quality of the Sunset Strip. The SSP also has policies that address the potential effect of billboards relative to views and lighting. For example, the SSP requires that all billboard applications be reviewed to ensure minimization of any additional obstruction of views and to ensure compatibility with the intent of the SSP. As substantiated in Section 3.1 of this document, the proposed project is not expected to result in substantial adverse aesthetic effects, including effects to scenic vistas. As

determined in this section (Section 3.10), the project is compatible with the intent of the SSP. The proposed project is also being reviewed by City staff, Planning Commission, and City Council at various stages throughout the approval process. The SSP also requires that billboards must not negatively impact public views and that all new projects and changes to existing billboards be reviewed by the Community Development Department on a site-specific basis for possible impacts to residents. The proposed project would not adversely affect public views, as explained in Section 3.1 of this document. The proposed project application has been reviewed by the Community Development Department, with consideration given to nearby residential properties. As substantiated in Section 3.1 of this document, the proposed project would not create any significant, adverse aesthetic effects in the categories of views or lighting. As such, the proposed project would be consistent with SSP policies and requirements for billboards and art advertising that have been established to reduce the environmental effects of billboards. Furthermore, the project would contribute to the implementation of the SSP goals for encouraging creativity, artwork, and excitement in billboards and art advertising along the Sunset Strip (City of West Hollywood 1996).

Zoning Ordinance Consistency

Per Section 19.01.040(K)(1) of the Municipal Code, City projects are exempt from the Zoning Ordinance so long as the City's Planning Commission makes a finding that the project is consistent with the City's General Plan. The project's consistency with the General Plan is described above.

Proposed Sunset Strip Off-Site Signage Policy Consistency

The proposed Sunset Strip Off-Site Signage Policy consolidates and updates the City's current regulations and design standards for off-site signage along the Sunset Strip. The policy establishes an overall vision for the role of advertising signage on the Sunset Strip. Key elements of this vision include:

- Off-site signage that enhances the historic synergy of entertainment, advertising, arts, and music with cutting edge technology;
- Design that thoughtfully integrates billboards and architecture to provide an immersive urban experience;
- Modifications to existing signage
- New signage of improved quality;
- High design standards that protect and enhance value;
- Public arts programming that integrates with signage;
- Billboards that contribute positively to the excitement of Sunset Strip while avoiding negative impacts to nearby residential neighborhoods.

The proposed project is consistent with this overall vision for signage along the Sunset Strip. The project incorporates "cutting edge technology" and creative architecture to provide entertainment, excitement, and

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opportunities for creative arts programming on the site. The proposed billboard structure would also contribute to the goal of creating an “immersive urban experience.” The interior environment of the billboard structure and the public plaza would encourage pedestrians to interact with the billboard and its unique lighting displays. The billboard’s position adjacent to the Sunset Boulevard sidewalk and near the Holloway Triangle would attract pedestrians and would allow the billboard to contribute to the visual identity of the area. The project would also comply with specific design requirements in the policy relative to lighting and safety that would limit its effects on the residential neighborhood the north, consistent with the overall vision of billboards as “good neighbors.”

The policy allows for a limited number of new billboards that are integrated into building design for new and remodeled buildings and for modifications to existing billboards. The policy establishes requirements for new billboards and modified billboards relative to a number of topics, including luminance levels, renewable energy usage, lighting effects, and public art, among others. The proposed project has been designed in compliance with the luminance standards and the renewable energy requirements of the policy. The lighting for the project would operate in accordance with the standards established in the policy, which would limit the potentially distracting effects of the proposed project’s lighting. The proposed project would also conform to the requirements for public art by incorporating 25% cultural programming. As such, the proposed project would comply with the overall goals and intent of the proposed Sunset Strip Off-Site Signage Policy.

In summary, the proposed project is in line with both old and new visions for the Sunset Strip, as it would contribute a unique design element to the Sunset Strip, would add an art component, and would contribute to maintaining the Sunset Strip as a destination for entertainment and art.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. As discussed in Section 3.4(f), there are no adopted habitat conservation plans or natural community conservation plans applicable to the City. Therefore, the proposed project would not conflict with any such plans, and no impact would occur as a result from the proposed project.

References

City of West Hollywood. 1996. *Sunset Specific Plan*. Adopted July 1996.

City of West Hollywood. 2011. *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed January 16, 2017. <http://www.weho.org/city-hall/download-documents/-folder-155>.

3.11 Mineral Resources

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

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, there are no oil, gas, geothermal, or other known wells within the project area (DOGGR 2017). The Division of Mines and Geology (renamed the California Geological Survey in 2006) has mapped the City within Mineral Resource Zone 1 for aggregate resources. Mineral Resource Zone 1 is a designation given to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (Division of Mines and Geology 1994). Because the project site is not mapped as or known to contain an important mineral resource, the proposed project would not have the potential to cause a loss in availability of a known mineral resource that would be of value to the region and the residents of the state. The project site is developed with a surface parking lot, landscape planters, and a billboard. As such, the project site does not support mineral extraction activities, nor would it be expected to support such activities in the future. Furthermore, the proposed project involves repaving an existing surface parking lot, replacing of the existing billboard with a new billboard, and installing a small public plaza, new landscape planters, and solar panels on the project site. As such, the project would not involve land use changes that would affect availability of mineral resources at the site. As such, no impact would occur.

b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. The project area is not delineated as a locally important mineral resource recovery site in the General Plan (City of West Hollywood 2011). Furthermore, as discussed in Section 3.11(a), no active oil wells exist within the project area, and the City has been mapped within an area where no significant

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mineral deposits are present or are likely to be present. The proposed project involves repaving an existing surface parking lot, replacing the existing billboard with a new billboard, and installing a small public plaza, new landscape planters, and solar panels on the project site. As such, the project would not involve land use changes that would affect availability of mineral resources at the site. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

References

City of West Hollywood. 2011. *City of West Hollywood General Plan 2035*. Accessed January 20, 2015.
<http://www.weho.org/city-hall/download-documents/-folder-155>.

Division of Mines and Geology. 1994. *Generalized Mineral Land Classification Map of Los Angeles County – South Half – Aggregate Resources Only*. [map]. 1:100,000. USGS 7.5 Minute Topographic Quadrangles. Prepared by Russell V. Miller. 1994. Accessed January 13, 2017. <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm>.

DOGGR (California Department of Conservation, Division of Oil, Gas, and Geothermal Resources). 2017. DOGGR Well Finder. Accessed January 13, 2017. <http://maps.conservation.ca.gov/doggr/index.html#close>.

3.12 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact.

Construction

The City of West Hollywood does not have quantitative construction noise standards. Rather, it prohibits construction on weekday nights, on Saturdays (interior construction is permissible during the day), and on Sundays and holidays. Construction activities attributable to the proposed project would create intermittent elevated noise levels at and near the project site due to construction equipment, delivery of materials, construction worker trips, and construction personnel. The discussion below summarizes the anticipated construction process and provides estimated noise levels that could be experienced by sensitive receptors located adjacent to the project site.

Construction of the proposed project is anticipated to commence in April 2019 and would extend for approximately one year, terminating in April 2020. Construction would involve six phases, consisting of demolition, site preparation, paving, architectural coating, vertical construction, and sidewalk work. Construction would require 5 to 10 workers per day and approximately 4 roundtrip truck trips per day. Off-road equipment would include an excavator, a skid steer loader, rollers, air compressors, a fork lift, and a crane. Table 3.12-1 shows the sound levels typically produced by the construction equipment that would be associated with the proposed project.

Table 3.12-1
Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Crane, mobile	83
Excavator	77
Man Lift	68
Truck	88
Loader	85
Roller	74
Air compressor	81

Source: FHA 2008, FTA 2006

By comparison to the noise levels shown in Table 3.12-1, the project area is characterized by existing ambient noise levels of 65 to 70 dB (City of West Hollywood 2011). Due to the existing high ambient noise environment along Sunset Strip, the minor construction activities that would occur in association with the proposed project, and the fact that these activities would not involve heavy construction equipment (i.e., large bulldozers or scrapers), construction would not be expected to cause adverse exposure of persons to excessive noise levels. However, noise is considered of particular concern when increases in noise level are experienced by noise-sensitive receptors. The City’s General Plan defines noise-sensitive receptors as land uses such as residences, schools, hospitals, religious facilities, theaters, concert halls, libraries, and parks (City of West Hollywood 2011). The project area is primarily developed with commercial land uses. The closest sensitive receptors are the multi-family units located to the north of the site. The southernmost units may be as close as 25 feet to the proposed construction activities. However, the construction activities that would occur closest to these receptors would involve repaving the existing parking lot and installing solar panels in the northern section of the parking lot. The most intensive construction activities (billboard installation and construction of the small public plaza and walkways) would occur approximately 140 feet from these sensitive receptors. Furthermore, the construction activities would be separated from these sensitive receptors by a retaining wall and a small hillside area. These elements would help buffer the residential receptors to the north from temporary noise impacts associated with construction. As stated above, construction associated with the proposed project would consist primarily of low-intensity activities and would not require the use of heavy construction equipment. Trucks are anticipated to be the most noise-intensive piece of equipment required, and the City’s municipal code contains policies that limit noise produced by construction trucks. As stated in Section 9.08.050, “the motors and engines for construction related vehicles and equipment shall not be left idling and shall be turned off when not in use.” This requirement would ensure that trucks are turned off upon arrival at the site and would therefore reduce the amount of noise produced by the project during the temporary, intermittent construction activity.

Truck trips and worker vehicle trips would be required during construction, and the addition of new vehicle trips in an area has the potential to increase traffic noise levels over existing conditions. However, the project area is highly urbanized and is characterized by high existing traffic volumes. The brief addition of several truck trips and worker vehicle trips to the project area per day for the duration of construction would not create a noticeable or substantial increase in noise in the project area.

Construction activities attributable to the proposed project would also be required to comply with the City's Noise Control Ordinance, which prohibits construction from occurring between the hours of 7:00 p.m. and 8:00 a.m. on weekdays or at any time on Saturday (except, between the hours of 8:00 a.m. and 7:00 p.m., interior construction is permissible); or at any time on Sunday or on a holiday (Municipal Code Section 9.08.050). In the event that Sunday construction is necessary, City Manager approval and an extended hours construction permit would be required. Due to the minor and temporary nature of the construction noise associated with the proposed project, the high levels of existing ambient noise in the project area, and required compliance with the City's Noise Control Ordinance, impacts of proposed project construction activities would be less than significant.

Operation

Operational noise impacts may occur if a project involves on-site uses that generate noise in excess of standards, such as outdoor events, outdoor stationary equipment, amplified music, etc. Standards for operational noise are established in the City's Noise Control Ordinance and General Plan. Relevant standards include Municipal Code Section 9.08.040, which prohibits noises that are "so loud, prolonged and harsh as to be annoying to reasonable persons of ordinary sensitivity and to cause or contribute to the unreasonable discomfort or disturbance of any persons within the vicinity." Section 9.08.050 prohibits specific types of noises, including the following: amplified sound, radios, musical instruments, etc., that are audible at a distance of 25 feet or more from the source between the hours of 10:00 p.m. and 8:00 a.m.; sustained, continuous, or repeated operation of mechanical devices near a residential district; and, any electronically amplified signal intended for non-emergency purposes that makes noise for more than ten consecutive seconds in any hourly period. Section 9.08.060 exempts certain noise sources from the provisions of the Noise Control Ordinance. Relevant exempt noise sources include outdoor gatherings and shows, provided the events are conducted pursuant to a permit issued by the City Manager, and the operation of properly maintained mechanical equipment (such as air conditioning units) that are required by the Fire Code or the Building Code.

The General Plan Safety and Noise Element contains a table that establishes the maximum acceptable noise levels for new developments as measured from any adjoining or proposed residential property within the City ("Table 10-1: Non-Transportation Source Noise Standards Effecting Noise-Sensitive Land Uses"). In accordance with the General Plan, proposed development should not generally cause a noise level that

exceeds 55 dBA L_{eq} between 8:00 a.m. and 10:00 p.m. or 50 dBA L_{eq} between 10:00 p.m. and 8:00 a.m., as measured from adjoining residential properties. The General Plan Safety and Noise Element contains another table that outlines land use compatibility guidelines (“Table 10-2: Noise/Land Use Compatibility Matrix”). A project is considered compatible with the noise environment if the noise level generated by the project falls within specified ranges of community noise exposure (City of West Hollywood 2011). For residential land uses, a noise level of 50 to 60 Ldn or CNEL is considered normally acceptable, and a noise level of 60 to 70 Ldn or CNEL is considered conditionally acceptable. “Conditionally acceptable means that new construction or development can be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.” For commercial land uses, a noise level of 55 to 65 Ldn or CNEL is considered normally acceptable, and a noise level of 60 to 75 Ldn or CNEL is considered conditionally acceptable.

Billboard Structure and Plaza Acoustics. Operation of the proposed project would introduce several stationary noise sources to the site. These would consist of low-level acoustics for the billboard (e.g., acoustics complementing the interactive social media content on the sign’s interior) and acoustics for occasional temporary events in the plaza. The low-level acoustics used for the interior of the billboard structure and the plaza acoustics would operate between 8:00 a.m. and 10:00 p.m., in accordance with Section 9.08.050(a). As stated in Section 2.4, any audio between the hours of 6:00 a.m. and 8:00 a.m. and 10:00 p.m. and 2:00 a.m. would be low-level, ambient sound only audible to pedestrians within a 25-foot radius of the billboard structure and plaza. The acoustics would cease between 2:00 a.m. and 6:00 a.m. As such, the billboard and plaza acoustics would be in compliance with the City’s Noise Control Ordinance.

During the normal operating hours of the acoustics (8:00 a.m. to 10:00 a.m.), the sound levels would be approximately 5–6 dB above ambient noise levels at the project site. This would be accomplished through installation of a microphone that would pick up the ambient noise level (i.e., traffic, aircraft, conversations, etc.) and adjust the volume above the noise level dynamically, so that the volume of the sound system does not raise above a level that exceeds 5–6 dB above ambient. Ambient noise levels at the project site are approximately 65 dB (City of West Hollywood 2011). Given this level of ambient noise, the sound level produced by the billboard and plaza acoustics would be dynamically adjusted to approximately 71 dB. This noise level falls within the conditionally acceptable noise levels for commercial land uses, as set forth in General Plan Table 10-2. The nearest noise-sensitive receptors to the project site are the residences that are located approximately 140 feet north of the proposed billboard structure and the plaza. If the speakers at the billboard and plaza are operating at a level of 71 dB, the nearby residences would be exposed to sound levels of approximately 38 dBA from the speakers. This noise level falls well below the range of normally acceptable noise levels for residential land uses, as set forth in General Plan Table 10-2. This noise level also falls well below the maximum acceptable noise levels for new development as measured from adjoining residential properties, which are defined in General Plan Table 10-1.

While the sound system would be able to dynamically adjust based on the ambient noise conditions, the sound levels from the speakers would be limited to 88 dB at the source. Because the ambient noise levels at the project site are typically 65 dB, the proposed sound system would generally operate well below the 88 dB sound limit. However, for the purposes of addressing the worst-case scenario, acoustics operating at level of 88 dB at the billboard and plaza would expose the nearby residential sensitive receptors to sounds levels of approximately 55 dB. While this scenario is unlikely during the normal operating conditions of the project, these sound levels would be “normally acceptable” for residential land uses, as shown in General Plan Table 10-1. However, once the noise level from the acoustics extends above 75 dB, the project would exceed the conditionally acceptable noise levels for commercial land uses as established in the General Plan. This would only occur if ambient noise conditions have already exceeded those that are normally expected at the project site and that are normally acceptable for commercial areas. Additionally, due to the design of the project’s acoustics, amplified noise levels would not exceed 5–6 dB above the ambient noise levels, even when ambient noise levels are higher than normal. For these reasons, the billboard and plaza acoustics would be in compliance with General Plan noise standards under normal operating conditions.

Increased Site Use. Under existing conditions, the project site is used as a surface parking lot and the site of a standard billboard. Under proposed conditions, the site would continue to be used as a surface parking lot. However, the proposed project would include a new billboard structure and an associated public plaza and walkway, which would attract pedestrians to the project site. Visitors would be expected to congregate near the base of the billboard structure, within the billboard structure, within the public plaza, and/or along the walkway along Sunset Boulevard. (The intent of the project is to attract passers-by and include them in interactive art or viewing opportunities in the public space inside the billboard structure.) The increased visitation would lead to increases in pedestrian-related noise at the project site. However, these project elements are concentrated away from the nearest sensitive receptors. The plaza and the proposed billboard would be located approximately 140 feet from the nearest residential properties. Furthermore, the project site is situated along the Sunset Strip, which is characterized as an area with high traffic volumes, nightlife, entertainment venues, and pedestrian activity. As such, while the project may draw additional visitors to the project site, the increase in activity is not expected to cause a substantial change in noise levels. Noise impacts associated with special events at the project site are discussed below.

Maintenance Activities & Off-Site Traffic Noise Levels. Operational noise in excess of established standards may occur when a project generates traffic to the extent that traffic-related noise on nearby roadways increases. Several maintenance activities would be required periodically for the proposed project. These maintenance activities would generally be associated with one or two truck trips and would involve maintenance of the billboard structure’s media technology, replacing LED bulbs for the digital screens, replacing lamps in the projectors, and/or maintaining the landscaping and surface parking areas. Maintenance of the media technology would occur on a quarterly basis (i.e., approximately four times per year). LED and projector bulb replacement would occur approximately once every 5 years. Because the project site currently

contains a billboard that undergoes copy changes and bulb replacements, as well as a surface parking lot and landscape planters that require maintenance activities, the operational activities associated with the proposed project would not differ substantially from those that currently occur on the site. As such, any truck trips or worker vehicle trips associated with maintenance activities at the project site would not generate a substantial increase in daily vehicle trips such that off-site traffic noise in the project area would substantially increase. No substantial increases in noise would result from routine maintenance activities associated with the proposed project. Additionally, the City's regulations that limit noise produced by construction trucks, as described above, would further limit noise associated with the project's maintenance activities.

As described above, the proposed project would lead to additional visitors at the project site to view the billboard structure or use the public plaza. In general, daily visitors to the project site are expected to consist of people who are already visiting the project area. The billboard itself is not anticipated or designed to serve as a daily attraction for people to drive to the area who are not otherwise on Sunset Boulevard. As such, under normal operating conditions, the project is not expected to create additional vehicle traffic associated with increased visitors to the site and, therefore, would not substantially increase off-site traffic noise levels.

Special Events

For the proposed annual special event, the speakers in the public plaza may be intermittently operated at higher volumes relative to their daily operating conditions. During these events, additional visitors may also be drawn to the site. As stated in the City's Noise Control Ordinance, outdoor gatherings, public dances, shows, and sporting events are exempt from the City's Noise Control Ordinance given that such events are conducted pursuant to a permit issued by the City Manager and are temporary in nature. As such, special events associated with the proposed project, provided that a permit is obtained from the City Manager, would not be in violation of City noise standards. Such special events would also be subject to Chapter 19.54 of the City's municipal code, which requires permits for special events. The permits must be approved by the Director of Economic Development, and the Director may impose conditions of approval that address nuisance factors, including noise and operating days and hours (Section 19.54.070). As such, if the special event is expected to result in substantial increased noise levels with the potential to adversely affect sensitive receptors, the City would be able to impose conditions of approval for the special event to ensure that substantial impacts would not occur as a result of the special event. Furthermore, as described in the analysis under the "Operation" subsection above, operation of the billboard and plaza speakers at their maximum levels (i.e., 88 dB) would fall into the range of "normally acceptable" noise levels at the at the nearest residential land uses. While conditionally acceptable noise levels for commercial uses could be temporarily exceeded during special events, these exceedances would be temporary and intermittent, since the special events would occur for no more than approximately three days per year. Additionally, the Sunset Strip is characterized as an area with high traffic volumes, numerous entertainment venues, and nightlife. The area is a major attraction for both residents of the Los Angeles area and for tourists. Sensitive receptors located

along and adjacent to the Sunset Strip are currently subject to ambient noise levels associated with an overall high level of daily activity, as well as periodic and intermittent increases in noise levels associated with entertainment events and increased volumes of visitors occurring at different times throughout the year. As such, the introduction of new periodic events at the project site would not cause a substantial change in the noise environment along and adjacent to the Sunset Strip and would not be in violation of City noise standards, provided that a permit is obtained from the City Manager.

In summary, maintenance activities associated with the proposed project would be minimal to negligible relative to existing conditions; the stationary noise sources associated with the proposed project would conform to City standards; and special events would only occur infrequently and only under a permit from the City Manager. For these reasons, operational noise impacts would be less than significant.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. Operation of certain types of construction equipment can cause vibrations that spread through the ground and diminish in strength with distance. Ground-disturbing activities would be generally limited to repaving the surface parking lot, removing the existing billboard foundation, and installing the new billboard foundation and public plaza. These activities would not require use of heavy construction equipment (e.g., large bulldozers, pile drivers, etc.) typically associated with substantial levels of groundborne vibration. As such, even during the infrequent ground disturbances that would be associated with the proposed project, a substantial vibration impact would not be anticipated. Operation of the proposed project would not involve any pieces of equipment or activities that would produce excessive groundborne vibration or groundborne noise levels. For these reasons, impacts would be less than significant.

c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. A significant impact would occur if the proposed project would cause a substantial permanent increase in noise levels above existing ambient levels. Permanent noise sources attributable to the proposed project are described in Section 3.12(a) and would consist of the following: low-level acoustics emitted by the billboard, acoustics for the plaza, visitors at the site, maintenance activities, and off-site traffic noise. As described in Section 3.12(a), the low-level acoustics emitted by the billboard and the plaza may be audible at neighboring residential sensitive receptors, the nearest of which are approximately 140 feet from the proposed billboard and plaza location. However, the project's acoustics would not exceed noise levels that are considered acceptable for residential areas, pursuant to General Plan noise standards. As such, these sounds would not have the potential to substantially affect ambient noise levels in the project vicinity.

While the number of visitors and associated conversational sounds may increase relative to existing conditions, the project site is situated in an urban area that is already subject to high volumes of vehicular traffic, pedestrian traffic, entertainment activities, and nightlife. As such, additional visitors on the project site would not be expected to substantially change the ambient noise environment of the project area relative to existing conditions. As explained in Section 3.12(a), maintenance activities and associated vehicle trips site are not expected to differ substantially from the current maintenance activities. Additionally, as substantiated in Section 3.12(a), the project is not expected to result in a substantial increase in daily vehicle trips. As such, the project would not cause off-site traffic noise to increase to the extent that the ambient noise levels of the project vicinity would be adversely affected. For these reasons, the permanent noise sources that may be attributable to the proposed project would not substantially affect the ambient noise levels of the project area, and impacts from the project would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As discussed in Section 3.12(a), the proposed project would be associated with temporary, intermittent increases in noise in the project area due to construction activities. However, as described in Section 3.12(a), these activities would be minor and would not involve heavy construction equipment. Furthermore, the project area is characterized by high existing ambient noise levels, since it is a major thoroughfare for vehicle traffic and is also an international destination for entertainment and nightlife. Temporary construction activities at the project site, which would be low in intensity, short in duration, and would take place within the permitted daytime hours, are not expected to cause a substantial temporary or periodic increase in ambient noise levels.

As discussed in Section 3.12(a), operation of the proposed project would also be associated with special events that may result in periodic increases in noise due to an audio component and/or a gathering of people at the project site. During the special events, speakers at the project site may be intermittently operated at higher volumes relative to their daily operating conditions, and additional visitors may be drawn to the site. However, for the reasons discussed in 3.12(a), impacts from special events would be less than significant. As such, the temporary and/or periodic noise sources that may be attributable to the proposed project would not substantially affect the ambient noise levels of the project area, and impacts from the project would be less than significant.

e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. As discussed in Section 3.8(e), the project area is not located within 2 miles of a public airport, and the project area is not within an airport land use plan. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft use. No impact would occur.

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

No Impact. As discussed previously in Section 3.8(f), the project area is not located 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 related to aircraft use. No impact would occur.

References

City of West Hollywood. 2011. *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed January 16, 2017. <http://www.weho.org/city-hall/download-documents/-folder-155>.

FHA (Federal Highway Administration). 2008. *Roadway Construction Noise Model (RCNM), Software Version 1.1*. December 8, 2008. U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. Washington, D.C.

FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*. May 2006. Accessed February 12, 2015. <http://www.ontarioplan.org/index.cfm/33710/33960>.

3.13 Population and Housing

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

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. The proposed project involves repaving an existing surface parking lot; replacing an existing billboard with a new billboard; installing a public plaza, associated walkway, and solar panels; and replacing some of the existing landscaping. As such, the proposed project would not include construction or operation of any new residential or commercial land uses and, therefore, would not result in a direct population increase from construction of new homes or businesses. No extension of roads or other infrastructure that could potentially induce population growth would be required. During the minor construction activities that would be required for the proposed project, several construction personnel would be required during the construction period. Several workers would also be required for the routine maintenance activities associated with the proposed project, which consist primarily of quarterly maintenance of the billboard structure’s media technology, changing LED and projector bulbs every 5 years, and maintaining the landscaping and parking areas. Due to the minimal number of workers required for these activities and the routine, brief nature of the construction processes and maintenance activities, the need for workers would be accommodated within the existing and future labor market in the City and the surrounding Los Angeles metropolitan area. As such, the proposed project would not generate employment growth to the extent that population growth would result in the City or the region. Therefore, indirect population growth would not occur, and no impacts involving population growth would result from the proposed project.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project site does not contain existing houses. As such, the proposed new billboard, public plaza, and other project components would not displace any existing housing. No impact to housing would occur as a result of the proposed project.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The project site is currently developed with a surface parking lot, a billboard, and landscape planters. As such, the project site does not contain housing. The proposed repaving of the parking lot and installation of a new billboard, public plaza, walkway, solar panels, and replacement landscaping would not, therefore, have the potential to displace substantial numbers of people. Construction of replacement housing would not be necessary, and no impact to housing would occur as a result of the proposed project.

References

None.

3.14 Public Services

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

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire Protection

No Impact. Fire services in the City are provided by the Los Angeles County Fire Department. Two Los Angeles County Fire Department stations are located within the City: Fire Station 7, located approximately 0.4 mile southwest of the project site at 864 North San Vicente Boulevard and Fire Station 8, located approximately 1.5 mile east of the project area at 7643 Santa Monica Boulevard (City of West Hollywood 2011).

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The proposed project would involve repaving an existing surface parking lot; replacing an existing billboard with a new billboard; installing a public plaza, associated walkway, and solar panels; and replacing some of the existing landscaping. These proposed activities would not change the use of any existing buildings resulting in additional occupants and would not result in new buildings requiring fire protection services. As described in Section 3.13, the proposed project would not generate population growth resulting in an increase of people requiring fire protection services in the project area. Furthermore, the proposed project area is a highly urbanized corridor. The proposed billboard, public plaza, walkway, solar panels, and replacement landscaping would not cause an intensification of uses over existing conditions such that additional fire services would be required.

The presence of digital screens and projectors at the project site would entail the operation of LED bulbs and projector lamps. As with other light fixtures, LED bulbs and projector lamps do not pose an increased risk of fire relative to other lighting sources when they are used for their intended purposes, and when operated and installed in accordance with standard procedures. Furthermore, digital signs and projectors are typically equipped with small air conditioning units to ensure that overheating does not occur. As such, the use of LED and projection technology at the project site would not cause a fire hazard such that new or expanded fire facilities would be required. It is also noted that the digital screens can be used by the City to display emergency messages, thereby improving safety through an additional mode of communication.

During proposed special events at the project site, increased emergency personnel may be required, depending on the nature and size of the event. Under existing conditions, the City hosts numerous special events throughout the year that draw additional visitors into the City, such as the City's Halloween festivities and the Pride Parade. Any special events at the site are anticipated to be of a smaller scale when compared to these large-scale events. However, due to the periodic occurrence of large-scale special events in the City, the City staff, local fire stations, and emergency response personnel are equipped to support such events and are experienced with coordinating any necessary emergency personnel support. In the event that increased demand for fire protection services were to occur during a special event, this demand would only occur for the duration of the event (approximately 3 days). As such, new fire facilities would not be required to support these brief and periodic events. For these reasons and the reasons described above, the proposed project would not result in the need for construction or expansion of fire facilities, and no impact would occur as a result of the proposed project.

Police Protection

No Impact. The Los Angeles County Sheriff's Department contracts with the City to provide police protection. The City is served by the West Hollywood Sheriff's Station, located at 720 North San Vicente Boulevard, approximately 0.5 mile south of the project site. As described above under "Fire Protection," the proposed project would not result in population growth, additional building occupants,

or additional buildings. The proposed billboard, public plaza, walkway, solar panels, and replacement landscaping would not cause an intensification of uses over existing conditions such that additional police services would be required.

The periodic special events that would take place in association with the proposed project may require a temporary increase in police presence in the project area to facilitate pedestrian and traffic safety. However, under existing conditions, the City hosts numerous special events throughout the year that draw additional visitors into the City, such as the City's Halloween festivities and the Pride Parade. While any special events occurring at the project site are anticipated to be of a smaller scale when compared to these large-scale events, the City and the West Hollywood Sherriff's Station are equipped to support such events and are experienced with coordinating the law enforcement that is necessary to ensure safety during these events. Furthermore, the West Hollywood Sherriff's Station has a Deputy Sherriff Reserve Program. The Reserve Deputy Sheriffs have full peace officer powers while on duty and help supplement the station's fulltime deputies for a variety of duties, including patrolling for special events (LASD 2016). Additionally, as part of the required special events permit, the City may impose conditions of approval requiring the provision of security and safety measures (Municipal Code Section 19.54.070). Such security and safety measures, if determined to be necessary, would reduce the need for police protection services during the special events. For these reasons, the proposed project would not create the need for new or expanded police protection facilities, and no impact would occur as a result of the proposed project.

Schools

No Impact. The City is served by the Los Angeles Unified School District. The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to require a new school. As described in Section 3.13 of this document, the proposed project would not generate population growth. Therefore, no new students would be generated by the project, and no increase in demand for local schools would result. As such, no impact to schools would occur as a result of the proposed project.

Parks

No Impact. The City contains six municipal parks totaling 15.31 acres. The nearest park facility to the project site is the William S. Hart Park and Off-Leash Dog Park, located approximately 0.6 miles east of the project site at 8341 de Longpre Avenue. Residential development typically has the greatest potential to result in impacts to parks, since new residences generate a permanent increase in population. The proposed project does not include development of any residential or commercial uses and would not generate any new permanent residents or employees who would substantially increase the demand for local and regional park facilities. For these reasons, the proposed project would result in no impact involving a need for new or expanded park facilities. As such, no impact to parks would occur as a result of the proposed project.

Other Public Facilities

No Impact. The proposed project does not include development of residential or commercial uses and would not increase the demand for other public facilities, such as library services or City administrative services. Additionally, as described in Section 3.13 of this document the proposed project would not result in indirect population growth, which could increase demand for public facilities. No impact to other public facilities would occur.

References

City of West Hollywood. 2011. *City of West Hollywood General Plan 2035*. Accessed January 9, 2017.
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LASD (Los Angeles County Sherriff's Department). 2016. "Our Divisions." Webpage. Accessed January 9, 2017.
<http://www.wehosherriff.com/index.asp>.

3.15 Recreation

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

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

No Impact. As described in Sections 3.13 and 3.14, the proposed project would not generate new permanent residents that would increase the use of existing parks and recreational facilities. Construction personnel working at the project site could potentially use parks throughout the City during the temporary construction period. However, due to the limited nature and duration of the construction activities, as well as the small

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number of personnel required, construction would not introduce new permanent workers to the City such that new park facilities would be required.

The periodic special events that may take place at the project site could result in temporary increases in visitors to the project site. The project site is located over 0.5 mile from the nearest park facility (William S. Hart Park and Off-Leash Dog Park). As such, an occasional event drawing additional visitors to the project site would not be expected to substantially increase the number of visitors to this park facility, due to the distance between these locations and because the visitors would likely be in the area to attend the special event, not to visit recreational facilities. For these reasons, special events at the project site would not adversely affect park facilities such that substantial physical deterioration of the facility would occur or would be accelerated. Accordingly, no impact involving deterioration of park facilities would occur as a result of the proposed project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include development of any residential uses and would not generate new permanent residents that would increase the demand for recreational facilities. Therefore, no impact would occur as a result of the proposed project.

References

None.

3.16 Transportation and Traffic

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project 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. Measures of effectiveness for the performance of the circulation system in the City are established by the City for intersections and streets. The criteria used by the City for determining whether a proposed project would have a significant effect on an intersection is based on existing-plus-project level of service and on increased vehicle delay measured in seconds. The criteria for streets are based on percent increase in average daily trips. Measures of effectiveness for several selected intersections are also established in the Los Angeles County Metropolitan Transportation Authority’s 2010 Congestion Management Program (CMP). Two intersections in the City are monitored as indicators of the performance of the CMP Highway and Roadway System: the intersection of Santa Monica Boulevard and Doheny Drive (located approximately 0.8 mile southwest of the project site) and the intersection of Santa Monica Boulevard and La Cienega Boulevard (located approximately 0.4 mile southeast of the project site) (Metro 2010). The CMP criteria established for intersections is based on level of service and/or increases in traffic demand measured using a volume-to-capacity ratio.

While there are no quantitative measures of performance that have been established for the pedestrian, bicycle, or mass transit circulation networks, the goals, policies, and specific strategies for these modes of transportation are established in the mobility element of the City's General Plan (City of West Hollywood 2011a) and in the West Hollywood Bicycle and Pedestrian Mobility Plan (City of West Hollywood 2003). Goals set forth in the mobility element include developing a world-class mass transit system, maintaining and enhancing a pedestrian-oriented City, and creating a comprehensive bicycle network throughout the City. Similarly, the West Hollywood Bicycle and Pedestrian Mobility Plan sets forth goals, objectives, policy actions, and design guidelines to improve and facilitate bicycle and pedestrian transportation. The project's consistency with these plans and policies is further addressed in Section 3.16(f).

Construction

Construction of the proposed project would generate additional, albeit minimal, vehicle trips in the project vicinity during the temporary construction period. Based on the assumptions outlined in Section 2.3, construction activities would generally involve approximately 4 roundtrip truck trips per day and 5 to 10 roundtrip worker vehicle trips per day. Most of these trips would occur outside of the AM and PM peak traffic hours. Increases in traffic in the project area on the order of 9 to 14 round trips per day during the construction period would be minor and temporary and would not significantly change roadway volumes. As such, construction of the proposed project would not cause an increase in traffic that is substantial in relation to the context of the region, vicinity, and local roadways that provide access to the site.

During construction, a portion of the surface parking lot on the project site would become unavailable for public use, since part of the lot would be used for construction staging and laydown and construction worker parking. Temporary closure of a portion of the parking lot may cause users of the existing parking lot to park elsewhere, which could cause nearby parking lots and on-street parking facilities to be affected during construction. However, approximately 34 spaces of the existing 78 spaces would remain open for public use during construction. Any demand that is not accommodated by the remaining 34 spaces could be temporarily accommodated in nearby parking lots and on-street parking facilities.

For the reasons described above, temporary increases in vehicle trips and the temporary loss in parking spaces during project construction would be minimal, and impacts from the project related to conflicts with applicable policies establishing effectiveness for intersections and roadways would be less than significant during construction.

Operation

As described in Section 3.12(a), operation and maintenance activities at the project site would not result in increased daily vehicle trips. Quarterly maintenance would be conducted for the billboard, which would require one to two truck trips. LED bulbs and lamps for the projectors would require replacement

approximately once every 5 years, resulting in one truck trip. The billboard that would be removed as part of the proposed project currently undergoes copy changes and periodic bulb replacements. As such, the quarterly maintenance and bulb replacements that would be associated with the proposed project would not represent a substantial change over existing conditions. Maintenance activities for the parking lot and the landscaped areas are not anticipated to substantially change under the proposed project; as such, any periodic vehicle trips associated with those activities would not represent a change over existing conditions.

As described in Section 3.12(a), the proposed project would introduce an attraction that is not currently present at the project site. While the project site contains an existing billboard, this standard billboard is designed to be viewed by people passing by in vehicles or by pedestrians who are walking along Sunset Boulevard. In contrast, the proposed project includes several components that are intended to draw pedestrians onto the site (i.e., the public plaza and the interior environment of the billboard structure). As described in Section 3.12(a), the daily operations of the project are not anticipated to draw people who were not otherwise visiting the Sunset Strip. Furthermore, the proposed billboard structure is oriented for pedestrian interaction, as opposed to vehicle travelers. As such, operation of the project is not anticipated to substantially increase the daily operational vehicles in the area over existing conditions.

The on-site surface parking lot currently supports 78 spaces for public use. Upon project implementation, the lot would have approximately 73 spaces for public use. This minor decrease in the number of parking spaces available at the project site is not expected to result in adverse impacts to parking conditions in the area. Any excess demand caused by the loss of 5 parking stalls is expected to be sufficiently accommodated by nearby parking lots and on-street parking facilities. For these reasons, increases in vehicle trips during project operation and the loss of parking stalls would be minimal to negligible, and impacts from the project related to conflicts with applicable policies establishing effectiveness for intersections and roadways would be less than significant during operation.

Special Events

Periodically, a special event may be held at the project site. Some of these special events may temporarily result in additional visitors to the project site and, therefore, may generate additional traffic in the project area. Parking at the site may also be eliminated or limited during a special event. Under current conditions in the City, a variety of special events take place throughout the year, and the City has existing regulations and protocols that minimize traffic issues associated with a sudden and brief increase in visitors to the City. For example, Chapter 19.54 of the municipal code (Temporary Use and Special Event Permits) requires a special events permit for allowable special events. Allowable special events include outdoor entertainment and assembly events and/or outdoor display and exhibit events. Special events permits in the City are reviewed and approved by the City's Economic Development Director, who may impose reasonable and necessary design, locational, and operational conditions on the event. Such conditions may include the provision of

security and safety measures and may regulate the operating hours and days of the event. Conditions of approval may also regulate any nuisance factors associated with the event and may require that adequate temporary parking be provided to accommodate vehicle traffic generated by the special event. Additionally, any use of the public right-of-way requires approval from the Director of Transportation and Public Works. The requirement for a special events permit and the ability of the Economic Development Director to impose conditions of approval on the event would reduce the potential for special events to adversely affect traffic conditions in the City. The City does not have any other plans, ordinances, or policies that establish traffic regulations during special events. As such, any special events that occur in association with the proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the circulation system, so long as a special events permit is obtained from the Economic Development Director and so long as the specified conditions of approval are implemented. Furthermore, the special events would take place infrequently (i.e., no more than three days per year). Although the proposed special events could potentially increase level of service impacts and vehicle delays at nearby intersections, and may also eliminate the ability to park at the site, these impacts would occur infrequently and would be temporary. Furthermore, traffic and parking would be regulated and controlled to the extent feasible in accordance with the conditions of approval for the special events permits.

Summary

Construction activities associated with the proposed project would create minor increases in traffic in the project area during the one-year construction period. Due to the minor and temporary nature of construction-related traffic, exceedances of the City's standards for the effectiveness of its circulation system would not result. The daily operations of the proposed project would not involve a substantial increase in daily traffic volumes in the project area. While the proposed special events could result in an exceedance of the City's standards for the effectiveness of its circulation system, such exceedances would occur approximately one time per year and would last for approximately three days. Intersection level of service, vehicle delay at intersections, and average daily trips along City roadways would not permanently change as a result of the special events associated with the proposed project. Additionally, this temporary increase in traffic would be regulated by the City as part of the required special events permit, which would create a mechanism to control and/or reduce traffic associated with a special event. For these reasons, the proposed project would not conflict with the City's standards for the effectiveness of its circulation system. Impacts resulting from the proposed project would be less than significant.

- b) Would the project 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. The applicable CMP for the project area and the surrounding metropolitan area is the Los Angeles County Metropolitan Transportation Authority's 2010 CMP. This program monitors

and sets performance indicators for a transportation network of numerous highway segments, freeways, and key roadway intersections throughout Los Angeles County (called the CMP Highway and Roadway System). Santa Monica Boulevard is located within the CMP Highway and Roadway System. At its closest orientation to the project site, Santa Monica Boulevard is a northeast-southwest trending roadway located approximately 0.3 mile south of the project site. There are also two intersections in the City that are monitored as indicators of the performance of the CMP Highway and Roadway System: the intersection of Santa Monica Boulevard and Doheny Drive (located approximately 0.8 mile southwest of the project site) and the intersection of Santa Monica Boulevard and La Cienega Boulevard (located approximately 0.4 mile southeast of the project site). The nearest CMP mainline freeway monitoring locations are the I-10 east of Overland Avenue and the I-10 east of La Brea Avenue (Metro 2010). The I-10 is located approximately 4 miles south of the project site. A project's effects to the CMP system must be analyzed in detail if the project is projected to add 50 or more vehicle trips during the AM or PM weekday peak hours to CMP arterial monitoring intersections or if the project is projected to add 150 or more trips in either direction during the AM or PM weekday peak hours at CMP mainline freeway monitoring locations.

Construction

As explained in Section 3.16(a), construction activities associated with the proposed project are anticipated to result in minimal additional vehicle trips in the project area. Project construction would result in approximately 4 roundtrip truck trips per day and 5 to 10 roundtrip worker vehicle trips per day (equating to 9–14 one-way trips in the morning hours and 9–14 one-way trips in the evening hours). This number of trips falls well below the threshold for CMP intersections of 50 or more trips and below the threshold for CMP freeway segments of 150 or more trips. Most of these trips are expected to occur outside of the AM and PM peak hours, and the increase in trips would also be temporary. Potential construction-related effects to CMP intersections would generally occur outside of AM and PM peak hours, would be temporary and would fall below the thresholds established by the CMP.

Operation

As explained in Section 3.16(a), operation of the proposed project is not expected to result in an increase in daily vehicle trips compared to existing conditions. As such, daily operation of the project is not expected to result in exceedances of the CMP thresholds.

Special Events

During special events held at the project site, it is reasonably foreseeable that 50 or more vehicle trips could be added to the CMP intersections of Santa Monica Boulevard/Doheny Drive and Santa Monica Boulevard/La Cienega Boulevard. However, these additional trips would be temporary and would occur for no more than three days per year. Because the events are expected to be entertainment events, any additional trips are expected to occur outside of the AM and PM peak hours. Furthermore, in the event that the City

anticipates an adverse increase in traffic in association with the special event, the Economic Development Director would be able to impose conditions of approval on the special event that involve traffic control and/or traffic reduction measures. The nearest mainline freeway monitoring locations are along the I-10, approximately 4 miles south of the project site. A special event along the Sunset Strip is not anticipated to adversely affect the operations of the I-10 freeway, which is subject to high traffic volumes under current conditions and supports traffic associated with a wide variety of special events, which commonly occur throughout the Los Angeles metropolitan area.

For the reasons described above, the proposed project would produce minimal to no traffic during construction or operational activities. Occasional special events may produce traffic volumes that exceed performance measures established in the CMP. However, these events would occur periodically and temporarily, would be outside of the AM and PM peak hours, and would not differ substantially from the traffic volumes associated with other special events that are held in the City or those that are held regularly throughout the greater Los Angeles metropolitan area. The City would be able to impose conditions of approval on the special events permit to ensure compliance with applicable traffic policies. As such, impacts resulting from the proposed project would be less than significant.

c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. An increase in air traffic levels is generally caused by residential development that creates population growth to the extent that the use of airports increases. The proposed project would not involve residential development; therefore, an increase in air traffic levels would not occur.

Air traffic safety risks are generally associated with increased heights in the vicinity of airports, to an extent that air traffic patterns would need to change or to the extent that a hazard is created. The proposed project area is located approximately 6 to 7 miles from the nearest airports (the Hollywood-Burbank Airport and the Santa Monica Municipal Airport). The Federal Aviation Administration (FAA) has established a 200-foot height standard to determine whether markings and/or lighting is required for temporary and permanent structures (FAA 2007). The proposed billboard structure would be slightly taller than the existing on-site billboard that is proposed for removal; however, the highest portions would be approximately 71 feet in height, which is well below the FAA height standard. As such, the proposed project would not introduce an airport safety hazard, and no impact would occur as a result of the proposed project.

d) ***Would the project 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.

Construction Hazards. During the one-year construction period, periodic and brief sidewalk closures and lane closures may be required. Sidewalk and traffic lane closures, especially along a roadway with high

volumes of both vehicular and pedestrian traffic, has the potential to result in safety hazards if pedestrians try to navigate around the closure by entering one of the traffic lanes or if drivers engage in unsafe behavior to navigate around the lane closure. An encroachment permit would be required for any proposed sidewalk closures. Appropriate detour signage would be provided in accordance with the safety requirements of the encroachment permit. Due to the temporary nature of the sidewalk and lane closures and the construction requirements to facilitate safe pedestrian and vehicular movement around the closure, potential impacts related to increased hazards during construction would be less than significant.

Parking Lot Design. Under the proposed project, the existing surface parking lot would remain in place and the orientation and layout of the parking spaces would remain generally consistent with existing conditions. The parking lot circulation aisle widths within the parking lot would not be altered by the proposed project.

Approximately five parking spots would be permanently removed near the parking lot's Sunset Boulevard frontage to create the necessary space for the proposed billboard structure, public plaza, and walkway. Related curbs and gutters would be relocated accordingly. The billboard structure and associated public plaza would be situated in between the Sunset Boulevard sidewalk and the parking lot. As characterized in Section 2.1, the billboard structure would have three faces that form a semi-enclosed interior environment. Pedestrian access would be provided via a walkway extending through the semi-enclosed interior area. Pedestrians would enter and/or exit through three openings situated along the base of the billboard structure. One opening would face Sunset Boulevard (between the west elevation and east elevation) and the other two openings would be situated on either side of the north elevation. The north elevation would face one of the parking lot drive lanes. As such, the pedestrian entrances/exits are situated on either side of the north elevation so that pedestrians would not exit the billboard structure interior into the drive aisle. Additionally, a small walkway would extend around the north face of the billboard structure to further separate pedestrians from the vehicles driving through the parking lot. The public plaza to the east of the billboard structure would encourage pedestrians to congregate within the plaza, which would be separated from the parking area by landscaping and by the billboard structure. Because the existing design of the parking lot would generally be retained and because the design of the project would encourage pedestrians to avoid congregating or unintentionally entering the parking areas, safety hazards during operation of the parking lot are expected to be less than significant. Additionally, for any pedestrian-oriented special events, the parking lot may be closed to vehicles for use of the lot as a temporary expanded pedestrian plaza.

Proposed Ingress/Egress. The proposed ingress/egress for the parking lot would be generally the same as existing conditions. It is possible that the two existing driveways would be consolidated into one wider driveway, however, the location and functionality of the driveway would not change. No effects are anticipated.

Digital and Projected Imagery. Operation of the proposed project would introduce new types of lighted imagery to a site along the Sunset Strip that currently has a standard, static billboard display (i.e., non-digital). The project will have two faces that operate with LED imagery, and there will be projected imagery in the interior of the project structure, that may spillover on to the plaza. For the reasons outlined below, implementation of the proposed project is not anticipated to substantially increase roadway hazards. First, under existing conditions, the roadway on which the project is situated (i.e., Sunset Boulevard) is a vibrant corridor with numerous existing billboards, on-site signs, entertainment venues, pedestrians, and an overall high ambient lighting level. As such, the proposed digital screens and projectors would be consistent with the overall character of the project area.

Secondly, while the project would be associated with new visual elements, these elements would be regulated and monitored so as not to result in a substantial change relative to existing conditions such that new roadway hazards would result. The proposed project has been designed in compliance with the lighting standards that are set forth in the proposed Sunset Strip Off-Site Signage Policy, which is scheduled for consideration by the City Council in fall 2017. This policy proposes maximum light and brightness levels that are lower than what is currently allowed. The proposed project has been designed to meet the maximum allowable brightness levels and lighting thresholds that are established in the proposed Sunset Strip Off-Site Signage Policy. High contrast between ambient light levels and artificially emitted light is likely to disturb the human eye. Accordingly, the new policy includes regulations to address contrast between emitted and ambient light and also limits the frequency that images change. In compliance with the proposed policy, the billboard structure would also be equipped with photocells that would monitor the ambient light environment and adjust lighting conditions to minimize contrast between digital screens and ambient lighting conditions. Incorporation of photocells would ensure that the brightness of the digital screens would be regulated in real time, such that compliance with the lighting regulations are met as the ambient light environment changes. For example, the photocells would ensure that brightness is reduced to code-compliant levels during overcast weather and as the sun rises and sets.

The lighting requirements in the proposed Sunset Strip Off-Site Signage Policy are consistent with Chapter 2, Article 3 of the California Vehicle Code, which stipulates limits to the location of light sources that may cause glare and impair the vision of drivers. This regulation states that “No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway.” The regulation provides numeric thresholds for when a light source is considered to “impair the vision of drivers.” Using these numeric thresholds, the City has calculated the luminance for digital billboards that would fall below the levels that are considered by the state to impair drivers’ vision (see Section 3.1(d) for additional details regarding the proposed lighting regulations). Under worst-case conditions, the maximum allowable luminance per the Vehicle Code was determined to be 500 foot-lamberts. The proposed regulations would, therefore, limit the surface brightness of digital billboards to 300 candelas per square meter at night, which equates to 95.5 foot-lamberts. The required maximum brightness for digital billboards along the Sunset Strip that is set forth in the proposed policy falls well below the threshold

established in the Vehicle Code for “vision impairing” brightness and glare. The proposed regulations are, therefore, consistent with and more stringent than state standards that are established to protect drivers from safety hazards due to light and glare along highways. The photocells that would regulate the brightness of the billboard’s lighting based on ambient light requirements would ensure that standards are met. Additionally, compliance with MM-AES-1 would ensure that the billboard’s lighting is monitored throughout operation and that compliance with these standards is verified in the field and subsequently demonstrated to the City.

Third, the proposed Sunset Strip Off-Site Signage Policy incorporates numerous restrictions on the operations of off-site signs to reduce the potential for such signs to contribute to distracted driving. For example, the proposed regulations prohibit digital billboards from incorporating driver interaction features. Visually intensive aspects of digital imagery such as motion, animation, and moving patterns would be subject to a variety of restrictions that would reduce their potentially distracting effects. For example, motion or animated content would be required to avoid rapidly changing images and would be prohibited during late nighttime hours. Flashing images that rapidly change direction, oscillate, flash, or reverse in contrast would also be prohibited. For digital images that would be static, the proposed policy specifies a minimum refresh rate, to ensure that static images do not rapidly cycle, thereby reducing potentially distracting qualities of static digital images. Projected light is prohibited from spilling onto adjacent parcels or surfaces, and projected light cannot be displayed on surfaces that are highly reflective or that are composed primarily of reflective surfaces. Overall, lighting cannot have stroboscopic or flashing effects, and any moving light is required to flow smoothly across the surface(s) and must not oscillate, rapidly pulse, or suddenly change direction. The proposed digital and projected imagery would comply with these proposed specifications. Implementation of MM-AES-1 would ensure that continued compliance with these specifications is monitored and verified throughout project operation.

Fourth, the proposed project would support pedestrian-oriented design along the Sunset Strip. Upon project implementation, the fencing that currently exists between the sidewalk and the project site would be taken down, facilitating continuous pedestrian flow between the sidewalk, the proposed public plaza, and the walkway that would extend through and around the billboard structure. The billboard’s unique interior environment would be accessible to pedestrians only and would be easily reached from the sidewalk. The interior environment and public plaza may encourage people to walk through the area rather than drive so that they can view the billboard structure at the pedestrian level. The public plaza, billboard structure, and walkway would also provide a safe place for pedestrians to walk and/or gather as they pass the site. As such, the proposed project would contribute to a larger effort of enhancing the overall pedestrian environment within the project area, which would support increased safety.

In conclusion, while the proposed project would alter the visual environment on the project site and in the project vicinity, the project would be designed and operated in compliance with the Sunset Strip Off-Site Signage Policy, which contains numerous requirements that prevent digital signage from resulting in increased roadway hazards. Implementation of MM-AES-1 would ensure that compliance with the lighting requirements

of the Sunset Strip Off-Site Signage Policy is monitored and verified throughout operation. The project would also improve internal circulation within the parking lot compared to existing conditions. Given the existing visual conditions of the project area, the proposed restrictions on the potentially distracting qualities of digital imagery, the proposed lighting limitations, and the anticipated incremental improvements in pedestrian safety that would occur as part of the project, the project is not anticipated to substantially increase roadway safety hazards. As explained in detail above, the lighting restrictions for the project are more stringent than state requirements established to prevent light sources from affecting drivers' vision. Additional standards, above and beyond state regulations, have been included in the proposed Sunset Strip Off-Site Signage Policy to limit the aspects of digital imagery that may be distracting to drivers. The proposed project would be designed and operated in compliance with these proposed standards. Upon compliance with the proposed Sunset Strip Off-Site Signage Policy's lighting restrictions and standards that would reduce the distracting aspects of digital imagery, potential roadway safety hazards associated with the proposed project would be less than significant.

e) ***Would the project result in inadequate emergency access?***

Less Than Significant Impact. Inadequate emergency access may occur if emergency access is obstructed by the project or if new driveways, roadways, or fire truck turnaround areas are insufficient to accommodate the necessary emergency equipment. Construction activities associated with the proposed project may involve temporary, localized sidewalk and lane closures, which could potentially preclude emergency personnel from accessing areas immediately adjacent to the closure. However, sidewalk and lane closures would be temporary and localized. During a closure, appropriate emergency access and detour signage would be provided in accordance with encroachment permit requirements. Once the construction activity is complete, full sidewalk and lane access would be re-established.

The proposed project would involve changes to the existing surface parking lot. Approximately five parking spaces would be permanently removed to accommodate the proposed public plaza and billboard structure. However, vehicle turning radii and parking lot circulation aisle widths within the parking lot would not be substantially altered by the proposed project. It is possible that the two existing driveways would be consolidated into one wider driveway; however, the location of the curb cut and the ingress and egress patterns of the driveway would not change. The proposed project designs would undergo a plan check with the fire department prior to construction, thereby ensuring that the proposed design is consistent with fire department requirements for emergency access.

Special events that may occur at the project site may temporarily affect traffic patterns in the project area due to a brief increase in visitors. Special events causing a high volume of vehicular and/or pedestrian traffic have the potential to temporarily affect emergency access to areas within and adjacent to the special event. As such, the special events associated with the proposed project could temporarily impede emergency access to the project site. However, as explained in Section 3.16(a), any future special events would be subject to Chapter

19.54 of the City's Municipal Code, which requires the Economic Development Director to approve permits for special events. Such permits are required to include conditions of approval. If determined necessary based on the nature and size of the event, the conditions of approval would specify traffic management plans and provisions for emergency scenarios. A variety of large-scale special events already take place within the City each year. As such, City staff and the emergency personnel that serve the City are equipped to provide emergency services and to ensure that adequate emergency access is maintained during events that temporarily draw additional visitors to the City. For these reasons, the proposed project would not adversely affect emergency access along the Sunset Strip, and impacts resulting from the proposed project would be less than significant.

f) Would the project 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. As previously discussed in Section 3.16(a), goals, policies, and specific strategies for public transit, bicycle, and pedestrian facilities are established in the mobility element of the City's General Plan (City of West Hollywood 2011a) and in the West Hollywood Bicycle and Pedestrian Mobility Plan (City of West Hollywood 2003). Goals set forth in the mobility element include developing a world-class mass transit system, maintaining and enhancing a pedestrian-oriented City, and creating a comprehensive bicycle network throughout the City. The West Hollywood Bicycle and Pedestrian Mobility Plan set forth goals, objectives, policy actions, and design guidelines to improve and facilitate bicycle and pedestrian transportation. The project's consistency with policies for pedestrian circulation, bicycle transportation, and public transit are described below.

Pedestrian Circulation. One of the goals for the pedestrian environment established in the West Hollywood Bicycle and Pedestrian Mobility Plan is to enhance pedestrian safety. Some construction activities attributable to the proposed project may involve temporary, localized sidewalk closures along the sidewalk that fronts the project site. Such closures could potentially affect the flow of pedestrian traffic or pedestrian safety. In order to minimize potential affects to pedestrian safety and to facilitate the flow of pedestrian traffic, appropriate detour signage would be provided in accordance with City requirements. An encroachment permit would also be required for sidewalk closures, which would include requirements for detour signage as necessary. As such, while sidewalk closures could result in brief inconveniences to pedestrians, they would not substantially affect the movement of pedestrian traffic or conflict with the City's goals of enhancing pedestrian transportation and pedestrian safety. As described in Section 3.16(a), the proposed project may result in minor, intermittent increases in vehicle trips associated with maintenance activities and special events. However, these increases would not cause an intensification of traffic over existing conditions such that future pedestrian traffic would be adversely affected. There are existing striped pedestrian crossings at the intersection of Sunset Boulevard and Sherbourne Drive to the east of the project site and at the intersection of Sunset Boulevard and Holloway Drive, to the west of the project site. The Sunset Boulevard/Holloway Drive crossing is signalized, and the Sunset Boulevard/Sherbourne Drive crossing is marked with signage to increase driver awareness of

the crosswalk. These existing pedestrian safety mechanisms near the project site would help protect pedestrians in the area. Consistent with the City's goals for enhancing pedestrian circulation, the proposed project would improve the pedestrian environment along Sunset Boulevard by providing safe areas for pedestrians to gather, by adding interesting and engaging elements for pedestrians that could encourage people to walk, and by opening up the site to pedestrian interaction by removing existing fencing that currently separates the site from the sidewalk. As such, the proposed project would not adversely affect pedestrian safety and would also include features that support the City's existing goals of enhancing pedestrian transportation. As such, the project would be consistent with plans and policies for pedestrian circulation.

Bicycle Circulation. No designated bicycle paths are within the project area (City of West Hollywood 2017). However, the City's Bicycle Task Force included a bicycle route along Sunset Boulevard in its 2011 recommendations to the City Council (City of West Hollywood 2011b). While the 2011 recommendations have not been officially adopted, they show that a bicycle route may be contemplated for the project area in the future. Construction activities for the proposed project may temporarily interfere with bicycle travel along Sunset Boulevard during the potential traffic lane closures. While construction-related lane closures may cause a temporary nuisance for bicyclists along Sunset Boulevard, detour signage would facilitate safe navigation past the lane closure. As described in Section 3.16(a), the proposed project may result in minor, intermittent increases in vehicle trips associated with maintenance activities and special events. The project area is a highly urbanized, developed corridor, and temporary construction and operational activities attributable to the proposed project would not cause an intensification of traffic over existing conditions such that future bicycle travel would be adversely affected. As such, the proposed project would not interfere with the City's goals and policies to improve and facilitate bicycle transportation.

Public Transit. Metro bus 2/302 lines operate on Sunset Boulevard, and there are approximately five bus stops along Sunset Boulevard (Metro 2015). The closest stop of the project site is on the northeast corner of Sunset Boulevard and Clark Street, approximately 900 feet west of the project site. Construction of the proposed project would not result in temporary interruptions in service at this stop, since the stop is located a few blocks from the project site. During operation, people could use this bus stop to access the project site to view the billboard structure or to attend a special event. However, any increases in use are not expected to adversely affect operations of the transit system. The Sunset Strip is already a popular destination with or without the proposed project; as such, transit ridership would not be substantially affected by the proposed project. As such, the proposed project would not result in affects to public transit along the Sunset Strip. While the proposed project would not specifically develop or encourage public transit use, it would not impede the City's implementation of its goals and policies to develop and encourage public transit use.

In summary, neither construction nor operational activities associated with the proposed project would substantially affect the use of bicycle, pedestrian, or transit routes and would not impede implementation of

**8775 SUNSET BOULEVARD BILLBOARD PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

the goals, objectives, and policy actions related to these transportation modes. For these reasons, the potential impacts from the proposed project would be less than significant.

References

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Metro (Los Angeles County Metropolitan Transportation Authority). 2010. *2010 Congestion Management Program for Los Angeles County*. Accessed January 9, 2017. http://www.metro.net/projects/congestion_mgmt_pgm/.

Metro. 2015. Bus and Rail System Map. Accessed February 8, 2017. http://media.metro.net/riding_metro/maps/images/system_map.pdf.

3.17 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

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 INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less Than Significant Impact. As described under Section 3.5, a records search was conducted at the SCCIC for the project site. No tribal cultural resources were identified as a result of the records search. In a Sacred Lands File results letter dated December 2, 2016, the NAHC stated that the Sacred Lands File search was completed with negative results. Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation, stated that the project site lies in an area where Kizh (Kitc) Gabrieleño villages adjoined and overlapped with each other during the late prehistoric and protohistoric periods. However, he was not aware of any specific tribal cultural resources within the project area.

No tribal cultural resources were identified by the records search or California Native American tribes as part of the City’s Assembly Bill (AB) 52 notification and consultation process (see Section 3.17(b) below for a description of this process). Therefore, impacts to tribal cultural resources resulting from the proposed project would be less than significant.

- ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)*

Less Than Significant Impact. There are no resources in the project site that have been determined by the City to be significant pursuant to the criteria set forth in Public Resources Code Section 5024.1. Further, no specific tribal cultural resources were identified in the project area by the NAHC, California Native American tribes, or by the City as part of the AB 52 notification and consultation process.

To date, the City has not received any formal requests from California Native American Tribes to be notified of CEQA projects for the purposes of AB 52. In an effort to proactively reach out to tribes with a cultural affiliation to the project site, the City requested a tribal consultation list from the NAHC. On December 2, 2016, the NAHC provided the City with a list of seven tribes with traditional lands or cultural places located within the boundaries of the project site. On January 17, 2017, the City of West Hollywood mailed notification letters to all seven contacts provided by the NAHC. One Native American tribal response was received to date: Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians – Kizh Nation responded in a letter dated February 2, 2017, and stated that the project site lies in an area where Kizh (Kite) Gabrieleno villages adjoined and overlapped with each other during the late prehistoric and protohistoric periods. No specific archaeological resources or tribal cultural resources were identified at or near the project site and no consultation was requested; however, a Native American monitor was requested generally to be present during construction. See Appendix D for correspondences with the NAHC and tribal entities regarding the proposed project. In the unlikely event that archaeological resources or human remains are encountered during excavation, such resources would be protected as required by law (see Section 3.5 for details). These requirements would ensure that cultural resources would be protected to the extent required by law. Impacts resulting from the proposed project are considered less than significant.

References

None.

3.18 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. Construction and operation of the proposed project would not discharge wastewater. Therefore, no impact would occur as a result of the proposed project.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. The proposed project would not increase the amount of water used or wastewater generated within the project area, as no changes to existing land uses would occur. The project site would remain in use as a surface parking lot, and the existing billboard would be replaced with a new billboard structure. While landscaping may be installed in association with the project, the new landscaping would be drought tolerant and would replace existing landscaping that is not drought tolerant. As such, the proposed project may in fact result in a slight reduction in the amount of water required for landscaping maintenance at the project site. Thus, no new or expanded water or wastewater treatment facilities would be required. No impact would occur as a result of the proposed project.

- c) *Would the project 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?*

No Impact. As described in Section 3.9(e), the proposed project would not increase the amount of stormwater generated within the project area. Therefore, no new or expanded stormwater drainage facilities would be required, and no impact would occur as a result of the proposed project.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The proposed project would not entail structures or facilities that would require the use of potable water. As described in Section 3.18(b), the proposed project may in fact result in a slight reduction in the amount of water required for landscaping maintenance at the project site as compared with existing conditions. Therefore, no additional water supplies would be needed with implementation of the proposed project. No impact to water supply would occur as a result of the proposed project.

- e) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No Impact. No new structures or land uses that would generate wastewater would be constructed or operated as part of the proposed project. Therefore, implementation of the proposed project would not result in new demands for wastewater treatment. No impact to wastewater treatment capacity would occur as a result of the proposed project.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. Construction activities associated with the proposed project would generate minor amounts of solid waste. The existing billboard structure would be dismantled and disposed. Repaving the parking lot and constructing the proposed public plaza and walkway may also result in minor amounts of debris, such as soils and asphalt, that would need to be disposed as well. However, the project would not involve substantial amounts of demolition or dirt removal. The proposed project would incorporate source reduction techniques and recycling measures to divert waste away from area landfills in accordance with City and state requirements. The project would comply with the City requirements to recycle 80% of all construction materials that need to be disposed. Any non-recyclable construction waste generated would be disposed of at a landfill approved to accept such materials.

Operation of the proposed project would not generate substantial amounts of solid waste. The LED and projector bulbs would require periodic replacing (approximately once every 5 years). The existing static billboard requires periodic copy changes as well as bulb replacements; as such, the amount of waste generated from operations at the project site is not expected to substantially change under the proposed project. The increase in LED bulb and projector lamp waste that would occur due to the proposed project would be minor, due to the long lifespan of the LED bulbs and the projector lamps. Furthermore, installation of digital screens to replace existing static sign faces on the project site would in fact eliminate waste associated with copy changes, since digital screens do not require copy changes.

Special events held at the project site in association with the proposed project would have the potential to briefly increase the amount of solid waste produced at the project site, if the special event were to draw additional visitors and vendors. However, as described in Section 3.16(a), future special events would be required to comply with Chapter 19.54 of the City's Municipal Code, which requires the Economic Development Director to review and approve a special events permit. As stated in Section 19.54.050, a special events permit application must include the following provisions related to solid waste: provisions for recycling any cans, glass, paper, or plastic that maybe generated; information and guidance to ensure recycling of these materials; a program to ensure prohibition of the use of polystyrene cups, packing, plates, etc., by the vendors and attendees; and, a plan indicating efforts to reduce, reuse, or recycle the waste to be generated. Compliance with this section of the municipal code would ensure that solid waste generation is reduced to the extent feasible during special events. Due to required compliance with the municipal code and due to the periodic and brief nature of the proposed special events (up to three days per year), the special events held in association with the project would not generate solid waste to the extent that regional landfills would not be able to accommodate the solid waste that is generated. Impacts related to landfill capacity resulting from the proposed project would be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste. Construction waste would be recycled or disposed of in accordance with existing regulations, including the City’s requirement to recycle 80% of all construction materials. During operation, spent LED bulbs and projector lamps would be transported to an appropriate waste facility in accordance with applicable regulations. Advertising copy may also be recycled or stored. Special events with the potential to generate solid waste would be subject to existing regulations, including the conditions of approval for special events permits, which must include provisions for solid waste management and reduction. As such, all waste materials associated with the proposed project would be handled and disposed of in accordance with existing local, state, and federal regulations. No impact would occur resulting from the proposed project.

References

None.

3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant Impact. As discussed in Section 3.4, Biological Resources, the project area is located in a completely developed and urbanized area, and does not support sensitive vegetation, sensitive wildlife species, or sensitive habitat. Additionally, the project area does not function as a corridor for the movement of native or migratory wildlife. All activities associated with the proposed project would be conducted in the highly urbanized environment of the project area. However, the project area contains trees and other vegetation that have the potential to support nesting birds that are protected under the California Fish and Game Code and under the Migratory Bird Treaty Act. In the event that any such nesting birds are present during construction activities for the proposed project, a protective buffer must be established to ensure that they are not disturbed until fledglings have left the nest. Compliance with the Migratory Bird Treaty Act by avoiding disturbance of active bird nests would ensure that protected birds are not adversely affected during construction. Due to the highly developed nature of the project area and upon required compliance with the Migratory Bird Treaty Act, impacts to biological resources resulting from the proposed project would be less than significant.

As discussed in Section 3.5, Cultural Resources, there are no known archaeological resources in the project area. However, ground-disturbing activities required during construction of the proposed project could potentially uncover previously unknown buried resources. In the unlikely event that cultural resources are encountered during ground disturbing activities, the City would contact a qualified archaeologist to evaluate and determine appropriate treatment for the resource in accordance with California Public Resource Code Section 21083.2(i). Compliance with applicable regulatory requirements established to protect significant archaeological resources would ensure that any unanticipated significant discoveries are protected to the extent required by law. As such, the proposed project is not anticipated to destroy any previously unknown archaeological resources that may be present below the surface and that could serve as important examples of California history or prehistory. While there are historic structures present within the project area, the proposed project would not result in demolition of such structures and would not eliminate any such resources. Impacts to cultural resources resulting from implementation of the proposed project would therefore be less than significant.

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

Less Than Significant with Mitigation Incorporated. The Sunset Strip supports a robust and vibrant signage environment and is well known for its billboards and tall wall signs. Along the Sunset Strip, there are approximately 74 existing billboard faces, most of which are mounted on pole structures that support either one or two faces. In the immediate project vicinity, between North San Vicente Boulevard and Sunset Plaza Drive (an approximately 0.4-mile stretch of Sunset Boulevard), there are 17 billboard faces, including the 2 existing billboard face at 8775 Sunset Boulevard, and one tall wall. As demonstrated by the number of existing billboards along the Sunset Strip and in the immediate project vicinity, the project area supports a vibrant signage environment. The replacement of an existing billboard with a creative billboard structure would not represent a substantial change in the existing environment along the Sunset Strip such that this project would combine with other existing or future development projects to create a significant impact to the environment. Due to the brief construction period for the proposed project and the minor construction activities involved, the proposed project would not have the potential to combine with other construction projects to create cumulatively considerable construction impacts. While no significant cumulative impacts are anticipated, the categories of aesthetics, air quality, greenhouse gas emissions, noise, and traffic and transportation are discussed in greater detail in the paragraphs below.

As discussed in Section 3.1, the proposed project would introduce a new source of light and glare to the project site due to the billboard structure’s two digital screens and other light-emitting technology that would be used, including projectors and effect lighting. However, the proposed lighting is designed such that substantial glare and light trespass would not occur. The section of Sunset Boulevard in which the project site is located is especially vibrant at night with relatively high average nighttime illuminance levels. Billboards and lighted signage are prevalent in the area surrounding the project site. Although the proposed project would contribute to increased lighting levels at the project site, impacts would be less than significant after incorporation of MM-AES-1, which requires monitoring and verification of the project’s luminance and illuminance levels during operation. As discussed in Section 3.1, the proposed project would be in conformance with adopted state and City lighting regulations, as well as applicable IESNA recommendations. Nearby light- and glare-sensitive receptors would be protected from additional lighting on the project site attributable to the project and drivers and pedestrians would be protected from adverse effects related to on-site lighting-emitting technologies, such as digital signage and projection. For these reasons, the impact of light and glare would not be cumulatively considerable.

As discussed in Section 3.3, the proposed project would generate minimal air pollutant emissions during construction and operations, and these increases would not exceed the thresholds of significance established by SCAQMD. Therefore, the impact to air quality would not be cumulatively considerable.

As discussed in Section 3.7, proposed-related GHG emissions would not exceed the proposed SCAQMD threshold of 1,400 MT CO₂E per year for commercial projects. As such, operation of the proposed project would not result in a substantial source of long-term GHG emissions. Therefore, the project's contribution to climate change would not be cumulatively considerable.

As discussed in Section 3.12, construction and operation of the proposed project would not result in a substantial increase in vehicle trips. Construction of the project would occur in conformance with Municipal Code requirements that limit construction noise. Due to the minor and temporary nature of construction activities, construction of the proposed project is not anticipated to combine with other construction projects to produce cumulative increases in noise in the project area. While operation of the project would involve low-level acoustics that could be a part of the daily site operations, these acoustics would be limited so that their sound level exceeds the ambient noise level on the project site by 5–6 dB. The daily operating sound level expected for the project acoustics based on the typical ambient noise level of the project site would not exceed sound levels that are normally acceptable or conditionally acceptable for commercial land uses or for the nearby residential land uses, as explained in Section 3.12. While the acoustics may be intermittently operated at higher volumes during special events, the events would occur three days per year and would occur in compliance with the conditions of a special events permit issued by the City Manager. Therefore, permanent and temporary increases in ambient noise levels associated with the project would generally fall within the expected and allowable noise levels for the commercial area in which the project is located. And, the increases in noise levels on the project site attributable to the proposed project would also conform to noise standards for adjacent residential properties. As such, the proposed project is not expected to combine with other development projects in the area to result in a cumulatively considerable noise impact.

As discussed in Section 3.16, the number of vehicle trips associated with construction and operation of the proposed project are not substantial and would not substantially affect roadway volumes. For this reason, there would be no cumulative traffic impact during construction or operation of the proposed project.

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

Less Than Significant with Mitigation Incorporated. As discussed in Section 3.1, Aesthetics, the proposed project would have the potential to result in additional lighting and glare within the project area. However, any lighting and glare would be minimized through conformance with the regulations set forth by the proposed Sunset Strip Off-Site Signage Policy. Compliance with these regulations would be verified and monitored through implementation of MM-AES-1. The level of brightness that the proposed digital screens

would be allowed to produce falls well below the state standards for brightness levels that are considered vision impairing for drivers. The light produced by the digital screens would be monitored, and compliance with the proposed regulations would be verified throughout the lifetime of the screens. Upon compliance with the proposed Sunset Strip Off-Site Signage Policy and MM-AES-1, light and glare produced by the project would not cause a substantial adverse effect on human beings. Impacts would be less than significant with mitigation incorporated.

As discussed in Section 3.16, Transportation and Traffic, construction activities have the potential to result in temporary, localized sidewalk closures and lane closures. Although this could potentially result in a pedestrian and/or driver safety issue, appropriate emergency access and detour signage would be provided in accordance with City requirements, ensuring the pedestrians and drivers would be able to safely maneuver around the closure. Effects to human beings would, therefore, be less than significant.

As described in Section 3.16, provisions have been included in the proposed Sunset Strip Off-Site Signage Policy to control and limit aspects of digital imagery that could contribute to driver distraction. The proposed project has been designed in compliance with the lighting regulations from the proposed Sunset Strip Off-Site Signage Policy, as well as the regulations that limit the potentially distracting aspects of digital off-site signage. For example, compliance with the sign brightness limits that are specified in the proposed Sunset Strip Off-Site Signage Policy would ensure that the proposed digital screens would have brightness levels that are well below the California Vehicle Code requirements. Furthermore, implementation of MM-AES-1 would ensure that compliance with the lighting requirements of the Sunset Strip Off-Site Signage Policy is monitored and verified throughout project operation. The proposed project would also help foster increased pedestrian safety along the Sunset Strip by incorporating pedestrian-oriented design features, such as a walkway, a public plaza, and the interior environment of the billboard structure. For these reasons, the proposed project would not create a substantial, adverse effect to human beings related to roadway hazards.

References

None.

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4 REPORT PREPARERS

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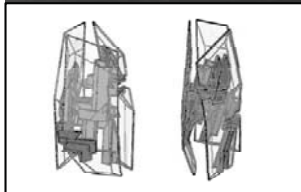
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APPENDIX A

Site Plans



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NOTES:

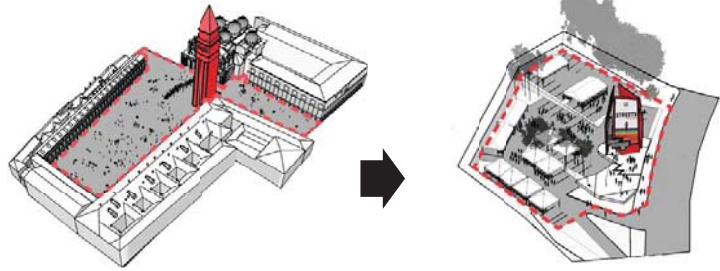
1. THIS PLAN AND SPECIFICATIONS SHALL BE CONSIDERED TO BE THE ENTIRE CONTRACT FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. ANY CHANGES TO THE PROJECT SHALL BE MADE BY A WRITTEN AMENDMENT TO THESE SPECIFICATIONS AND SHALL BE SIGNED BY THE ARCHITECT AND THE OWNER. ANY CHANGES MADE TO THE PROJECT SHALL BE THE RESPONSIBILITY OF THE ARCHITECT AND SHALL BE MADE AT THE OWNER'S RISK AND EXPENSE. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (CDIR) AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (CDIR) AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (CDIR).
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REVISIONS:

DESCRIPTION:	BY:	DATE:

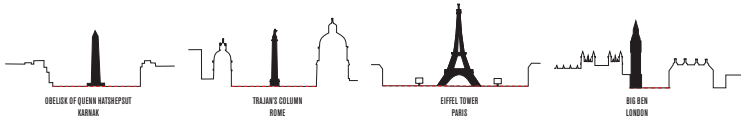
SCALE:	DATE: 10/27/2017
	DRAWN: CHECKED:
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DEEP-ROOTED CIVIC FORM



PIAZZA SAN MARCO

WEST HOLLYWOOD BELLTOWER



OBELISK OF QUEEN HATHEPSUT
KARNAK

TRAJAN'S COLUMN
ROME

EFFEL TOWER
PARIS

BIG BEN
LONDON

COMMUNITY EVENTS

SUNDAY - 11:00 AM

- 1 WEST ELEVATION - LIVE FEED / UPDATES OF CITY EVENTS
- 2 THE WHOLE SITE IS ACTIVATED FOR COMMUNITY EVENTS AND CELEBRATIONS



Pride Parade, West Hollywood

FRIDAY - 7:00 PM

- 1 WEST ELEVATION - LIVE FEED OF EVENT
- 2 EAST ELEVATION - MOCA VIDEO ART

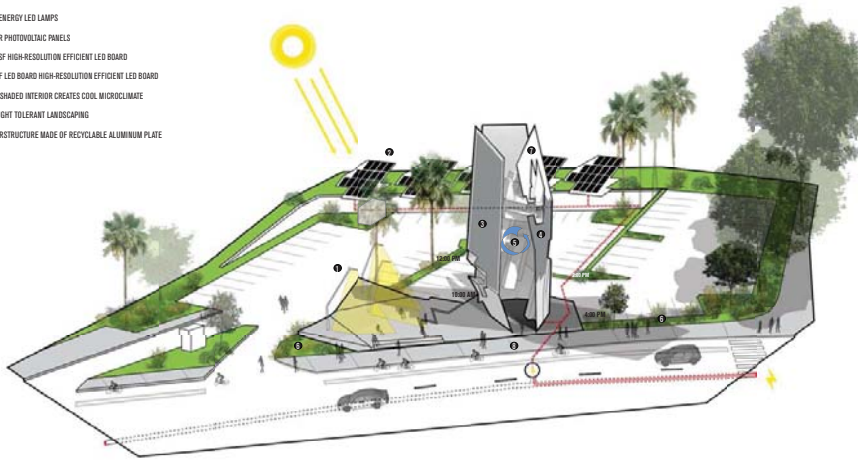


Lady Gaga & Elton John at Tower Records, West Hollywood



SUSTAINABILITY

- 1 LOW ENERGY LED LAMPS
- 2 SOLAR PHOTOVOLTAIC PANELS
- 3 1000 SF OF HIGH-RESOLUTION EFFICIENT LED BOARD
- 4 500 SF OF LED BOARD HIGH-RESOLUTION EFFICIENT LED BOARD
- 5 SELF-SHADED INTERIOR CREATES COOL MICROCLIMATE
- 6 DROUGHT-TOLERANT LANDSCAPING
- 7 SUPERSTRUCTURE MADE OF RECYCLABLE ALUMINUM PLATE



WAKING UP / GOING TO SLEEP

THURSDAY - 6:08 AM

- 1 WEST ELEVATION - CLOCK TOWER WITH DAILY NEWS UPDATES
- 2 INTERIOR - SLOWLY ILLUMINATES WITH THE SUNRISE



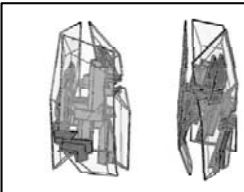
Sunrise

SATURDAY - 1:48 AM

- 1 LED SCREEN & PROJECTORS ALLOW DISPLAY OF CELESTIAL AND NIGHT-THEMED IMAGERY ON THE ENTIRE BELLTOWER



Night Sky



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER
CITY OF WEST HOLLYWOOD
6305 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90060
(310) 486-6400
www.west.org

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WWW.RETHINKLE.COM

CONTRACT ESTIMATOR
MIGAC
6325 South Grand Avenue,
Los Angeles, CA 90015
(310) 417-7225
www.migac.com

NOTES:

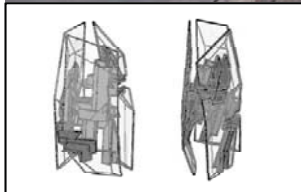
1. THE WEST ELEVATION OF THE BELLTOWER IS THE ONLY ELEVATION THAT WILL BE ILLUMINATED AT NIGHT. THE WEST ELEVATION IS THE ONLY ELEVATION THAT WILL BE ILLUMINATED AT NIGHT. THE WEST ELEVATION IS THE ONLY ELEVATION THAT WILL BE ILLUMINATED AT NIGHT.
2. THE INTERIOR OF THE BELLTOWER IS THE ONLY INTERIOR THAT WILL BE ILLUMINATED AT NIGHT. THE INTERIOR IS THE ONLY INTERIOR THAT WILL BE ILLUMINATED AT NIGHT.
3. THE LED SCREEN & PROJECTORS WILL BE ILLUMINATED AT NIGHT. THE LED SCREEN & PROJECTORS WILL BE ILLUMINATED AT NIGHT.
4. THE LED SCREEN & PROJECTORS WILL BE ILLUMINATED AT NIGHT. THE LED SCREEN & PROJECTORS WILL BE ILLUMINATED AT NIGHT.

REVISIONS:

DESCRIPTION:	BY:	DATE:

CONCEPT DIAGRAM

SCALE:	DATE:
	10/27/2017
	DRAWN: CHECKED:
	SHEET: A1.2



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER CITY OF WEST HOLLYWOOD 6305 SANTA MONICA BLVD. WEST HOLLYWOOD, CA 90068 (310) 486-6400 www.westhlgov.org	BUILDER / OPERATOR ORANGE BARREL MEDIA 350 N. HARTWOOD AVE. COLLEGEVILLE, OH 43022 (614) 492-6400 www.orangebarrelmedia.com	ARCHITECT TOM WYSCOMBE ARCHITECTURE 2004 WILSONS BLVD., SUITE 40 LOS ANGELES, CA 90007 (213) 514-7226 www.tomwyscombe.com	SITE SPECIFIC ART COORDINATOR MOCA 2505 South Grand Avenue, Los Angeles, CA 90012 (213) 468-6222 www.moca.com	STRUCTURAL ENGINEER WALTER P. MOORE 707 Wilshire Blvd #1000 LOS ANGELES, CA 90017 (213) 254-1800 WWW.WALTERP.MOORE.COM	MEDIA CONSULTANT RETHINK LEISURE & ENTERTAINMENT 250 E. Olive Ave #1000 BURBANK, CA 91502 (626) 270-9000 WWW.RETHINKLE.COM	COST ESTIMATOR MGAC 6305 South Grand Avenue, Los Angeles, CA 90015 (213) 417-7225 www.mgac.com
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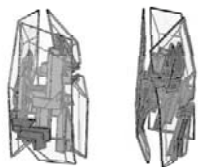
NOTES:

1. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL, STRUCTURAL AND FINANCIAL INFORMATION AND HAS APPROVED THE SAME FOR THE CITY OF WEST HOLLYWOOD. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL, STRUCTURAL AND FINANCIAL INFORMATION AND HAS APPROVED THE SAME FOR THE CITY OF WEST HOLLYWOOD. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL, STRUCTURAL AND FINANCIAL INFORMATION AND HAS APPROVED THE SAME FOR THE CITY OF WEST HOLLYWOOD.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

SCALE:	DATE: 10/27/2017
	DRAWN: CHECKED:
	SHEET: A1.3



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6525 South Grand Avenue
Los Angeles, CA 90015
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NOTES:
1. THIS PLAN IS FOR INFORMATION ONLY. IT IS NOT TO BE CONSIDERED AS A CONTRACT DOCUMENT. THE DESIGNER HAS NOT CONDUCTED A SURVEY OF THE SITE OR ANY OTHER INVESTIGATION TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED. THE DESIGNER HAS NOT CONDUCTED A SURVEY OF THE SITE OR ANY OTHER INVESTIGATION TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED.
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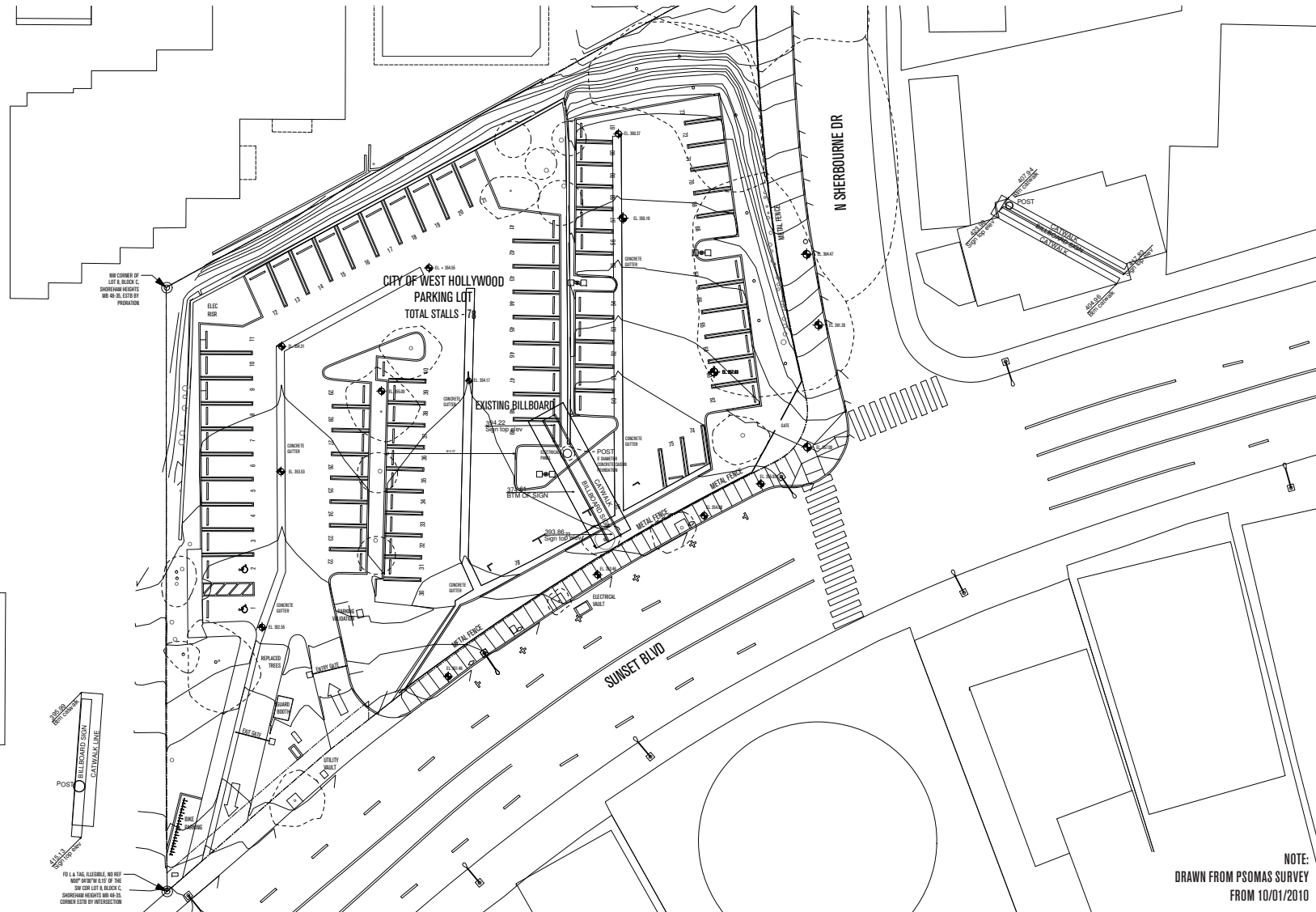
REVISIONS:		
DESCRIPTION:	BY:	DATE:

SCALE:		DATE:	
		10/27/2017	
		DRAWN:	CHECKED:
		SHEET:	
		A1.4	

HORN AVE

N SHERBOURNE DR

SUNSET BLVD



NOTE:
DRAWN FROM PSOMAS SURVEY
FROM 10/01/2010

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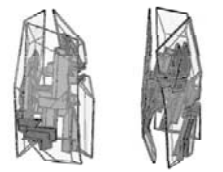
NOTES:
1. THE INFORMATION ON THIS PLAN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE SURVEYOR. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR THE SURVEYOR.
2. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE INFORMATION PROVIDED BY THE CLIENT AND THE SURVEYOR. THE ARCHITECT HAS NOT CONDUCTED A FIELD SURVEY TO VERIFY THE INFORMATION PROVIDED BY THE CLIENT OR THE SURVEYOR.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

EXISTING SITE PLAN

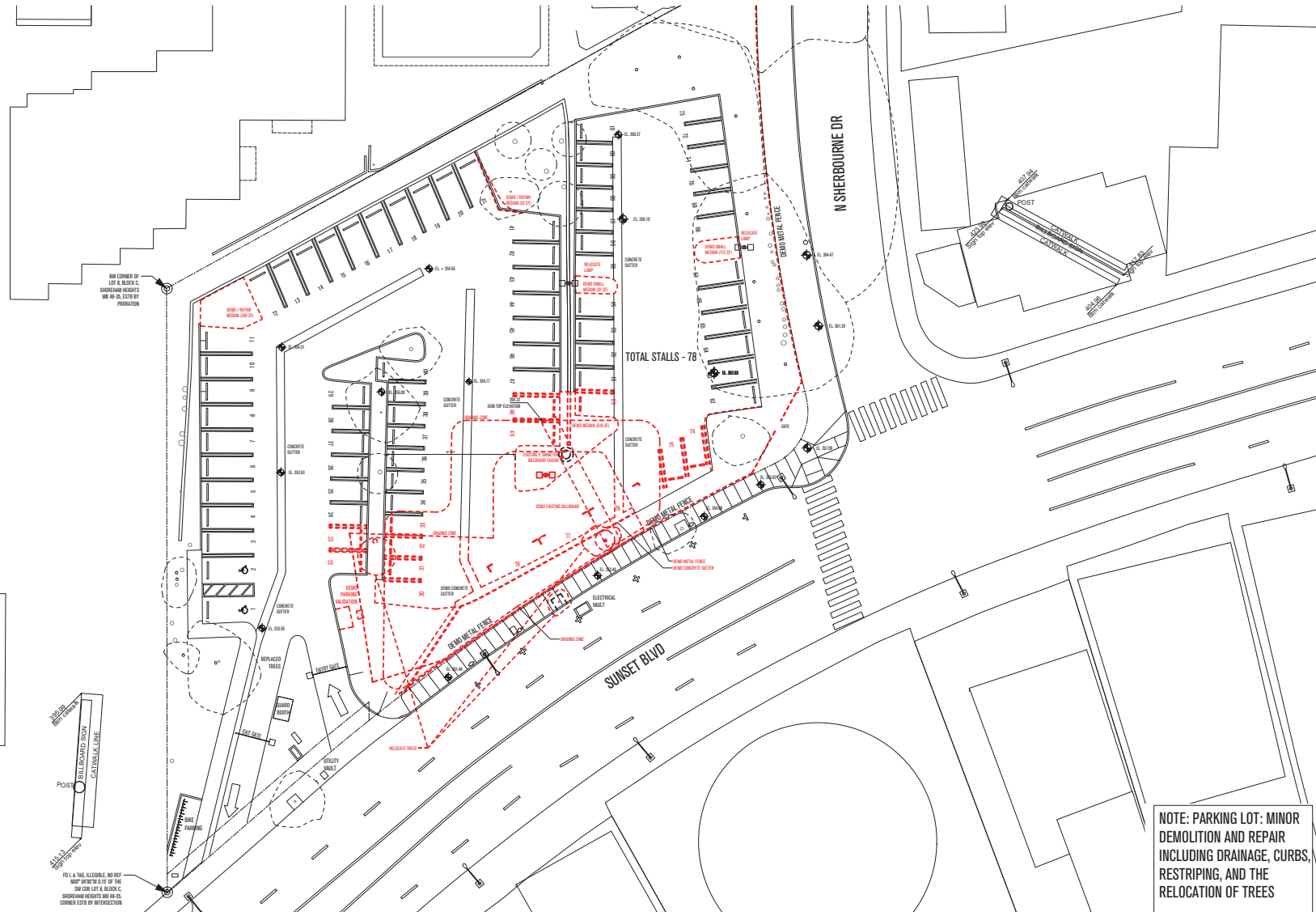
SCALE:	DATE:
1" = 1/16"	10/27/2017
	CHECKED:
	CA
	SHEET:
	A1.5



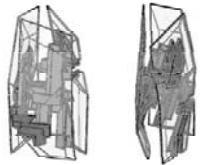
HORN AVE

N SHERBOURNE DR

SUNSET BLVD



NOTE: PARKING LOT: MINOR DEMOLITION AND REPAIR INCLUDING DRAINAGE, CURBS, RESTRIPING, AND THE RELOCATION OF TREES



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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6335 Santa Monica Avenue
Los Angeles, CA 90015
(310) 417-7225
www.migac.com

NOTES:

- The site plan shows the proposed location of the structure, including the location of the structure, the location of the structure, and the location of the structure.
- The structure is to be located on the site of the structure, and the structure is to be located on the site of the structure.
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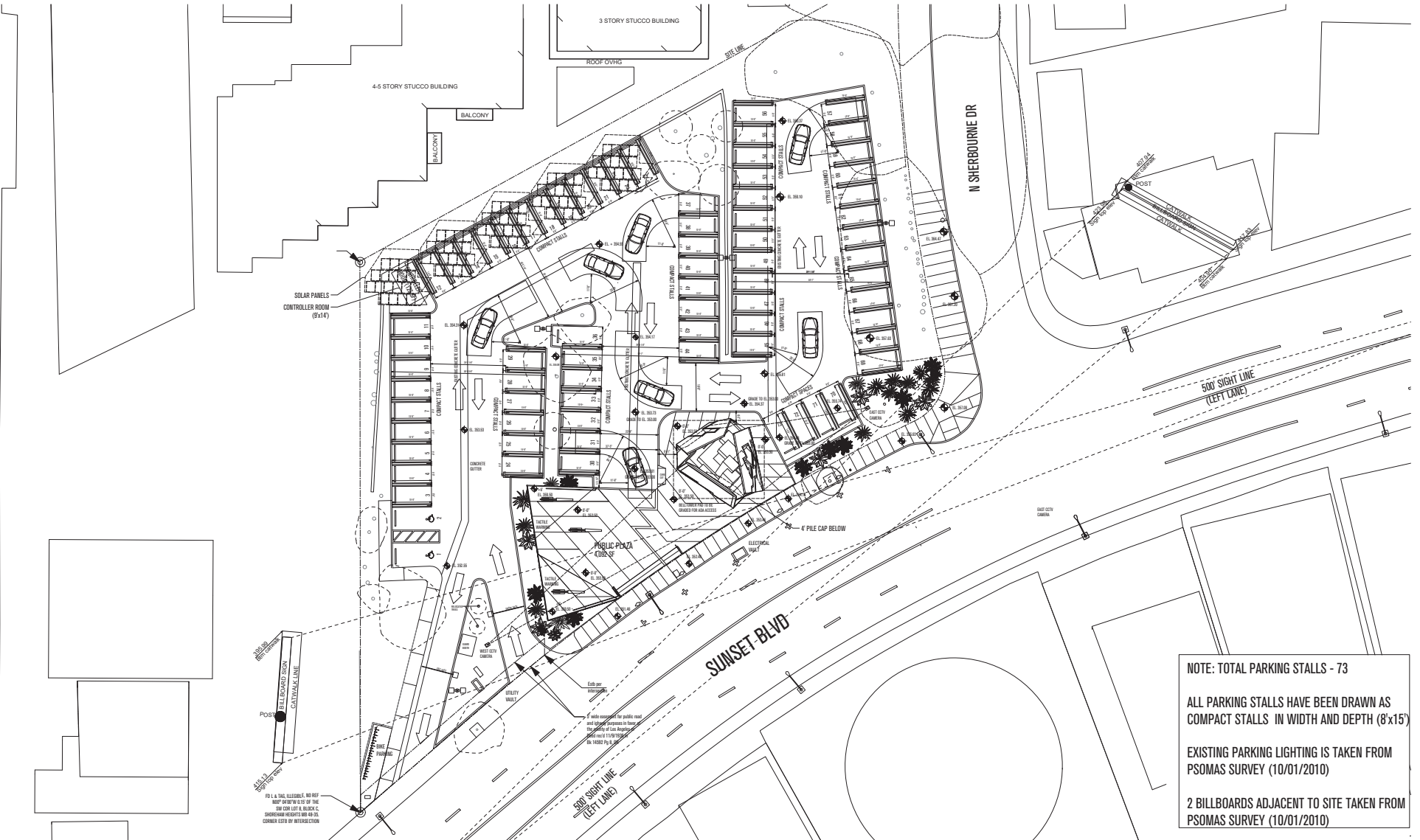
REVISIONS:

DESCRIPTION:	BY:	DATE:

DEMO PLAN

SCALE: 1" = 1/16"	DATE: 10/27/2017
DRAWN: CA	CHECKED:
SHEET: A1.5	

HORN AVE

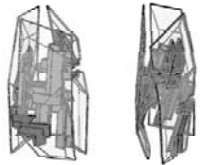


NOTE: TOTAL PARKING STALLS - 73

ALL PARKING STALLS HAVE BEEN DRAWN AS COMPACT STALLS IN WIDTH AND DEPTH (8'x15')

EXISTING PARKING LIGHTING IS TAKEN FROM PSOMAS SURVEY (10/01/2010)

2 BILLBOARDS ADJACENT TO SITE TAKEN FROM PSOMAS SURVEY (10/01/2010)



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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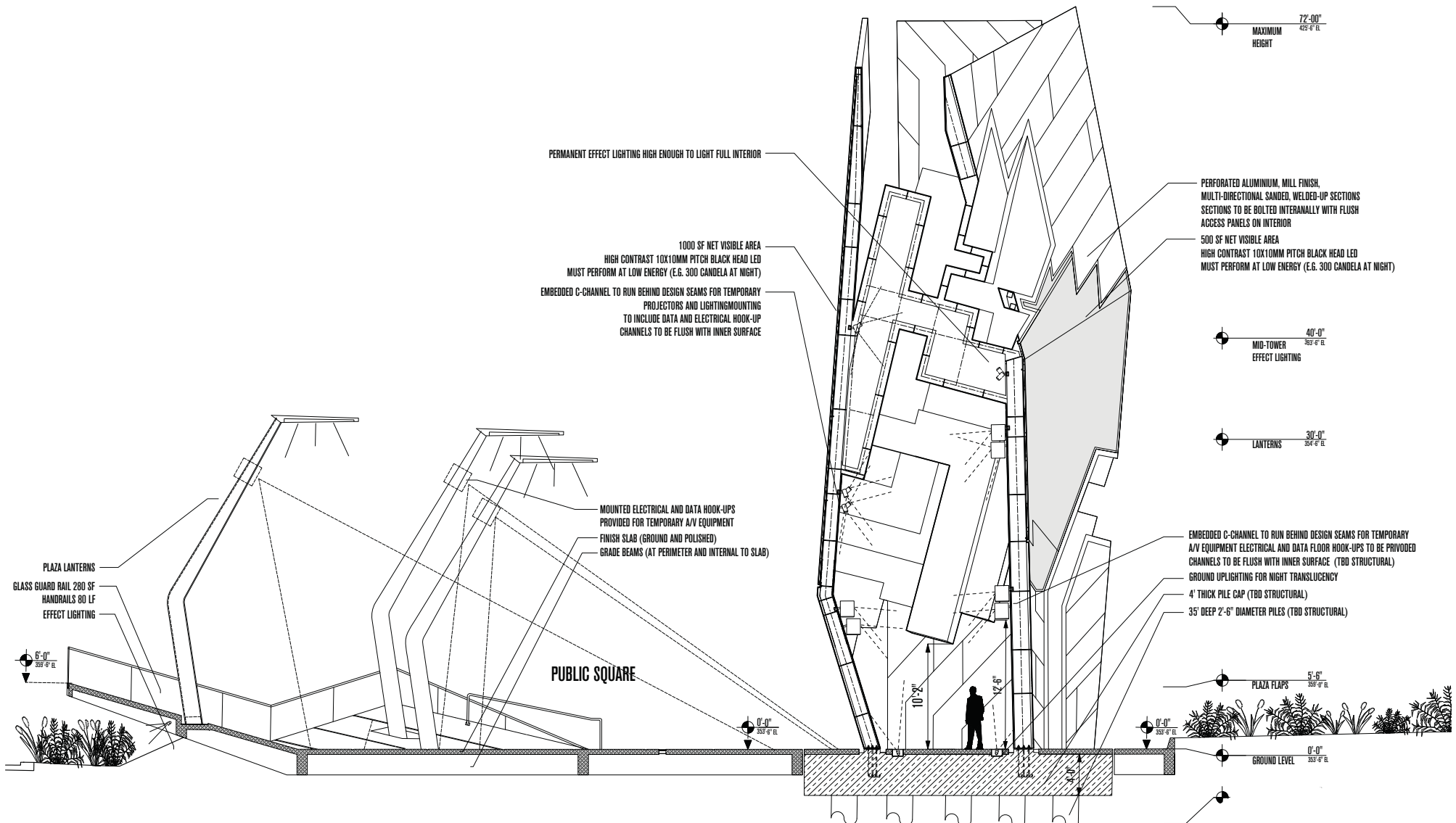
1. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THIS PROJECT FOR CONFORMANCE WITH THE CITY'S ZONING ORDINANCES AND LOCAL ORDINANCES. THE CITY'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PROJECT AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE CITY'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PROJECT AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.
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4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WEST HOLLYWOOD'S ORDINANCES AND LOCAL ORDINANCES.

REVISIONS:

DESCRIPTION:	BY:	DATE:

SITE PLAN

SCALE: 1' = 1/16"	DATE: 10/27/2017
	CHECKED:
	DRAWN: CA
	SHEET: A1.6



PERMANENT EFFECT LIGHTING HIGH ENOUGH TO LIGHT FULL INTERIOR

1000 SF NET VISIBLE AREA
HIGH CONTRAST 10X10MM PITCH BLACK HEAD LED
MUST PERFORM AT LOW ENERGY (E.G. 300 CANDELA AT NIGHT)

EMBEDDED C-CHANNEL TO RUN BEHIND DESIGN SEAMS FOR TEMPORARY
PROJECTORS AND LIGHTING MOUNTING
TO INCLUDE DATA AND ELECTRICAL HOOK-UP
CHANNELS TO BE FLUSH WITH INNER SURFACE

PERFORATED ALUMINIUM, MILL FINISH,
MULTI-DIRECTIONAL SANDED, WELDED-UP SECTIONS
SECTIONS TO BE BOLTED INTERANNALLY WITH FLUSH
ACCESS PANELS ON INTERIOR

500 SF NET VISIBLE AREA
HIGH CONTRAST 10X10MM PITCH BLACK HEAD LED
MUST PERFORM AT LOW ENERGY (E.G. 300 CANDELA AT NIGHT)

40'-0"
353'-6" EL
MID-TOWER
EFFECT LIGHTING

30'-0"
354'-6" EL
LANTERNS

MOUNTED ELECTRICAL AND DATA HOOK-UPS
PROVIDED FOR TEMPORARY A/V EQUIPMENT

FINISH SLAB (GROUND AND POLISHED)

GRADE BEAMS (AT PERIMETER AND INTERNAL TO SLAB)

EMBEDDED C-CHANNEL TO RUN BEHIND DESIGN SEAMS FOR TEMPORARY
A/V EQUIPMENT ELECTRICAL AND DATA FLOOR HOOK-UPS TO BE PRIVODED
CHANNELS TO BE FLUSH WITH INNER SURFACE (TBD STRUCTURAL)

GROUND UPLIGHTING FOR NIGHT TRANSLUCENCY

4' THICK PILE CAP (TBD STRUCTURAL)

3.5' DEEP 2'-6" DIAMETER PILES (TBD STRUCTURAL)

PLAZA LANTERNS

GLASS GUARD RAIL 280 SF
HANDRAILS 80 LF
EFFECT LIGHTING

PUBLIC SQUARE

5'-6"
355'-6" EL
PLAZA FLAPS

0'-0"
353'-6" EL
GROUND LEVEL

WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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NOTES:

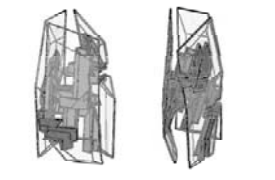
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) FOR THE INSTALLATION OF THE LIGHTING SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) FOR THE INSTALLATION OF THE LIGHTING SYSTEM.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

SECTION

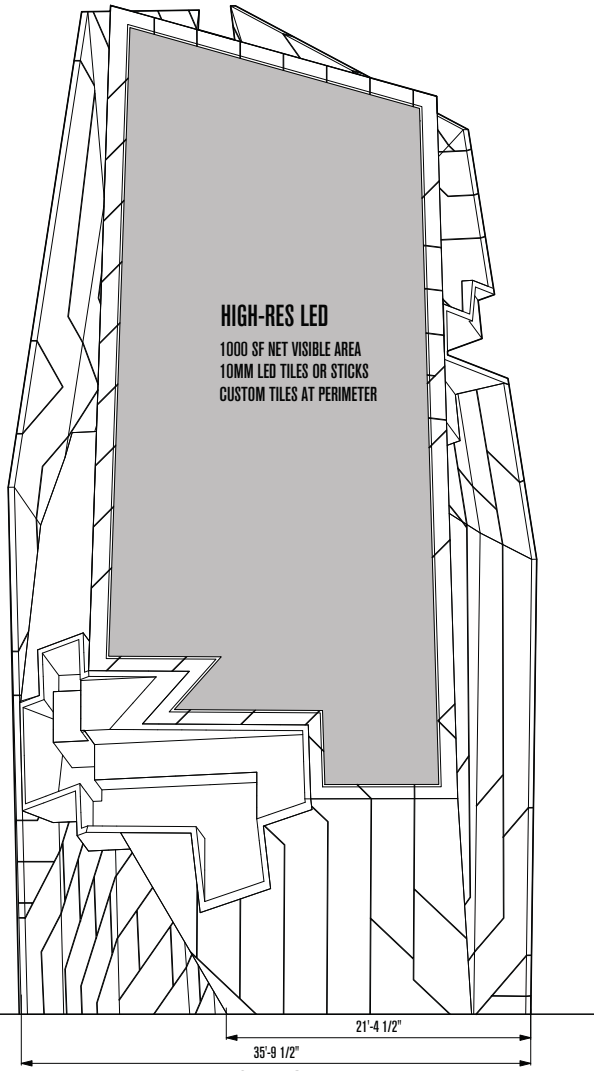
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DRAWN: CA	CHECKED:
SHEET: A1.10	



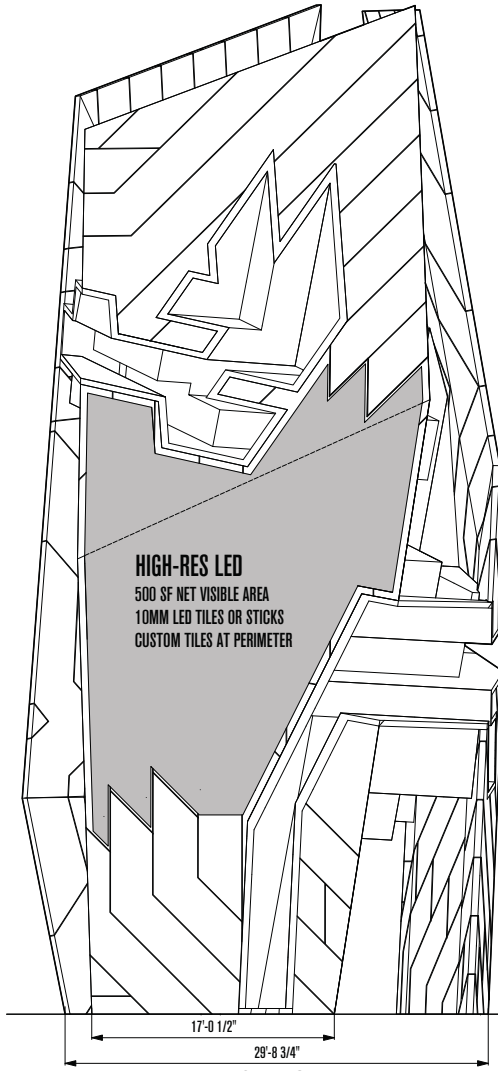
72'-00"
TOP OF STRUCTURE
89'-5 1/2"
TOP OF WEST BILLBOARD

44'-7 1/2"
TOP OF EAST BILLBOARD

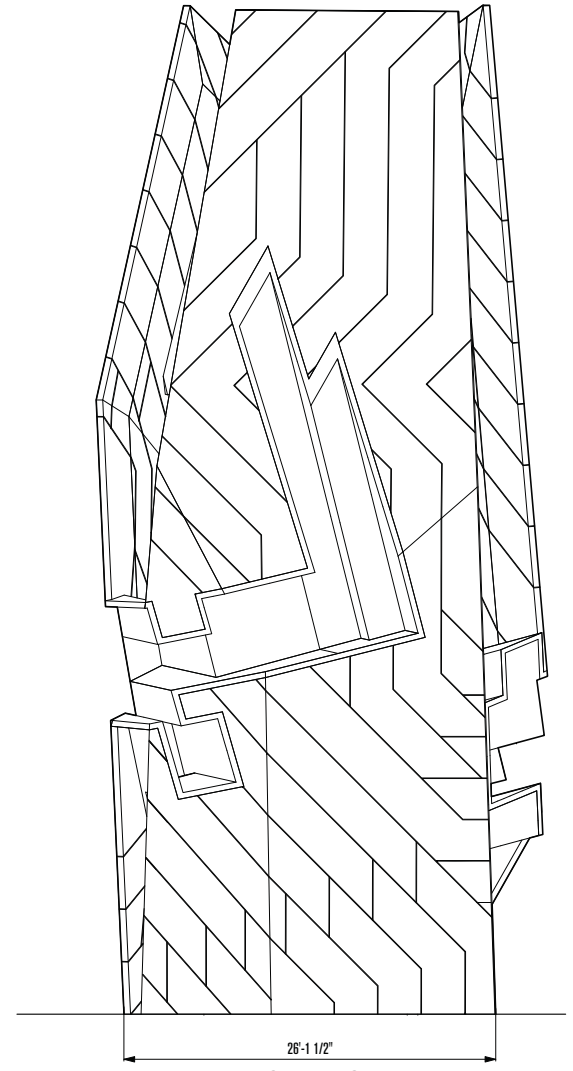
16'-1 1/2"
BOTTOM OF WEST BILLBOARD
13'-10 1/2"
BOTTOM OF EAST BILLBOARD



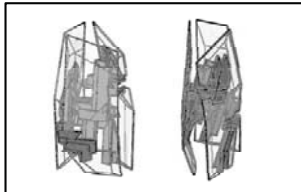
WEST FACADE



EAST FACADE



NORTH FACADE



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER
CITY OF WEST HOLLYWOOD
3333 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90069
(310) 486-6400
www.westholy.com

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(614) 874-7208
www.orangebarrelmedia.com

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BURBANK, CA 91502
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COST ESTIMATOR
MIGAC
9325 South Grand Avenue,
Los Angeles, CA 90015
(310) 467-7225
www.migac.com

NOTES:

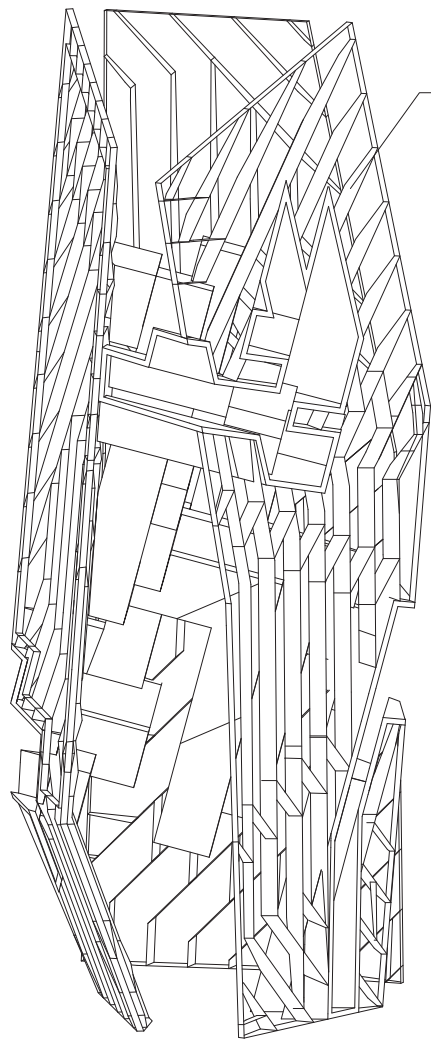
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS AND SHALL OBTAIN APPROVAL FROM THE CITY OF WEST HOLLYWOOD AND THE CITY OF LOS ANGELES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS AND SHALL OBTAIN APPROVAL FROM THE CITY OF WEST HOLLYWOOD AND THE CITY OF LOS ANGELES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS AND SHALL OBTAIN APPROVAL FROM THE CITY OF WEST HOLLYWOOD AND THE CITY OF LOS ANGELES.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

ELEVATIONS

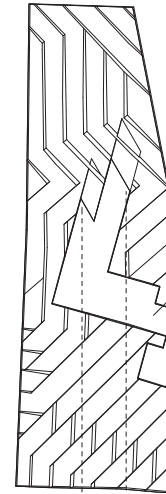
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DRAWN: CA	CHECKED:
SHEET: A1.11	



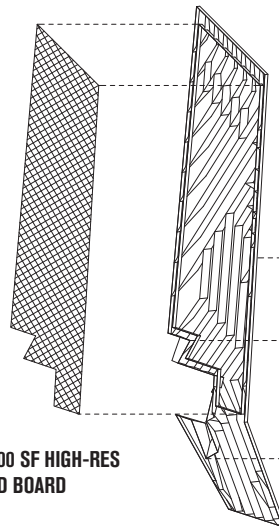
SEMI MONOCOQUE WELDED ALUMINUM RIBS

STRUCTURAL RIBS

NORTH PANEL

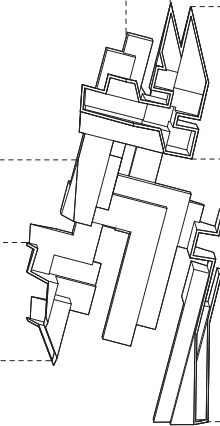


NEGATIVE FIGURE STABILIZED WITH INNER OBJECT SURFACES BEHIND

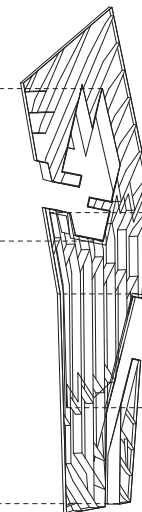


1000 SF HIGH-RES LED BOARD

WEST PANEL



INNER OBJECT



500 SF HIGH-RES LED BOARD

EAST PANEL

WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER
CITY OF WEST HOLLYWOOD
3300 SANTA MONICA BLVD.
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6325 South Grand Avenue,
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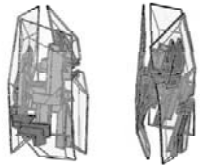
1. THIS DRAWING IS A PRELIMINARY DESIGN. IT IS SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT ACCEPTS THE RISK OF INADEQUACY OF THIS DESIGN. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN. THE CLIENT SHALL BE RESPONSIBLE FOR THE CONSTRUCTION. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN. THE CLIENT SHALL BE RESPONSIBLE FOR THE CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN. THE CLIENT SHALL BE RESPONSIBLE FOR THE CONSTRUCTION.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

STRUCTURAL AXONOMETRIC

SCALE: SCALED TO FIT	DATE: 10/27/2017
DRAWN: CA	CHECKED:
SHEET: A1.12	



WEST PANEL

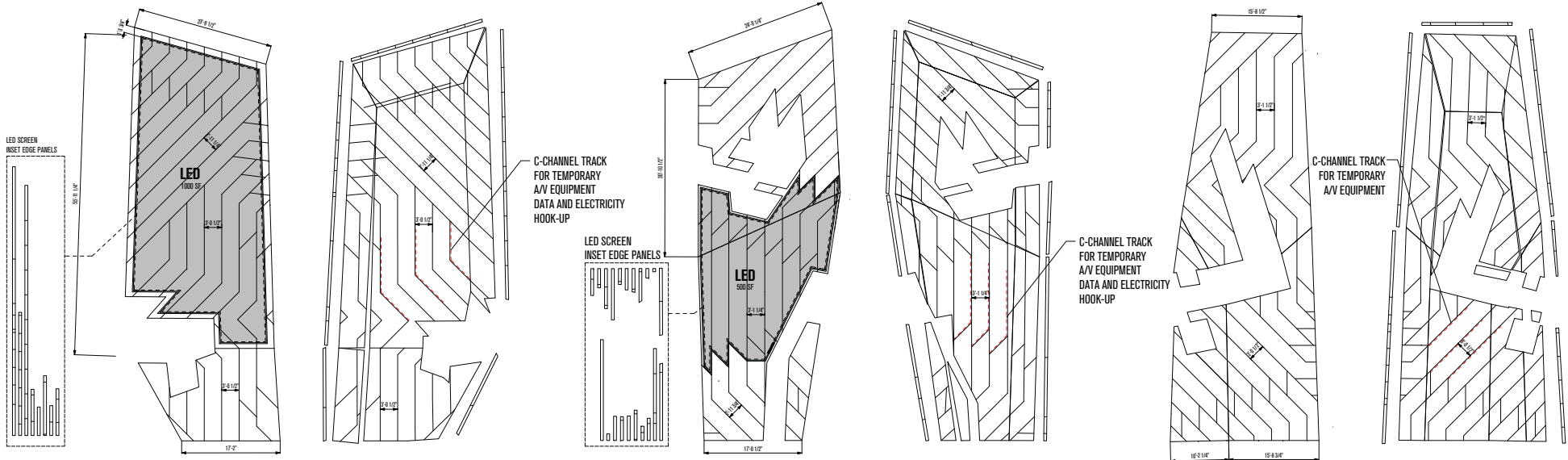
ALUMINIUM 6MM CUSTOM PERFORATED MILL FINISH
 MULTI-DIRECTIONAL SANDED PANELS - 3,160 SF
 ALUMINIUM 6MM WELDED RIBS - 792 SF
 LED - 1000 SF NET VISIBLE AREA

EAST PANEL

ALUMINIUM 6MM CUSTOM PERFORATED MILL FINISH
 MULTI-DIRECTIONAL SANDED PANELS - 2,240 SF
 ALUMINIUM 6MM WELDED RIBS - 557 SF
 LED - 500 SF NET VISIBLE AREA

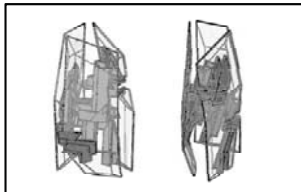
NORTH PANEL

ALUMINIUM 6MM CUSTOM PERFORATED MILL FINISH
 MULTI-DIRECTIONAL SANDED PANELS - 2,695 SF
 ALUMINIUM 6MM WELDED RIBS - 595 SF



TOTAL AREAS

5083 ALUMINIUM ALLOY 6MM CUSTOM PERFORATED
 MILL FINISH MULTI-DIRECTIONAL SANDED PANELS - 8,095 SF
 WELDED ALUMINIUM 6MM RIBS - 1,944 SF
 LED - 1,500 SF
 TOTAL - 10,039 SF



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER
 CITY OF WEST HOLLYWOOD
 6300 SANTA MONICA BLVD.
 WEST HOLLYWOOD, CA 90060
 (310) 492-6400
 www.westlga.org

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 ORANGE BARREL MEDIA
 350 N. HASTINGS AVE.
 COLLEGE, OH 43022
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 www.orangebarrelmedia.com

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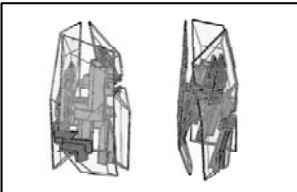
1. THE LED SCREEN SHALL BE PERFORATED TO MATCH THE PERFORATION PATTERNS AND FINISHES OF THE EXISTING FACADE AND SHALL BE INSTALLED TO MATCH THE EXISTING FACADE. THE LED SCREEN SHALL BE PERFORATED TO MATCH THE EXISTING FACADE. THE LED SCREEN SHALL BE PERFORATED TO MATCH THE EXISTING FACADE. THE LED SCREEN SHALL BE PERFORATED TO MATCH THE EXISTING FACADE.
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REVISIONS:

DESCRIPTION:	BY:	DATE:

UNFOLDED PANELS

SCALE: 1' = 1/8"	DATE: 10/27/2017
DRAWN: CA	CHECKED:
SHEET: A1.13	



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

OWNER
CITY OF WEST HOLLYWOOD
6305 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA 90060
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www.westhwy.org

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ORANGE BARREL MEDIA
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COLUMBIUS, OH 43022
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www.moca.com

STRUCTURAL ENGINEER
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707 Wilshire Blvd #410
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WWW.WALTERP.MOORE.COM

MEDIA CONSULTANT
RETHINK LEISURE &
ENTERTAINMENT
250 E. Olive Ave #100
BURBANK, CA 91502
(818) 270-9000
WWW.RETHINKLE.COM

COST ESTIMATOR
MGAC
6325 South Grand Avenue,
Los Angeles, CA 90015
(310) 417-7225
www.mgac.com

NOTES:

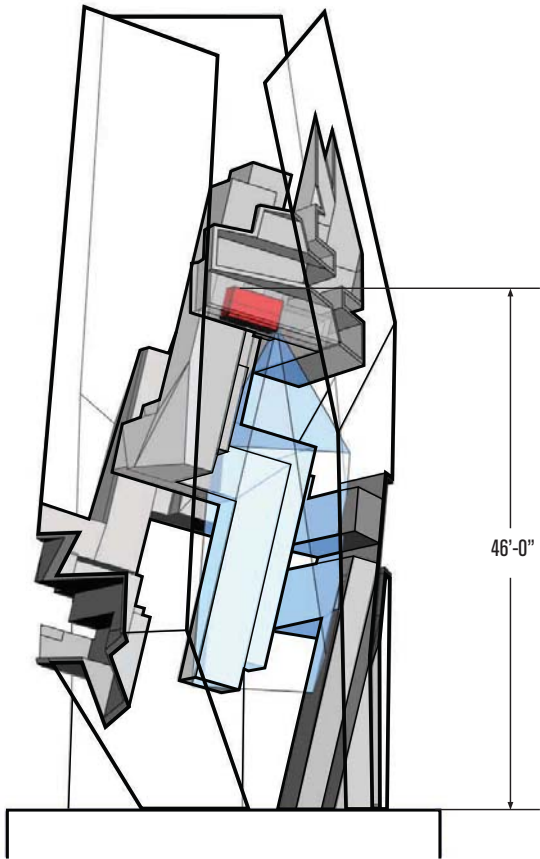
1. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL, STRUCTURAL, AND ELECTRICAL DRAWINGS AND HAS APPROVED THEM FOR CONSTRUCTION. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL DRAWINGS AND HAS APPROVED THEM FOR CONSTRUCTION. THE CITY OF WEST HOLLYWOOD HAS REVIEWED THE ARCHITECTURAL DRAWINGS AND HAS APPROVED THEM FOR CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD, THE COUNTY OF LOS ANGELES, AND THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD, THE COUNTY OF LOS ANGELES, AND THE STATE OF CALIFORNIA.
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REVISIONS:

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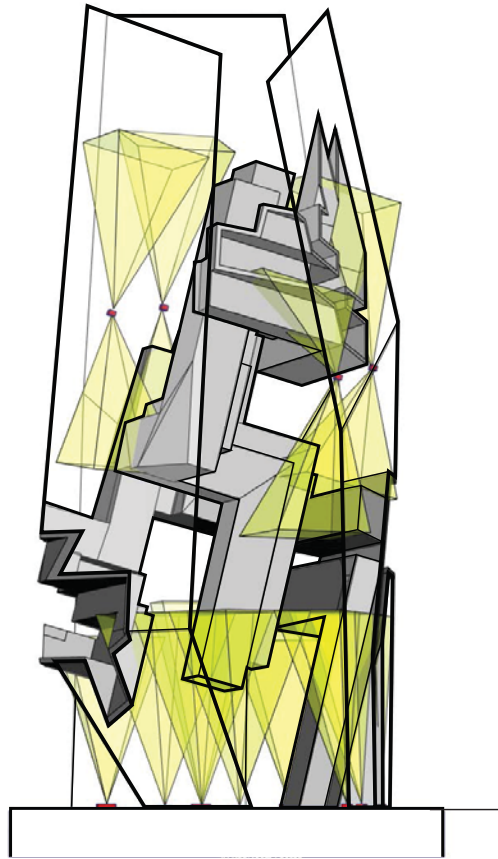
MEDIA CONCEPT

SCALE:	DATE:
	10/27/2017
DRAWN:	CHECKED:
CA	
SHEET:	
A1.18	



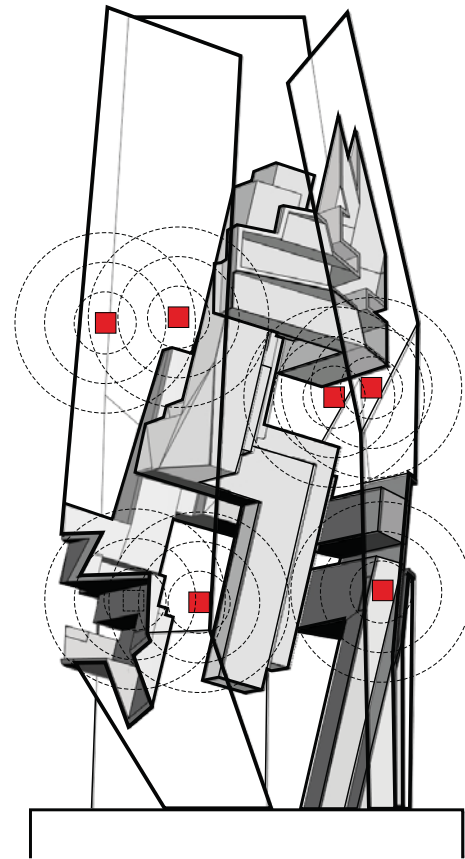
PROJECTOR

1 20,000 LUMEN SHORT THROW LASER PROJECTOR EMBEDDED IN THE BELLTOWER INTERIOR TO CREATE DYNAMIC VIDEO AND INTERACTIVE IMAGERY ON INTERIOR OBJECT. TO BE HOUSED IN A COOLED WATER TIGHT ENCLOSURE WITH ACCESS PANELS IN BELLTOWER FOR MAINTENANCE



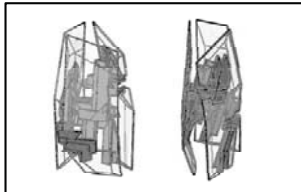
EFFECT LIGHTING

DIMMABLE, DYNAMIC, COLOR PROGRAMMABLE EFFECT LIGHTING LOCATED AT THE BASE OF EACH PANEL AND AT 3/4 HEIGHT OF THE TOWER TO LIGHT UP AND DOWN



AUDIO SYSTEM

AUDIO SYSTEM TO CREATE IMMERSIVE ENVIRONMENT. HARDWARE INSTALLED NEAR EFFECT LIGHTING



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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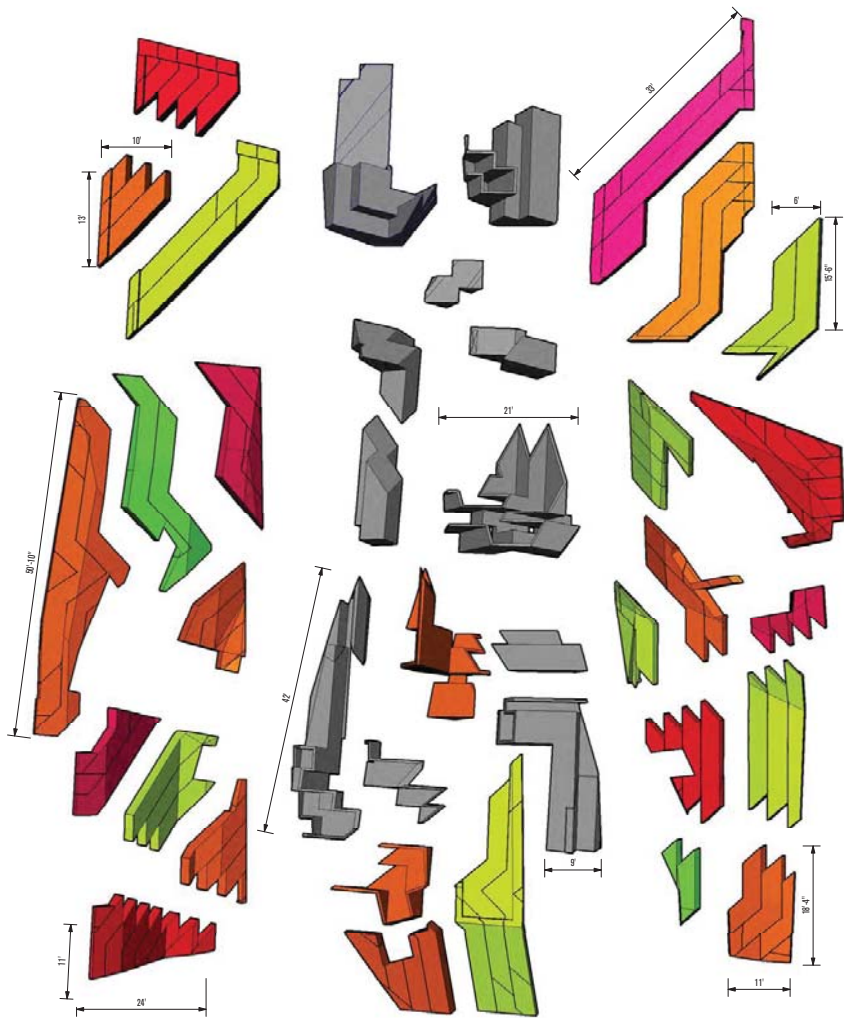
1. THIS DRAWING IS A PRELIMINARY DESIGN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS OF THE SITE AND ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ARCHITECT AND THE CITY OF WEST HOLLYWOOD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE ARCHITECT.
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REVISIONS:

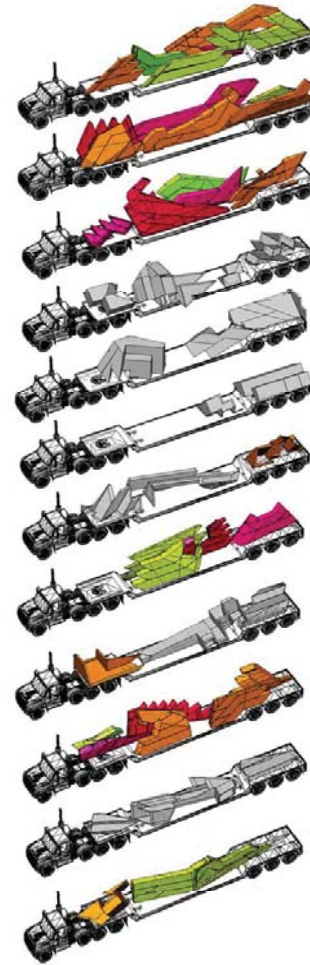
DESCRIPTION:	BY:	DATE:

INTERIOR MEDIA

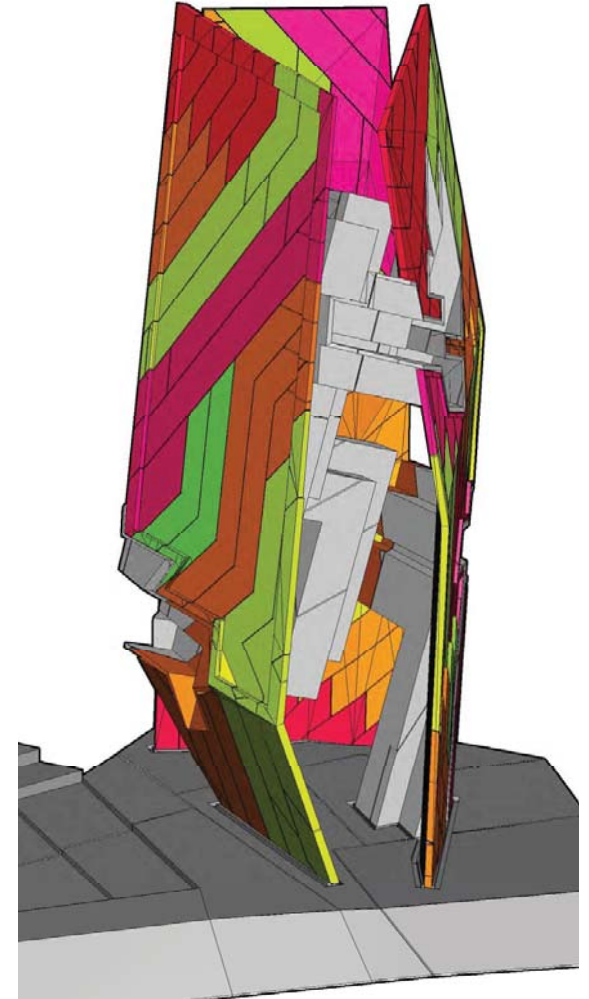
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	10/27/2017
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SHEET:	A1.20



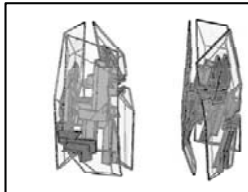
PREFABRICATED COMPONENT CHUNKS



DROP-TRAILER DELIVERY



ASSEMBLED CHUNKS



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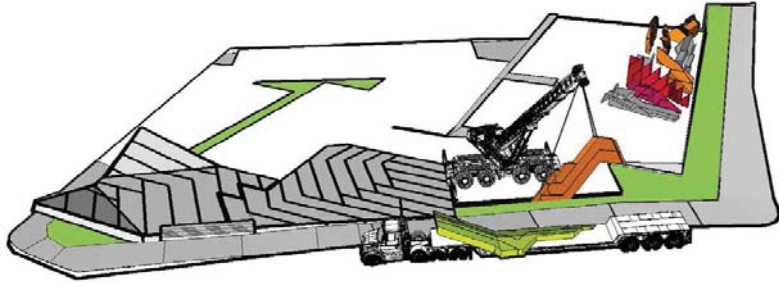
1. The City of West Hollywood is not responsible for the design, construction, installation, operation, maintenance, or repair of the structure. The City of West Hollywood is not responsible for the design, construction, installation, operation, maintenance, or repair of the structure. The City of West Hollywood is not responsible for the design, construction, installation, operation, maintenance, or repair of the structure.
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REVISIONS:

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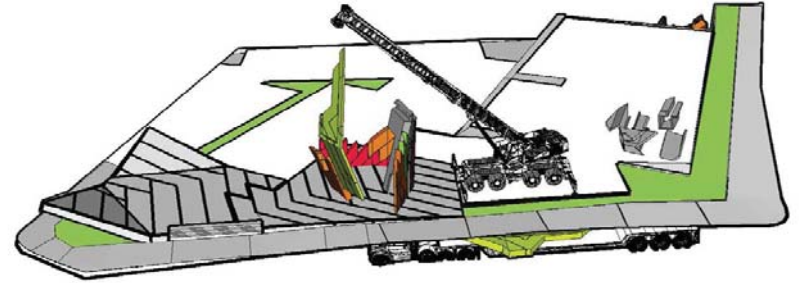
COMPONENT OVERVIEW

SCALE:	DATE:
	10/27/2017
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SHEET:	A1.21



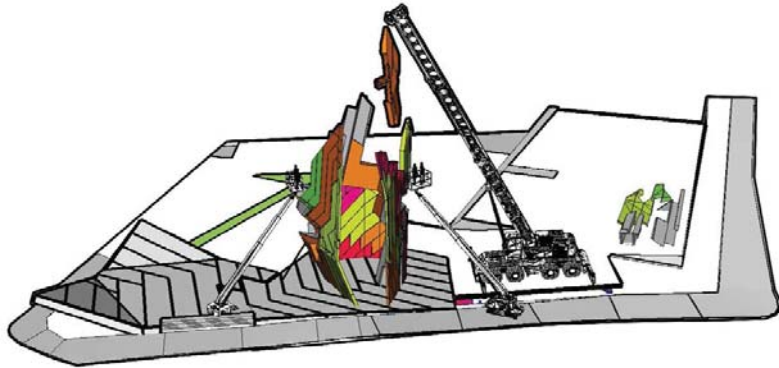
STAGE 01

PREFABRICATED CHUNKS ARE DELIVERED TO SITE AND PLACED IN A STAGING AREA THAT TEMPORARILY REDUCES PARKING SPACES. PREFABRICATIONS DRAMATICALLY HELPS CONTROL OF QUALITY AND SPEED OF ERECTION



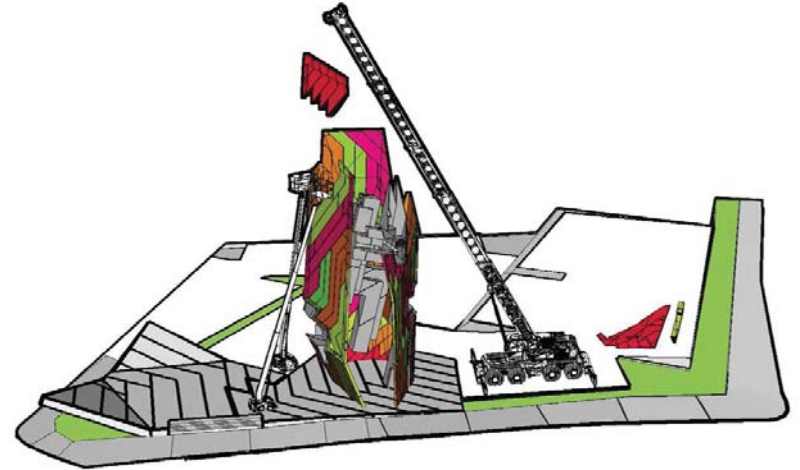
STAGE 02

LOWER CHUNKS ASSEMBLED WITH INTERIOR OBJECT BRING PANELS TOGETHER



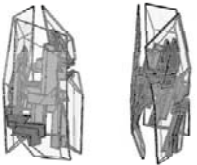
STAGE 03

CONSTRUCTION CONTINUES WITH THE HELP OF CRANE AND MAN LIFTS. COMPONENTS ARE BOLTED TOGETHER



STAGE 04

SUPERSTRUCTURE IS COMPLETED WITH TOP PIECES



WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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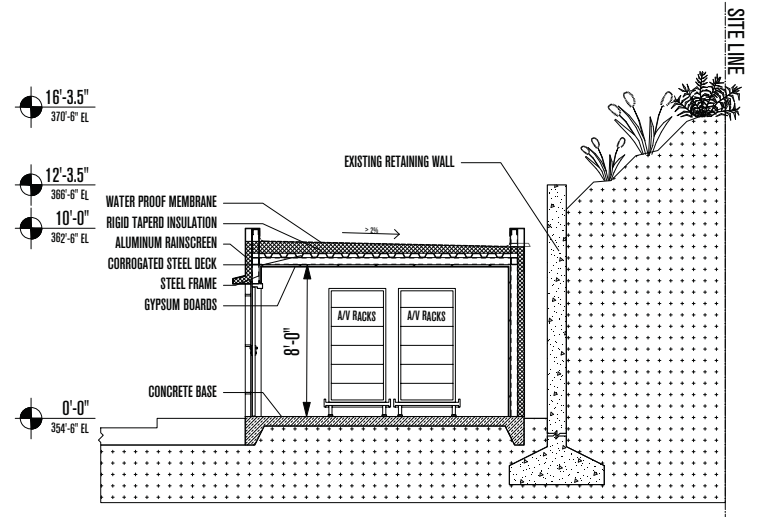
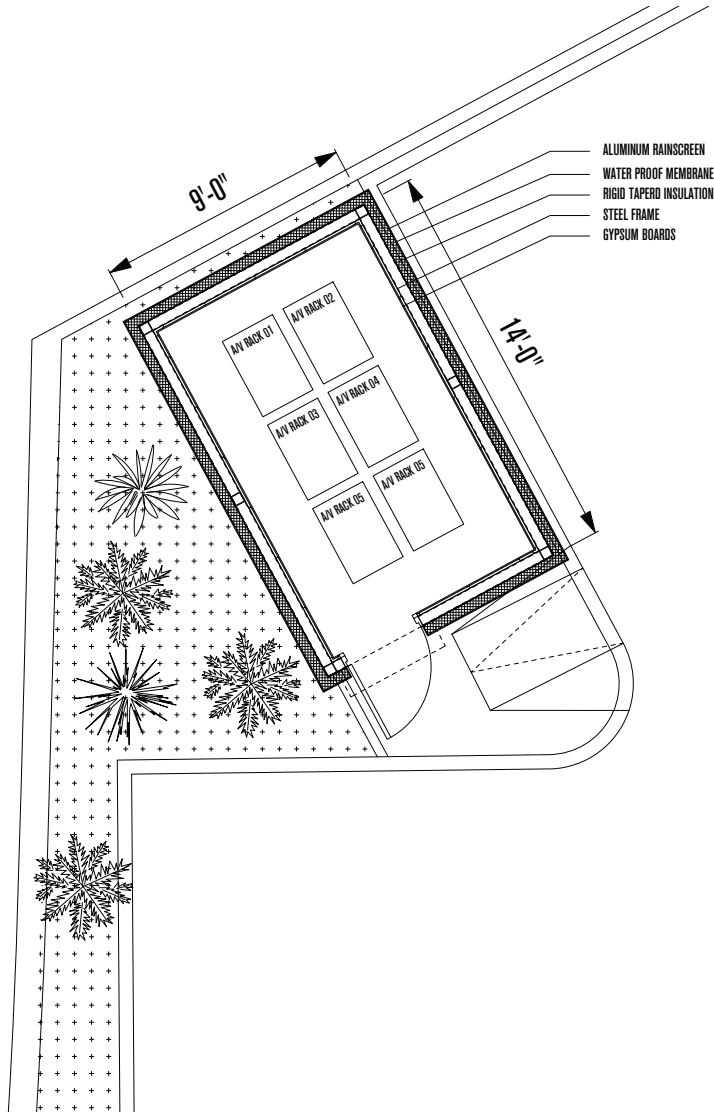
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COMPONENT ASSEMBLY

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NOTES:

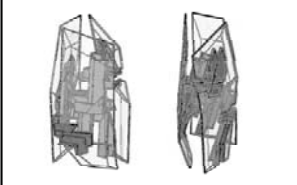
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS OF THE SITE PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF WEST HOLLYWOOD AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) PRIOR TO COMMENCEMENT OF WORK.
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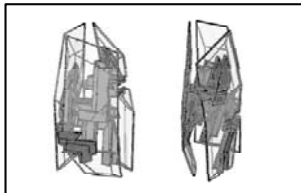
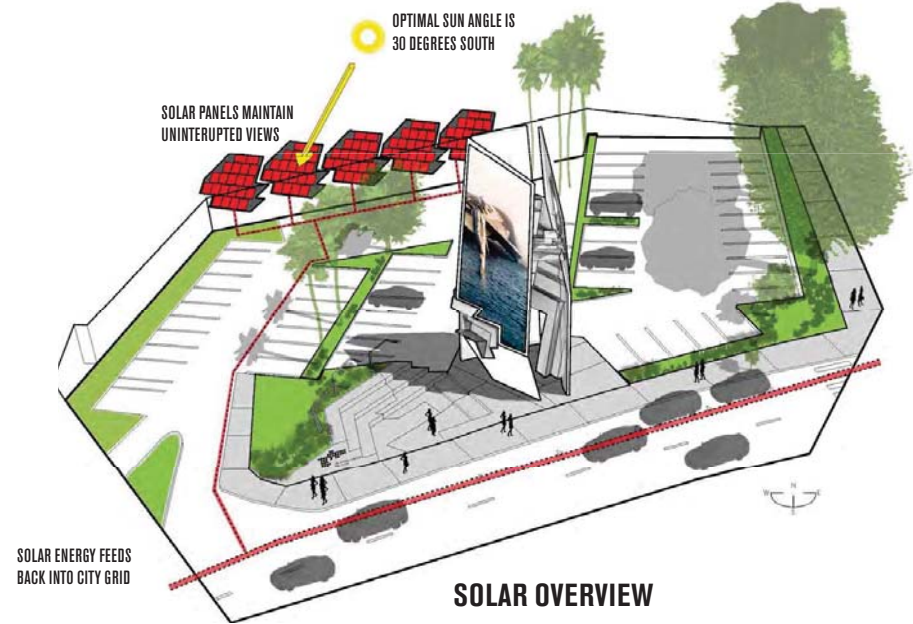
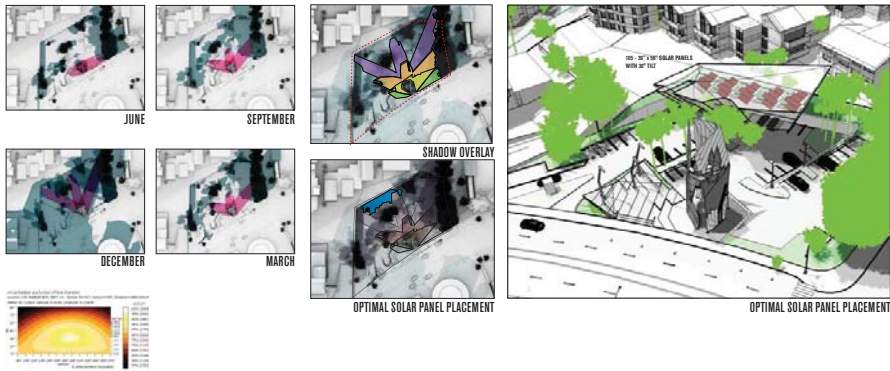
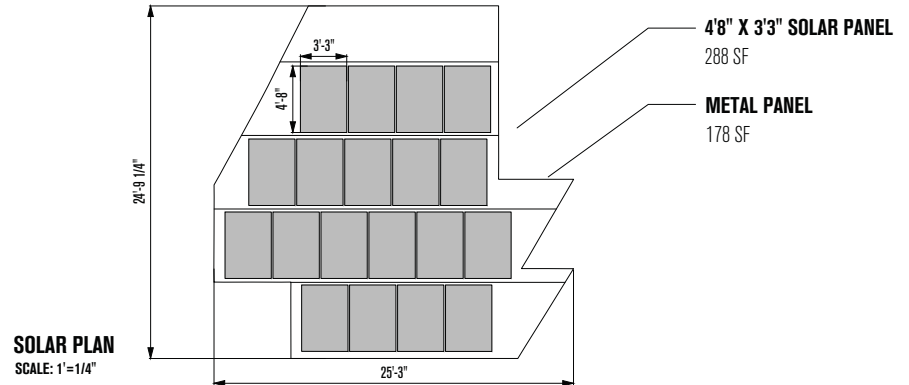
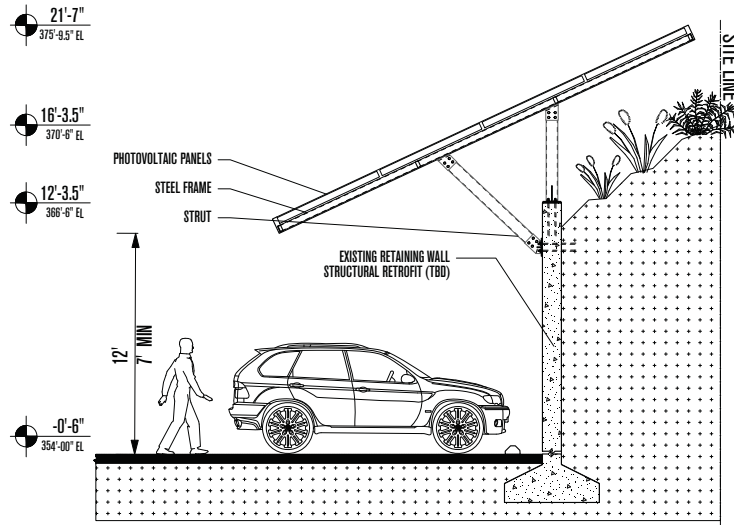
CONTROLLER ROOM

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WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

<p>OWNER: CITY OF WEST HOLLYWOOD 6305 SANTA MONICA BLVD. WEST HOLLYWOOD, CA 90068 (310) 486-6400 www.westhlgov.org</p>	<p>OWNER / OPERATOR: ORANGE BARREL MEDIA 350 N. HASTINGS AVE. CULVERCITY, OH 42222 (313) 874-7228 www.orangebarrelmedia.com</p>	<p>ARCHITECT: TOM WYSCOMBE ARCHITECTURE 2604 WILSON BLVD., SUITE 40 LOS ANGELES, CA 90067 (310) 559-7226 www.tomwyscombe.com</p>	<p>SITE-SPECIFIC ART COORDINATOR: MOCA 2501 South Grand Avenue, Los Angeles, CA 90012 (310) 626-4222 www.moca.com</p>	<p>STRUCTURAL ENGINEER: WALTER P. MOORE 707 Wilshire Blvd #410 LOS ANGELES, CA 90017 (310) 254-1880 WWW.WALTERP.MOORE.COM</p>	<p>MEDIA CONSULTANT: RETHINK LEISURE & ENTERTAINMENT 250 E. Olive Ave #100 BURBANK, CA 91502 (818) 275-9000 WWW.RETHINKLE.COM</p>	<p>COST ESTIMATOR: MGAC 6325 South Grand Avenue, Los Angeles, CA 90015 (310) 417-7225 www.mgac.com</p>
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WEST HOLLYWOOD BELLTOWER SUNSET SPECTACULAR

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	A1.25

APPENDIX B

Lighting Information

July 28, 2017

Tom Wiscombe
Tom Wiscombe Architects
2404 Wilshire Blvd., Suite 4B
Los Angeles, CA 90057

RE: Luminance Analysis, West Hollywood Belltower Project

Below is a summary of our concept technical design for all light-emitting technologies specified in this project.

Light Emitting Technology intended for this project

This project is comprised of the following technologies that will emit direct-view light and reflected light. The equipment listed below is for the “reduced-media plan; with the full-media additions identified as “optional”.

Tower

Exterior

- (1) LED Display 1 - 10.0mm LED Display, West 1,000 sq/ft (93 sq/m) - 6000 nits
 - Intended for direct view video display
- (1) LED Display 2 - 10.0mm LED Display, East 500 sq/ft (47 sq/m) - 6000 nits
 - Intended for direct view video display

Interior

- (10) 150w Column Mounted Internal LED Lighting Fixtures
 - Intended for lighting of the interior tower columns and architecture
- (40) 50w Ingrade Float Lighting, 4'-0" Linear RGBW Narrow Beam Uplights
 - Intended for up-lighting at the base of the tower sculpture
- (1) 20,000 Lumens, 3DLP, SXGA+ (1400 x 1050)
 - Intended for reflected video projection on the interior tower flat surfaces
- **OPTIONAL** - (1) LED Displays Misc. (Optional) - 16mm Outdoor Low Rez LED Display
 - Intended for direct view video display
- **OPTIONAL** - (6) 10,000 Lumens, Laser Light Projector, WUXGA (1,920 x 1,200), DLP Projector
 - Intended for reflected video projection on the interior tower flat surfaces
 - Note: The (6) 10K projectors are intended to replace the (1) 20K projector above*

Plaza

- (3) Custom Poles with DMX dimmable with 150w White Flood Light
 - Intended for down-lighting onto the plaza concrete surface
- (4) Lifted Plaza Effect LED Lighting using 150w Internal LED Lighting Fixtures
 - Intended for reflected special effect lighting under the “lifted plaza” feature
- **OPTIONAL** – (6) 17,000 Lumens, 3DLP, WXGA (1366 x 768)
 - Intended for video projection mapping onto the plaza concrete surface

Understanding Nits, Lumens, Brightness, Watts, and Foot-Candles (fc)

It is important to understand the basic terms and units of measurement with respect to light and brightness.

Nits is a “unit of measurement of luminance and is a candela per meter squared (i.e. cd/m²), also known as the intensity of visible light, where one nit is equal to one candela per square meter” (i.e. the measure of the "power" of a candle). Nits are used to describe the brightness of direct view visual displays (i.e. LED displays, LCD displays, etc.). Nits are used to measure direct light and are a measurement of how much light energy is coming from a source distributed over the area of that source. The measure of the "power" of a candle.

Lumens are "a unit of luminous flux in the International System of Units, that is equal to the amount of light given out through a solid angle by a source of one candela intensity radiating equally in all directions". This can be confusing. Lumens are used to describe brightness (luminance) of *reflected* light (i.e. projectors). Lumens equals brightness, “watts” does not.

Brightness is “the effect or sensation by means of which an observer is able to distinguish differences in luminance”. Brightness describes the experience of a phenomenon (luminance), not the phenomenon itself. Brightness is a subjective attribute of light to which humans assign a label between very dim and very bright (brilliant). Brightness is perceived, not measured.

Watts is a measure of power, often used as shorthand for a light's brightness. It is helpful to understand, however, that a “watt” is different from “brightness”. A 40-watt bulb uses twice as much power as a 20-watt. The response of human eyes to light is *non-linear* and complex. The sensitivity of the eye decreases as the magnitude of the light increases. So even though 40 watts is about twice as radiant as 20 watts, it won't seem that way when viewed from our eyes.

Foot Candle (fc) is a unit of measure of the intensity of light falling on a surface equal to 1 lumen per square foot. A foot candle is the illuminance on a one-square foot surface from a uniform source of light. It has been replaced in the International System by the candela (1 lumen per square meter). Foot candles are the most common unit of measure to calculate light levels in outdoor spaces.

This is where candelas come in, and two-candela light will seem half as bright as a four-candela light, and twice as bright as a one-candela bulb. That's because the candela doesn't strictly measure intensity, it's a combined measure of light emitted, and its (approximated) significance to the viewer

The candela tells us how much light energy is coming from a source (or more specifically, how this light energy is likely to be perceived by the viewer). Nits tell us how this energy is

distributed over an area or how dense the light of a certain screen is. For instance, a 400-nit Smartphone screen will seem as bright as a 400-nit laptop screen, even though the laptop screen is emitting more light in total.

Lumens measure something similar, but they do it differently. A lumen is essentially a measure of light intensity that includes a consideration of the area the light is hitting (i.e. the cone of the projection).

California Environmental Quality Act (CEQA) – Concept Design and Compliance

We have reviewed and understand the light pollution concerns related to outdoor digital signage and policies as outlined in the California Environmental Quality Act, section E; Lighting and Luminance. We also understand policy and that city ordinance dictates LED displays cannot exceed 6,000 (daytime) and 300 (nighttime).

Concept Technical Design

Our concept technical design for this project (including LED displays, video projectors, and lighting instruments) will comply with the illuminance standards in the Sunset Strip Off-Site Signage Policy. Our design concept and specifications for all light-emitting technology will conform to these policies and not exceed the 1.4fc at the site line to Sunset Blvd and adjacent residential zoned property lines.

Controls

Our control system technology allows adjustment of the LED display brightness as required. The LED display brightness can be adjusted against in real-time or time clock. We can also include a light sensor (light photo-cell) to automatically adjust the display brightness based on the daytime/nighttime brightness. The brightness of the video projectors and lighting instruments across the board are also controllable and programmable.

Below is our design and operational criteria based on the CEQA guidelines.

Design Criteria

- All light-emitting technology illuminance to not exceed 1.4 foot candles at any adjacent residential zoned property line
- Not to cause light and glare impacts on neighboring uses
- Lights shall not have stroboscopic or flashing effects
- Projected light (i.e. video projection) shall not spill beyond the surface of the project sign and onto adjacent parcels of surfaces
- Projected light (i.e. video projection) shall not be projected onto surfaces which are highly reflective
- Architectural lighting shall be subject to same specifications noted above
- System design shall include a photo-sensor activated control system to automatically reduce the LED display luminance level during overcast sky or lower ambient light conditions

Operational Requirements

- Regularly measure and adjust display luminance (perpendicular to the display surface) to insure compliance with luminance levels
- Provide monitoring reports to the Community Development Department upon installation and as required in the CEQA post-opening

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Conte".

Chris Conte
VP Entertainment
Electrosonic, Inc.

APPENDIX C

Air Quality and Greenhouse Gases

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.00	1000sqft	0.30	1,000.00	0
Parking Lot	78.00	Space	0.70	31,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	592.74	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted for RPS

Land Use - See Section 1.

Construction Phase - See 3.0 Construction Detail.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Refer to CalEEMod Input Matrix Table 6

Trips and VMT - Refer to CalEEMod Input Matrix Table 9

Vehicle Trips - No operational emissions

Energy Use - Full Media

Water And Wastewater - No water use assumed

WeHo Belltower - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	100.00	120.00
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	5.00	43.00
tblConstructionPhase	NumDays	1.00	66.00
tblConstructionPhase	NumDays	1.00	24.00
tblEnergyUse	LightingElect	3.84	284.48
tblEnergyUse	NT24E	4.79	357.84
tblEnergyUse	NT24NG	0.19	0.00
tblEnergyUse	T24E	5.89	0.00
tblEnergyUse	T24NG	9.65	0.00
tblLandUse	LotAcreage	0.02	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	592.74
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripNumber	0.00	132.00
tblTripsAndVMT	HaulingTripNumber	0.00	66.00
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tblTripsAndVMT	WorkerTripNumber	15.00	13.00
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tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	WD_TR	11.42	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2019	7/4/2019	5	66	
2	Site Preparation Phase 2	Site Preparation	7/5/2019	10/4/2019	5	66	
3	Site Preparation Phase 4	Site Preparation	10/5/2019	11/7/2019	5	24	
4	Building Construction	Building Construction	11/8/2019	4/23/2020	5	120	
5	Paving	Paving	4/24/2020	6/23/2020	5	43	
6	Architectural Coating	Architectural Coating	6/24/2020	6/25/2020	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area:

WeHo Belltower - Los Angeles-South Coast County, Winter

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	1	8.00	158	0.38
Site Preparation Phase 2	Skid Steer Loaders	1	8.00	65	0.37
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation Phase 4	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Site Preparation Phase 2	Graders	1	8.00	187	0.41
Site Preparation Phase 4	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation Phase 2	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation Phase 4	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation Phase 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

WeHo Belltower - Los Angeles-South Coast County, Winter

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	13.00	0.00	132.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 2	4	8.00	0.00	66.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	13.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 4	3	8.00	0.00	2.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

WeHo Belltower - Los Angeles-South Coast County, Winter

3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207		2,871.8453	2,871.8453	0.7628		2,890.9159
Total	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207		2,871.8453	2,871.8453	0.7628		2,890.9159

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0193	0.6207	0.1394	1.5700e-003	0.0350	2.2900e-003	0.0373	9.5800e-003	2.1900e-003	0.0118		169.9699	169.9699	0.0124		170.2790
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	0.0913	0.6736	0.7147	3.0600e-003	0.1803	3.5400e-003	0.1838	0.0481	3.3400e-003	0.0515		318.4470	318.4470	0.0175		318.8837

WeHo Belltower - Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207	0.0000	2,871.845 3	2,871.845 3	0.7628		2,890.915 9
Total	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207	0.0000	2,871.845 3	2,871.845 3	0.7628		2,890.915 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0193	0.6207	0.1394	1.5700e-003	0.0350	2.2900e-003	0.0373	9.5800e-003	2.1900e-003	0.0118		169.9699	169.9699	0.0124		170.2790
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	0.0913	0.6736	0.7147	3.0600e-003	0.1803	3.5400e-003	0.1838	0.0481	3.3400e-003	0.0515		318.4470	318.4470	0.0175		318.8837

3.3 Site Preparation Phase 2 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.7969	20.6086	9.2795	0.0193		0.9340	0.9340		0.8592	0.8592		1,909.5316	1,909.5316	0.6042		1,924.6355
Total	1.7969	20.6086	9.2795	0.0193	5.7996	0.9340	6.7335	2.9537	0.8592	3.8129		1,909.5316	1,909.5316	0.6042		1,924.6355

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6300e-003	0.3104	0.0697	7.9000e-004	0.0175	1.1400e-003	0.0186	4.7900e-003	1.1000e-003	5.8900e-003		84.9850	84.9850	6.1800e-003		85.1395
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.0539	0.3429	0.4237	1.7100e-003	0.1069	1.9100e-003	0.1088	0.0285	1.8100e-003	0.0303		176.3554	176.3554	9.3200e-003		176.5885

WeHo Belltower - Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.7969	20.6086	9.2795	0.0193		0.9340	0.9340		0.8592	0.8592	0.0000	1,909.5316	1,909.5316	0.6042		1,924.6355
Total	1.7969	20.6086	9.2795	0.0193	2.2618	0.9340	3.1958	1.1519	0.8592	2.0112	0.0000	1,909.5316	1,909.5316	0.6042		1,924.6355

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6300e-003	0.3104	0.0697	7.9000e-004	0.0175	1.1400e-003	0.0186	4.7900e-003	1.1000e-003	5.8900e-003		84.9850	84.9850	6.1800e-003		85.1395
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.0539	0.3429	0.4237	1.7100e-003	0.1069	1.9100e-003	0.1088	0.0285	1.8100e-003	0.0303		176.3554	176.3554	9.3200e-003		176.5885

3.4 Site Preparation Phase 4 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.4795	17.1447	5.5866	0.0141		0.7263	0.7263		0.6682	0.6682		1,397.377 1	1,397.377 1	0.4421		1,408.430 0
Total	1.4795	17.1447	5.5866	0.0141	5.7996	0.7263	6.5259	2.9537	0.6682	3.6219		1,397.377 1	1,397.377 1	0.4421		1,408.430 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.0000e-004	0.0259	5.8100e-003	7.0000e-005	1.4600e-003	1.0000e-004	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.0821	7.0821	5.2000e-004		7.0950
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.0451	0.0584	0.3598	9.9000e-004	0.0909	8.7000e-004	0.0917	0.0241	8.0000e-004	0.0249		98.4526	98.4526	3.6600e-003		98.5440

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.4795	17.1447	5.5866	0.0141		0.7263	0.7263		0.6682	0.6682	0.0000	1,397.377 1	1,397.377 1	0.4421		1,408.430 0
Total	1.4795	17.1447	5.5866	0.0141	2.2618	0.7263	2.9881	1.1519	0.6682	1.8201	0.0000	1,397.377 1	1,397.377 1	0.4421		1,408.430 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.0000e-004	0.0259	5.8100e-003	7.0000e-005	1.4600e-003	1.0000e-004	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.0821	7.0821	5.2000e-004		7.0950
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0325	0.3540	9.2000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		91.3705	91.3705	3.1400e-003		91.4491
Total	0.0451	0.0584	0.3598	9.9000e-004	0.0909	8.7000e-004	0.0917	0.0241	8.0000e-004	0.0249		98.4526	98.4526	3.6600e-003		98.5440

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686		2,198.655 1	2,198.655 1	0.4451		2,209.782 5
Total	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686		2,198.655 1	2,198.655 1	0.4451		2,209.782 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0217	0.5794	0.1692	1.2700e-003	0.0320	3.7500e-003	0.0358	9.2200e-003	3.5900e-003	0.0128		135.6386	135.6386	9.5300e-003		135.8768
Worker	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	0.0937	0.6323	0.7445	2.7600e-003	0.1773	5.0000e-003	0.1823	0.0478	4.7400e-003	0.0525		284.1156	284.1156	0.0146		284.4815

WeHo Belltower - Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686	0.0000	2,198.655 1	2,198.655 1	0.4451		2,209.782 5
Total	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686	0.0000	2,198.655 1	2,198.655 1	0.4451		2,209.782 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0217	0.5794	0.1692	1.2700e-003	0.0320	3.7500e-003	0.0358	9.2200e-003	3.5900e-003	0.0128		135.6386	135.6386	9.5300e-003		135.8768
Worker	0.0720	0.0529	0.5752	1.4900e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		148.4770	148.4770	5.1100e-003		148.6047
Total	0.0937	0.6323	0.7445	2.7600e-003	0.1773	5.0000e-003	0.1823	0.0478	4.7400e-003	0.0525		284.1156	284.1156	0.0146		284.4815

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422		2,177.8646	2,177.8646	0.4286		2,188.5806
Total	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422		2,177.8646	2,177.8646	0.4286		2,188.5806

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0186	0.5318	0.1537	1.2600e-003	0.0320	2.5400e-003	0.0346	9.2200e-003	2.4300e-003	0.0117		134.7245	134.7245	9.0100e-003		134.9498
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0850	0.5789	0.6750	2.7100e-003	0.1773	3.7500e-003	0.1811	0.0478	3.5500e-003	0.0513		278.6892	278.6892	0.0136		279.0279

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422	0.0000	2,177.8646	2,177.8646	0.4286		2,188.5806
Total	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422	0.0000	2,177.8646	2,177.8646	0.4286		2,188.5806

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0186	0.5318	0.1537	1.2600e-003	0.0320	2.5400e-003	0.0346	9.2200e-003	2.4300e-003	0.0117		134.7245	134.7245	9.0100e-003		134.9498
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0850	0.5789	0.6750	2.7100e-003	0.1773	3.7500e-003	0.1811	0.0478	3.5500e-003	0.0513		278.6892	278.6892	0.0136		279.0279

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0743	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701		1,582.7709	1,582.7709	0.5036		1,595.3604
Paving	0.0427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1170	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701		1,582.7709	1,582.7709	0.5036		1,595.3604

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0743	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701	0.0000	1,582.7709	1,582.7709	0.5036		1,595.3604
Paving	0.0427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1170	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701	0.0000	1,582.7709	1,582.7709	0.5036		1,595.3604

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.9734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	9.2155	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488
Total	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488

WeHo Belltower - Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.9734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	9.2155	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488
Total	0.0153	0.0109	0.1203	3.3000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		33.2226	33.2226	1.0500e-003		33.2488

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Unmitigated	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.9200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.6000e-004	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Total	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.9200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.6000e-004	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Total	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.00	1000sqft	0.30	1,000.00	0
Parking Lot	78.00	Space	0.70	31,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	592.74	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted for RPS

Land Use - See Section 1.

Construction Phase - See 3.0 Construction Detail.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Refer to CalEEMod Input Matrix Table 6

Trips and VMT - Refer to CalEEMod Input Matrix Table 9

Vehicle Trips - No operational emissions

Energy Use - Full Media

Water And Wastewater - No water use assumed

WeHo Belltower - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	100.00	120.00
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	5.00	43.00
tblConstructionPhase	NumDays	1.00	66.00
tblConstructionPhase	NumDays	1.00	24.00
tblEnergyUse	LightingElect	3.84	284.48
tblEnergyUse	NT24E	4.79	357.84
tblEnergyUse	NT24NG	0.19	0.00
tblEnergyUse	T24E	5.89	0.00
tblEnergyUse	T24NG	9.65	0.00
tblLandUse	LotAcreage	0.02	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	592.74
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripNumber	0.00	132.00
tblTripsAndVMT	HaulingTripNumber	0.00	66.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	WD_TR	11.42	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2019	7/4/2019	5	66	
2	Site Preparation Phase 2	Site Preparation	7/5/2019	10/4/2019	5	66	
3	Site Preparation Phase 4	Site Preparation	10/5/2019	11/7/2019	5	24	
4	Building Construction	Building Construction	11/8/2019	4/23/2020	5	120	
5	Paving	Paving	4/24/2020	6/23/2020	5	43	
6	Architectural Coating	Architectural Coating	6/24/2020	6/25/2020	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area:

WeHo Belltower - Los Angeles-South Coast County, Summer

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	1	8.00	158	0.38
Site Preparation Phase 2	Skid Steer Loaders	1	8.00	65	0.37
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation Phase 4	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Site Preparation Phase 2	Graders	1	8.00	187	0.41
Site Preparation Phase 4	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation Phase 2	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation Phase 4	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation Phase 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

WeHo Belltower - Los Angeles-South Coast County, Summer

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	13.00	0.00	132.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 2	4	8.00	0.00	66.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	13.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 4	3	8.00	0.00	2.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

WeHo Belltower - Los Angeles-South Coast County, Summer

3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207		2,871.845 3	2,871.845 3	0.7628		2,890.915 9
Total	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207		2,871.845 3	2,871.845 3	0.7628		2,890.915 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0188	0.6126	0.1306	1.6000e-003	0.0350	2.2500e-003	0.0372	9.5800e-003	2.1500e-003	0.0117		172.9024	172.9024	0.0119		173.2000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	0.0837	0.6603	0.7574	3.1800e-003	0.1803	3.5000e-003	0.1838	0.0481	3.3000e-003	0.0514		330.5862	330.5862	0.0173		331.0193

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207	0.0000	2,871.8453	2,871.8453	0.7628		2,890.9159
Total	2.5557	25.3569	18.1576	0.0293		1.4156	1.4156		1.3207	1.3207	0.0000	2,871.8453	2,871.8453	0.7628		2,890.9159

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0188	0.6126	0.1306	1.6000e-003	0.0350	2.2500e-003	0.0372	9.5800e-003	2.1500e-003	0.0117		172.9024	172.9024	0.0119		173.2000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	0.0837	0.6603	0.7574	3.1800e-003	0.1803	3.5000e-003	0.1838	0.0481	3.3000e-003	0.0514		330.5862	330.5862	0.0173		331.0193

3.3 Site Preparation Phase 2 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.7969	20.6086	9.2795	0.0193		0.9340	0.9340		0.8592	0.8592		1,909.5316	1,909.5316	0.6042		1,924.6355
Total	1.7969	20.6086	9.2795	0.0193	5.7996	0.9340	6.7335	2.9537	0.8592	3.8129		1,909.5316	1,909.5316	0.6042		1,924.6355

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.4000e-003	0.3063	0.0653	8.0000e-004	0.0175	1.1200e-003	0.0186	4.7900e-003	1.0800e-003	5.8700e-003		86.4512	86.4512	5.9500e-003		86.6000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	0.0494	0.3357	0.4510	1.7700e-003	0.1069	1.8900e-003	0.1088	0.0285	1.7900e-003	0.0303		183.4874	183.4874	9.2800e-003		183.7196

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.7969	20.6086	9.2795	0.0193		0.9340	0.9340		0.8592	0.8592	0.0000	1,909.5316	1,909.5316	0.6042		1,924.6355
Total	1.7969	20.6086	9.2795	0.0193	2.2618	0.9340	3.1958	1.1519	0.8592	2.0112	0.0000	1,909.5316	1,909.5316	0.6042		1,924.6355

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.4000e-003	0.3063	0.0653	8.0000e-004	0.0175	1.1200e-003	0.0186	4.7900e-003	1.0800e-003	5.8700e-003		86.4512	86.4512	5.9500e-003		86.6000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	0.0494	0.3357	0.4510	1.7700e-003	0.1069	1.8900e-003	0.1088	0.0285	1.7900e-003	0.0303		183.4874	183.4874	9.2800e-003		183.7196

3.4 Site Preparation Phase 4 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.4795	17.1447	5.5866	0.0141		0.7263	0.7263		0.6682	0.6682		1,397.377 1	1,397.377 1	0.4421		1,408.430 0
Total	1.4795	17.1447	5.5866	0.0141	5.7996	0.7263	6.5259	2.9537	0.6682	3.6219		1,397.377 1	1,397.377 1	0.4421		1,408.430 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.8000e-004	0.0255	5.4400e-003	7.0000e-005	1.4600e-003	9.0000e-005	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.2043	7.2043	5.0000e-004		7.2167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	0.0407	0.0549	0.3912	1.0400e-003	0.0909	8.6000e-004	0.0917	0.0241	8.0000e-004	0.0249		104.2405	104.2405	3.8300e-003		104.3362

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2618	0.0000	2.2618	1.1519	0.0000	1.1519			0.0000			0.0000
Off-Road	1.4795	17.1447	5.5866	0.0141		0.7263	0.7263		0.6682	0.6682	0.0000	1,397.377 1	1,397.377 1	0.4421		1,408.430 0
Total	1.4795	17.1447	5.5866	0.0141	2.2618	0.7263	2.9881	1.1519	0.6682	1.8201	0.0000	1,397.377 1	1,397.377 1	0.4421		1,408.430 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.8000e-004	0.0255	5.4400e-003	7.0000e-005	1.4600e-003	9.0000e-005	1.5500e-003	4.0000e-004	9.0000e-005	4.9000e-004		7.2043	7.2043	5.0000e-004		7.2167
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0294	0.3857	9.7000e-004	0.0894	7.7000e-004	0.0902	0.0237	7.1000e-004	0.0244		97.0362	97.0362	3.3300e-003		97.1196
Total	0.0407	0.0549	0.3912	1.0400e-003	0.0909	8.6000e-004	0.0917	0.0241	8.0000e-004	0.0249		104.2405	104.2405	3.8300e-003		104.3362

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686		2,198.655 1	2,198.655 1	0.4451		2,209.782 5
Total	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686		2,198.655 1	2,198.655 1	0.4451		2,209.782 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0208	0.5787	0.1535	1.3100e-003	0.0320	3.6900e-003	0.0357	9.2200e-003	3.5300e-003	0.0128		139.4073	139.4073	8.9300e-003		139.6307
Worker	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	0.0857	0.6264	0.7804	2.8900e-003	0.1773	4.9400e-003	0.1823	0.0478	4.6800e-003	0.0524		297.0912	297.0912	0.0144		297.4499

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686	0.0000	2,198.655 1	2,198.655 1	0.4451		2,209.782 5
Total	2.4381	17.8390	14.3589	0.0239		1.0072	1.0072		0.9686	0.9686	0.0000	2,198.655 1	2,198.655 1	0.4451		2,209.782 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0208	0.5787	0.1535	1.3100e-003	0.0320	3.6900e-003	0.0357	9.2200e-003	3.5300e-003	0.0128		139.4073	139.4073	8.9300e-003		139.6307
Worker	0.0649	0.0477	0.6268	1.5800e-003	0.1453	1.2500e-003	0.1466	0.0385	1.1500e-003	0.0397		157.6839	157.6839	5.4200e-003		157.8193
Total	0.0857	0.6264	0.7804	2.8900e-003	0.1773	4.9400e-003	0.1823	0.0478	4.6800e-003	0.0524		297.0912	297.0912	0.0144		297.4499

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422		2,177.8646	2,177.8646	0.4286		2,188.5806
Total	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422		2,177.8646	2,177.8646	0.4286		2,188.5806

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.5319	0.1394	1.3000e-003	0.0320	2.5000e-003	0.0345	9.2200e-003	2.3900e-003	0.0116		138.5124	138.5124	8.4500e-003		138.7237
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0776	0.5744	0.7086	2.8400e-003	0.1773	3.7100e-003	0.1810	0.0478	3.5100e-003	0.0513		291.4070	291.4070	0.0133		291.7388

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422	0.0000	2,177.8646	2,177.8646	0.4286		2,188.5806
Total	2.1799	16.4605	14.0120	0.0239		0.8757	0.8757		0.8422	0.8422	0.0000	2,177.8646	2,177.8646	0.4286		2,188.5806

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0178	0.5319	0.1394	1.3000e-003	0.0320	2.5000e-003	0.0345	9.2200e-003	2.3900e-003	0.0116		138.5124	138.5124	8.4500e-003		138.7237
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0776	0.5744	0.7086	2.8400e-003	0.1773	3.7100e-003	0.1810	0.0478	3.5100e-003	0.0513		291.4070	291.4070	0.0133		291.7388

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0743	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701		1,582.7709	1,582.7709	0.5036		1,595.3604
Paving	0.0427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1170	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701		1,582.7709	1,582.7709	0.5036		1,595.3604

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0743	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701	0.0000	1,582.7709	1,582.7709	0.5036		1,595.3604
Paving	0.0427					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1170	10.7926	11.0059	0.0165		0.6188	0.6188		0.5701	0.5701	0.0000	1,582.7709	1,582.7709	0.5036		1,595.3604

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.9734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	9.2155	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0138	9.8200e-003	0.1314	3.5000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		35.2834	35.2834	1.1100e-003		35.3112
Total	0.0138	9.8200e-003	0.1314	3.5000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		35.2834	35.2834	1.1100e-003		35.3112

WeHo Belltower - Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.9734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	9.2155	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0138	9.8200e-003	0.1314	3.5000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		35.2834	35.2834	1.1100e-003		35.3112
Total	0.0138	9.8200e-003	0.1314	3.5000e-004	0.0335	2.8000e-004	0.0338	8.8900e-003	2.6000e-004	9.1500e-003		35.2834	35.2834	1.1100e-003		35.3112

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Unmitigated	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.9200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.6000e-004	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Total	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.9200e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.6000e-004	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184
Total	0.0365	7.0000e-005	8.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0173	0.0173	5.0000e-005		0.0184

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.00	1000sqft	0.30	1,000.00	0
Parking Lot	78.00	Space	0.70	31,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	592.74	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Adjusted for RPS

Land Use - See Section 1.

Construction Phase - See 3.0 Construction Detail.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Refer to CalEEMod Input Matrix Table 6

Trips and VMT - Refer to CalEEMod Input Matrix Table 9

Vehicle Trips - No operational emissions

Construction Off-road Equipment Mitigation -

Energy Use - Full Media

Water And Wastewater - No water use assumed

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	100.00	120.00
tblConstructionPhase	NumDays	10.00	66.00
tblConstructionPhase	NumDays	5.00	43.00
tblConstructionPhase	NumDays	1.00	66.00
tblConstructionPhase	NumDays	1.00	24.00
tblEnergyUse	LightingElect	3.84	284.48
tblEnergyUse	NT24E	4.79	357.84
tblEnergyUse	NT24NG	0.19	0.00
tblEnergyUse	T24E	5.89	0.00
tblEnergyUse	T24NG	9.65	0.00
tblLandUse	LotAcreage	0.02	0.30
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	592.74
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripNumber	0.00	132.00
tblTripsAndVMT	HaulingTripNumber	0.00	66.00
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	WD_TR	11.42	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2143	2.1087	1.3021	2.4500e-003	0.2747	0.1057	0.3803	0.1366	0.0986	0.2352	0.0000	217.3251	217.3251	0.0545	0.0000	218.6874
2020	0.1271	0.9339	0.8525	1.4800e-003	0.0102	0.0495	0.0597	2.7500e-003	0.0471	0.0498	0.0000	125.5530	125.5530	0.0264	0.0000	126.2123
Maximum	0.2143	2.1087	1.3021	2.4500e-003	0.2747	0.1057	0.3803	0.1366	0.0986	0.2352	0.0000	217.3251	217.3251	0.0545	0.0000	218.6874

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2143	2.1087	1.3021	2.4500e-003	0.1155	0.1057	0.2211	0.0555	0.0986	0.1541	0.0000	217.3249	217.3249	0.0545	0.0000	218.6871
2020	0.1271	0.9339	0.8525	1.4800e-003	0.0102	0.0495	0.0597	2.7500e-003	0.0471	0.0498	0.0000	125.5529	125.5529	0.0264	0.0000	126.2122
Maximum	0.2143	2.1087	1.3021	2.4500e-003	0.1155	0.1057	0.2211	0.0555	0.0986	0.1541	0.0000	217.3249	217.3249	0.0545	0.0000	218.6871

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	55.88	0.00	36.18	58.19	0.00	28.44	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-4-2019	7-3-2019	0.9313	0.9313
2	7-4-2019	10-3-2019	0.7509	0.7509
3	10-4-2019	1-3-2020	0.6613	0.6613
4	1-4-2020	4-3-2020	0.6274	0.6274
5	4-4-2020	7-3-2020	0.4073	0.4073
		Highest	0.9313	0.9313

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	180.0784	180.0784	8.8100e-003	1.8200e-003	180.8418
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4677
Water						0.0000	0.0000		0.0000	0.0000	0.0564	0.9476	1.0040	5.8400e-003	1.5000e-004	1.1936
Total	6.6200e-003	1.0000e-005	1.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2452	181.0279	181.2731	0.0258	1.9700e-003	182.5052

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	152.6006	152.6006	7.4700e-003	1.5400e-003	153.2476
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4677
Water						0.0000	0.0000		0.0000	0.0000	0.0564	0.9476	1.0040	5.8400e-003	1.5000e-004	1.1936
Total	6.6200e-003	1.0000e-005	1.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2452	153.5502	153.7954	0.0245	1.6900e-003	154.9109

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.18	15.16	5.19	14.21	15.12

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2019	7/4/2019	5	66	
2	Site Preparation Phase 2	Site Preparation	7/5/2019	10/4/2019	5	66	
3	Site Preparation Phase 4	Site Preparation	10/5/2019	11/7/2019	5	24	
4	Building Construction	Building Construction	11/8/2019	4/23/2020	5	120	
5	Paving	Paving	4/24/2020	6/23/2020	5	43	
6	Architectural Coating	Architectural Coating	6/24/2020	6/25/2020	5	2	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.7

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,500; Non-Residential Outdoor: 500; Striped Parking Area:

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	1	8.00	158	0.38
Site Preparation Phase 2	Skid Steer Loaders	1	8.00	65	0.37
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation Phase 4	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Site Preparation Phase 2	Graders	1	8.00	187	0.41
Site Preparation Phase 4	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation Phase 2	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation Phase 4	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation Phase 2	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	13.00	0.00	132.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 2	4	8.00	0.00	66.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	13.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation Phase 4	3	8.00	0.00	2.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0843	0.8368	0.5992	9.7000e-004		0.0467	0.0467		0.0436	0.0436	0.0000	85.9747	85.9747	0.0228	0.0000	86.5456
Total	0.0843	0.8368	0.5992	9.7000e-004		0.0467	0.0467		0.0436	0.0436	0.0000	85.9747	85.9747	0.0228	0.0000	86.5456

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3000e-004	0.0209	4.4400e-003	5.0000e-005	1.1300e-003	7.0000e-005	1.2100e-003	3.1000e-004	7.0000e-005	3.8000e-004	0.0000	5.1393	5.1393	3.6000e-004	0.0000	5.1484
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.7900e-003	0.0195	5.0000e-005	4.7000e-003	4.0000e-005	4.7400e-003	1.2500e-003	4.0000e-005	1.2900e-003	0.0000	4.5189	4.5189	1.6000e-004	0.0000	4.5228
Total	2.7800e-003	0.0227	0.0239	1.0000e-004	5.8300e-003	1.1000e-004	5.9500e-003	1.5600e-003	1.1000e-004	1.6700e-003	0.0000	9.6582	9.6582	5.2000e-004	0.0000	9.6712

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0843	0.8368	0.5992	9.7000e-004		0.0467	0.0467		0.0436	0.0436	0.0000	85.9746	85.9746	0.0228	0.0000	86.5455
Total	0.0843	0.8368	0.5992	9.7000e-004		0.0467	0.0467		0.0436	0.0436	0.0000	85.9746	85.9746	0.0228	0.0000	86.5455

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3000e-004	0.0209	4.4400e-003	5.0000e-005	1.1300e-003	7.0000e-005	1.2100e-003	3.1000e-004	7.0000e-005	3.8000e-004	0.0000	5.1393	5.1393	3.6000e-004	0.0000	5.1484
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.7900e-003	0.0195	5.0000e-005	4.7000e-003	4.0000e-005	4.7400e-003	1.2500e-003	4.0000e-005	1.2900e-003	0.0000	4.5189	4.5189	1.6000e-004	0.0000	4.5228
Total	2.7800e-003	0.0227	0.0239	1.0000e-004	5.8300e-003	1.1000e-004	5.9500e-003	1.5600e-003	1.1000e-004	1.6700e-003	0.0000	9.6582	9.6582	5.2000e-004	0.0000	9.6712

3.3 Site Preparation Phase 2 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1914	0.0000	0.1914	0.0975	0.0000	0.0975	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0593	0.6801	0.3062	6.4000e-004		0.0308	0.0308		0.0284	0.0284	0.0000	57.1658	57.1658	0.0181	0.0000	57.6180
Total	0.0593	0.6801	0.3062	6.4000e-004	0.1914	0.0308	0.2222	0.0975	0.0284	0.1258	0.0000	57.1658	57.1658	0.0181	0.0000	57.6180

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0104	2.2200e-003	3.0000e-005	5.7000e-004	4.0000e-005	6.0000e-004	1.6000e-004	4.0000e-005	1.9000e-004	0.0000	2.5697	2.5697	1.8000e-004	0.0000	2.5742
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.1000e-003	0.0120	3.0000e-005	2.8900e-003	3.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7809	2.7809	1.0000e-004	0.0000	2.7833
Total	1.6300e-003	0.0115	0.0142	6.0000e-005	3.4600e-003	7.0000e-005	3.5200e-003	9.3000e-004	6.0000e-005	9.8000e-004	0.0000	5.3505	5.3505	2.8000e-004	0.0000	5.3574

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0746	0.0000	0.0746	0.0380	0.0000	0.0380	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0593	0.6801	0.3062	6.4000e-004		0.0308	0.0308		0.0284	0.0284	0.0000	57.1658	57.1658	0.0181	0.0000	57.6179
Total	0.0593	0.6801	0.3062	6.4000e-004	0.0746	0.0308	0.1055	0.0380	0.0284	0.0664	0.0000	57.1658	57.1658	0.0181	0.0000	57.6179

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0104	2.2200e-003	3.0000e-005	5.7000e-004	4.0000e-005	6.0000e-004	1.6000e-004	4.0000e-005	1.9000e-004	0.0000	2.5697	2.5697	1.8000e-004	0.0000	2.5742
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3200e-003	1.1000e-003	0.0120	3.0000e-005	2.8900e-003	3.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.7809	2.7809	1.0000e-004	0.0000	2.7833
Total	1.6300e-003	0.0115	0.0142	6.0000e-005	3.4600e-003	7.0000e-005	3.5200e-003	9.3000e-004	6.0000e-005	9.8000e-004	0.0000	5.3505	5.3505	2.8000e-004	0.0000	5.3574

3.4 Site Preparation Phase 4 - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0696	0.0000	0.0696	0.0354	0.0000	0.0354	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0178	0.2057	0.0670	1.7000e-004		8.7200e-003	8.7200e-003		8.0200e-003	8.0200e-003	0.0000	15.2122	15.2122	4.8100e-003	0.0000	15.3325
Total	0.0178	0.2057	0.0670	1.7000e-004	0.0696	8.7200e-003	0.0783	0.0354	8.0200e-003	0.0435	0.0000	15.2122	15.2122	4.8100e-003	0.0000	15.3325

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.2000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0779	0.0779	1.0000e-005	0.0000	0.0780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	4.0000e-004	4.3600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0112	1.0112	3.0000e-005	0.0000	1.0121
Total	4.9000e-004	7.2000e-004	4.4300e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	3.0000e-004	0.0000	1.0891	1.0891	4.0000e-005	0.0000	1.0901

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0138	0.0000	0.0138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0178	0.2057	0.0670	1.7000e-004		8.7200e-003	8.7200e-003		8.0200e-003	8.0200e-003	0.0000	15.2121	15.2121	4.8100e-003	0.0000	15.3325
Total	0.0178	0.2057	0.0670	1.7000e-004	0.0271	8.7200e-003	0.0359	0.0138	8.0200e-003	0.0218	0.0000	15.2121	15.2121	4.8100e-003	0.0000	15.3325

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	3.2000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0779	0.0779	1.0000e-005	0.0000	0.0780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	4.0000e-004	4.3600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0112	1.0112	3.0000e-005	0.0000	1.0121
Total	4.9000e-004	7.2000e-004	4.4300e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	3.0000e-004	0.0000	1.0891	1.0891	4.0000e-005	0.0000	1.0901

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3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0463	0.3389	0.2728	4.5000e-004		0.0191	0.0191		0.0184	0.0184	0.0000	37.8971	37.8971	7.6700e-003	0.0000	38.0889
Total	0.0463	0.3389	0.2728	4.5000e-004		0.0191	0.0191		0.0184	0.0184	0.0000	37.8971	37.8971	7.6700e-003	0.0000	38.0889

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-004	0.0112	3.0700e-003	2.0000e-005	6.0000e-004	7.0000e-005	6.7000e-004	1.7000e-004	7.0000e-005	2.4000e-004	0.0000	2.3756	2.3756	1.6000e-004	0.0000	2.3796
Worker	1.2400e-003	1.0300e-003	0.0112	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.6018	2.6018	9.0000e-005	0.0000	2.6040
Total	1.6400e-003	0.0123	0.0143	5.0000e-005	3.3100e-003	9.0000e-005	3.4000e-003	8.9000e-004	9.0000e-005	9.8000e-004	0.0000	4.9774	4.9774	2.5000e-004	0.0000	4.9836

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0463	0.3389	0.2728	4.5000e-004		0.0191	0.0191		0.0184	0.0184	0.0000	37.8971	37.8971	7.6700e-003	0.0000	38.0889
Total	0.0463	0.3389	0.2728	4.5000e-004		0.0191	0.0191		0.0184	0.0184	0.0000	37.8971	37.8971	7.6700e-003	0.0000	38.0889

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-004	0.0112	3.0700e-003	2.0000e-005	6.0000e-004	7.0000e-005	6.7000e-004	1.7000e-004	7.0000e-005	2.4000e-004	0.0000	2.3756	2.3756	1.6000e-004	0.0000	2.3796
Worker	1.2400e-003	1.0300e-003	0.0112	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.6018	2.6018	9.0000e-005	0.0000	2.6040
Total	1.6400e-003	0.0123	0.0143	5.0000e-005	3.3100e-003	9.0000e-005	3.4000e-003	8.9000e-004	9.0000e-005	9.8000e-004	0.0000	4.9774	4.9774	2.5000e-004	0.0000	4.9836

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0894	0.6749	0.5745	9.8000e-004		0.0359	0.0359		0.0345	0.0345	0.0000	81.0048	81.0048	0.0159	0.0000	81.4033
Total	0.0894	0.6749	0.5745	9.8000e-004		0.0359	0.0359		0.0345	0.0345	0.0000	81.0048	81.0048	0.0159	0.0000	81.4033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4000e-004	0.0222	6.0100e-003	5.0000e-005	1.2900e-003	1.0000e-004	1.3900e-003	3.7000e-004	1.0000e-004	4.7000e-004	0.0000	5.0927	5.0927	3.2000e-004	0.0000	5.1008
Worker	2.4600e-003	1.9800e-003	0.0219	6.0000e-005	5.8400e-003	5.0000e-005	5.8900e-003	1.5500e-003	5.0000e-005	1.6000e-003	0.0000	5.4438	5.4438	1.7000e-004	0.0000	5.4481
Total	3.2000e-003	0.0242	0.0280	1.1000e-004	7.1300e-003	1.5000e-004	7.2800e-003	1.9200e-003	1.5000e-004	2.0700e-003	0.0000	10.5365	10.5365	4.9000e-004	0.0000	10.5489

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0894	0.6749	0.5745	9.8000e-004		0.0359	0.0359		0.0345	0.0345	0.0000	81.0047	81.0047	0.0159	0.0000	81.4032
Total	0.0894	0.6749	0.5745	9.8000e-004		0.0359	0.0359		0.0345	0.0345	0.0000	81.0047	81.0047	0.0159	0.0000	81.4032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4000e-004	0.0222	6.0100e-003	5.0000e-005	1.2900e-003	1.0000e-004	1.3900e-003	3.7000e-004	1.0000e-004	4.7000e-004	0.0000	5.0927	5.0927	3.2000e-004	0.0000	5.1008
Worker	2.4600e-003	1.9800e-003	0.0219	6.0000e-005	5.8400e-003	5.0000e-005	5.8900e-003	1.5500e-003	5.0000e-005	1.6000e-003	0.0000	5.4438	5.4438	1.7000e-004	0.0000	5.4481
Total	3.2000e-003	0.0242	0.0280	1.1000e-004	7.1300e-003	1.5000e-004	7.2800e-003	1.9200e-003	1.5000e-004	2.0700e-003	0.0000	10.5365	10.5365	4.9000e-004	0.0000	10.5489

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3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0231	0.2320	0.2366	3.5000e-004		0.0133	0.0133		0.0123	0.0123	0.0000	30.8711	30.8711	9.8200e-003	0.0000	31.1167
Paving	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0240	0.2320	0.2366	3.5000e-004		0.0133	0.0133		0.0123	0.0123	0.0000	30.8711	30.8711	9.8200e-003	0.0000	31.1167

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	1.0400e-003	0.0115	3.0000e-005	3.0600e-003	3.0000e-005	3.0900e-003	8.1000e-004	2.0000e-005	8.4000e-004	0.0000	2.8547	2.8547	9.0000e-005	0.0000	2.8569
Total	1.2900e-003	1.0400e-003	0.0115	3.0000e-005	3.0600e-003	3.0000e-005	3.0900e-003	8.1000e-004	2.0000e-005	8.4000e-004	0.0000	2.8547	2.8547	9.0000e-005	0.0000	2.8569

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0231	0.2320	0.2366	3.5000e-004		0.0133	0.0133		0.0123	0.0123	0.0000	30.8711	30.8711	9.8200e-003	0.0000	31.1166
Paving	9.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0240	0.2320	0.2366	3.5000e-004		0.0133	0.0133		0.0123	0.0123	0.0000	30.8711	30.8711	9.8200e-003	0.0000	31.1166

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	1.0400e-003	0.0115	3.0000e-005	3.0600e-003	3.0000e-005	3.0900e-003	8.1000e-004	2.0000e-005	8.4000e-004	0.0000	2.8547	2.8547	9.0000e-005	0.0000	2.8569
Total	1.2900e-003	1.0400e-003	0.0115	3.0000e-005	3.0600e-003	3.0000e-005	3.0900e-003	8.1000e-004	2.0000e-005	8.4000e-004	0.0000	2.8547	2.8547	9.0000e-005	0.0000	2.8569

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-004	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	9.2100e-003	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.2000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0306	0.0306	0.0000	0.0000	0.0307
Total	1.0000e-005	1.0000e-005	1.2000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0306	0.0306	0.0000	0.0000	0.0307

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4000e-004	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	9.2100e-003	1.6800e-003	1.8300e-003	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.2000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0306	0.0306	0.0000	0.0000	0.0307
Total	1.0000e-005	1.0000e-005	1.2000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0306	0.0306	0.0000	0.0000	0.0307

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Parking Lot	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	642323	172.6965	8.4500e-003	1.7500e-003	173.4286
Parking Lot	27456	7.3819	3.6000e-004	7.0000e-005	7.4132
Total		180.0784	8.8100e-003	1.8200e-003	180.8418

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	591223	158.9576	7.7800e-003	1.6100e-003	159.6315
Parking Lot	-23644	-6.3570	-0.0003	-0.0001	-6.3839
Total		152.6006	7.4700e-003	1.5500e-003	153.2476

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003
Unmitigated	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003
Total	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003
Total	6.6200e-003	1.0000e-005	1.0100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9600e-003	1.9600e-003	1.0000e-005	0.0000	2.0900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.0040	5.8400e-003	1.5000e-004	1.1936
Unmitigated	1.0040	5.8400e-003	1.5000e-004	1.1936

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	0.177734 / 0.108934	1.0040	5.8400e-003	1.5000e-004	1.1936
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.0040	5.8400e-003	1.5000e-004	1.1936

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	0.177734 / 0.108934	1.0040	5.8400e-003	1.5000e-004	1.1936
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.0040	5.8400e-003	1.5000e-004	1.1936

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1888	0.0112	0.0000	0.4677
Unmitigated	0.1888	0.0112	0.0000	0.4677

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	0.93	0.1888	0.0112	0.0000	0.4677
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.1888	0.0112	0.0000	0.4677

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	0.93	0.1888	0.0112	0.0000	0.4677
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.1888	0.0112	0.0000	0.4677

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.1

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation Phase 2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation Phase 4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Skid Steer Loaders	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	7	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	1	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	3	No Change	0.00
Welders	Diesel	No Change	0	3	No Change	0.00

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 WeHo Belltower
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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	2.40000E-004	1.68000E-003	1.83000E-003	0.00000E+000	1.10000E-004	1.10000E-004	0.00000E+000	2.55330E-001	2.55330E-001	2.00000E-005	0.00000E+000	2.55820E-001
Cement and Mortar Mixers	9.50000E-004	5.94000E-003	4.97000E-003	1.00000E-005	2.30000E-004	2.30000E-004	0.00000E+000	7.38970E-001	7.38970E-001	8.00000E-005	0.00000E+000	7.40890E-001
Concrete/Industrial Saws	1.52500E-002	1.18420E-001	1.22170E-001	2.10000E-004	7.57000E-003	7.57000E-003	0.00000E+000	1.77427E+001	1.77427E+001	1.25000E-003	0.00000E+000	1.77739E+001
Cranes	2.81700E-002	3.35190E-001	1.30300E-001	3.50000E-004	1.39500E-002	1.28400E-002	0.00000E+000	3.06296E+001	3.06296E+001	9.84000E-003	0.00000E+000	3.08755E+001
Excavators	8.60000E-003	8.85000E-002	1.07690E-001	1.70000E-004	4.27000E-003	3.93000E-003	0.00000E+000	1.53016E+001	1.53016E+001	4.84000E-003	0.00000E+000	1.54227E+001
Forklifts	8.94000E-003	8.03400E-002	7.10800E-002	9.00000E-005	6.07000E-003	5.58000E-003	0.00000E+000	8.11418E+000	8.11418E+000	2.61000E-003	0.00000E+000	8.17933E+000
Generator Sets	2.48000E-002	2.14400E-001	2.22670E-001	3.90000E-004	1.23400E-002	1.23400E-002	0.00000E+000	3.39125E+001	3.39125E+001	1.99000E-003	0.00000E+000	3.39621E+001
Graders	2.19000E-002	2.96080E-001	8.27100E-002	3.00000E-004	9.50000E-003	8.74000E-003	0.00000E+000	2.68465E+001	2.68465E+001	8.49000E-003	0.00000E+000	2.70589E+001
Pavers	4.24000E-003	4.53200E-002	4.67300E-002	8.00000E-005	2.20000E-003	2.03000E-003	0.00000E+000	6.65988E+000	6.65988E+000	2.15000E-003	0.00000E+000	6.71373E+000
Paving Equipment	4.46000E-003	4.60400E-002	5.44900E-002	9.00000E-005	2.30000E-003	2.12000E-003	0.00000E+000	7.69506E+000	7.69506E+000	2.49000E-003	0.00000E+000	7.75728E+000
Rollers	8.95000E-003	8.94900E-002	8.14200E-002	1.10000E-004	5.71000E-003	5.25000E-003	0.00000E+000	9.91086E+000	9.91086E+000	3.21000E-003	0.00000E+000	9.99100E+000
Rubber Tired Dozers	8.21200E-002	8.73890E-001	3.10060E-001	6.20000E-004	4.26100E-002	3.92000E-002	0.00000E+000	5.55087E+001	5.55087E+001	1.75600E-002	0.00000E+000	5.59478E+001
Skid Steer Loaders	2.79000E-003	3.71800E-002	4.58800E-002	7.00000E-005	1.70000E-003	1.57000E-003	0.00000E+000	6.12551E+000	6.12551E+000	1.94000E-003	0.00000E+000	6.17396E+000
Tractors/Loaders/Bulldozers	4.49900E-002	4.51830E-001	4.55880E-001	6.20000E-004	2.97800E-002	2.73900E-002	0.00000E+000	5.50599E+001	5.50599E+001	1.75200E-002	0.00000E+000	5.54979E+001
Welders	6.40300E-002	2.85860E-001	3.20350E-001	4.60000E-004	1.63700E-002	1.63700E-002	0.00000E+000	3.38797E+001	3.38797E+001	5.22000E-003	0.00000E+000	3.40101E+001

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	2.40000E-004	1.68000E-003	1.83000E-003	0.00000E+000	1.10000E-004	1.10000E-004	0.00000E+000	2.55330E-001	2.55330E-001	2.00000E-005	0.00000E+000	2.55820E-001
Cement and Mortar Mixers	9.50000E-004	5.94000E-003	4.97000E-003	1.00000E-005	2.30000E-004	2.30000E-004	0.00000E+000	7.38970E-001	7.38970E-001	8.00000E-005	0.00000E+000	7.40890E-001
Concrete/Industrial Saws	1.52500E-002	1.18420E-001	1.22170E-001	2.10000E-004	7.57000E-003	7.57000E-003	0.00000E+000	1.77427E+001	1.77427E+001	1.25000E-003	0.00000E+000	1.77739E+001
Cranes	2.81700E-002	3.35190E-001	1.30300E-001	3.50000E-004	1.39500E-002	1.28400E-002	0.00000E+000	3.06296E+001	3.06296E+001	9.84000E-003	0.00000E+000	3.08755E+001
Excavators	8.60000E-003	8.85000E-002	1.07690E-001	1.70000E-004	4.27000E-003	3.93000E-003	0.00000E+000	1.53016E+001	1.53016E+001	4.84000E-003	0.00000E+000	1.54226E+001
Forklifts	8.94000E-003	8.03400E-002	7.10800E-002	9.00000E-005	6.07000E-003	5.58000E-003	0.00000E+000	8.11417E+000	8.11417E+000	2.61000E-003	0.00000E+000	8.17932E+000
Generator Sets	2.48000E-002	2.14400E-001	2.22670E-001	3.90000E-004	1.23400E-002	1.23400E-002	0.00000E+000	3.39124E+001	3.39124E+001	1.99000E-003	0.00000E+000	3.39620E+001
Graders	2.19000E-002	2.96080E-001	8.27100E-002	3.00000E-004	9.50000E-003	8.74000E-003	0.00000E+000	2.68465E+001	2.68465E+001	8.49000E-003	0.00000E+000	2.70588E+001
Pavers	4.24000E-003	4.53200E-002	4.67300E-002	8.00000E-005	2.20000E-003	2.03000E-003	0.00000E+000	6.65987E+000	6.65987E+000	2.15000E-003	0.00000E+000	6.71372E+000
Paving Equipment	4.46000E-003	4.60400E-002	5.44900E-002	9.00000E-005	2.30000E-003	2.12000E-003	0.00000E+000	7.69505E+000	7.69505E+000	2.49000E-003	0.00000E+000	7.75727E+000
Rollers	8.95000E-003	8.94900E-002	8.14200E-002	1.10000E-004	5.71000E-003	5.25000E-003	0.00000E+000	9.91085E+000	9.91085E+000	3.21000E-003	0.00000E+000	9.99099E+000
Rubber Tired Dozers	8.21200E-002	8.73880E-001	3.10060E-001	6.20000E-004	4.26100E-002	3.92000E-002	0.00000E+000	5.55087E+001	5.55087E+001	1.75600E-002	0.00000E+000	5.59477E+001
Skid Steer Loaders	2.79000E-003	3.71800E-002	4.58800E-002	7.00000E-005	1.70000E-003	1.57000E-003	0.00000E+000	6.12550E+000	6.12550E+000	1.94000E-003	0.00000E+000	6.17395E+000
Tractors/Loaders/Balckhoes	4.49900E-002	4.51830E-001	4.55880E-001	6.20000E-004	2.97800E-002	2.73900E-002	0.00000E+000	5.50598E+001	5.50598E+001	1.75200E-002	0.00000E+000	5.54979E+001
Welders	6.40300E-002	2.85860E-001	3.20350E-001	4.60000E-004	1.63700E-002	1.63700E-002	0.00000E+000	3.38797E+001	3.38797E+001	5.22000E-003	0.00000E+000	3.40101E+001

4 of 8
 WeHo Belltower
 Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12722E-006	1.12722E-006	0.00000E+000	0.00000E+000	1.12524E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.30593E-006	1.30593E-006	0.00000E+000	0.00000E+000	9.71643E-007
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.30705E-006	1.30705E-006	0.00000E+000	0.00000E+000	1.29679E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23241E-006	1.23241E-006	0.00000E+000	0.00000E+000	1.22259E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17951E-006	1.17951E-006	0.00000E+000	0.00000E+000	1.17778E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.11746E-006	1.11746E-006	0.00000E+000	0.00000E+000	1.10869E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.50153E-006	1.50153E-006	0.00000E+000	0.00000E+000	1.48948E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.29954E-006	1.29954E-006	0.00000E+000	0.00000E+000	1.28911E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.00899E-006	1.00899E-006	0.00000E+000	0.00000E+000	1.00090E-006
Rubber Tired Dozers	0.00000E+000	1.14431E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.26106E-006	1.26106E-006	0.00000E+000	0.00000E+000	1.25117E-006
Skid Steer Loaders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.63252E-006	1.63252E-006	0.00000E+000	0.00000E+000	1.61971E-006
Tractors/Loaders/Backslopes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.08972E-006	1.08972E-006	0.00000E+000	0.00000E+000	1.26131E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18065E-006	1.18065E-006	0.00000E+000	0.00000E+000	1.17612E-006

Fugitive Dust Mitigation

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	61.00	PM2.5 Reduction	61.00	Frequency (per day)	3.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.02	0.19		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				

No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	50.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24	0.00	
No	Install High Efficiency Lighting	0.00	
Yes	On-site Renewable	102,200.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

APPENDIX D

Cultural Resources

Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

General Plan **General Plan Element** **General Plan Amendment**

Specific Plan **Specific Plan Amendment** **Pre-planning Outreach Activity**

Required Information

Project Title: Sunset Spectacular

Local Government/Lead Agency: City of West Hollywood

Contact Person: Bianca Siegl, AICP, Long Range & Mobility Planning Manager

Street Address: 8300 Santa Monica Boulevard, West Hollywood, California 90069

City: West Hollywood **Zip:** 90069 **Phone:** 323.848.6853 **Fax:** 323.848.6569

Email: bsiegl@weho.org

Specific Area Subject to Proposed Action

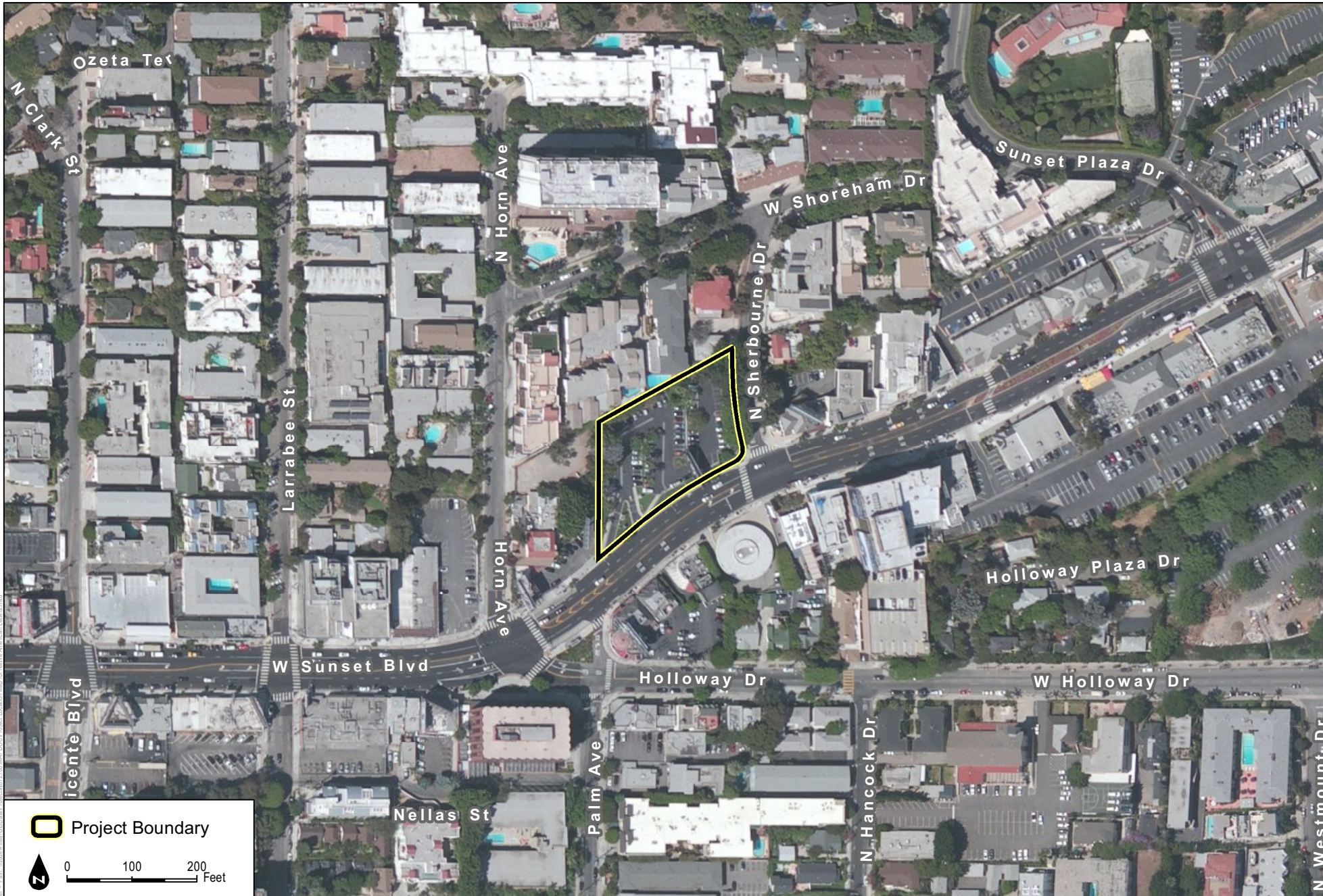
County: Los Angeles

City/Community: City of West Hollywood

USGS Quadrangle(s) Name:

1) Beverly Hills, CA **Township:** 1 South **Range:** 14 West **Section:** 7

Project Description: The Sunset Spectacular Project (proposed project) consists of installation and operation of a three-sided billboard structure and accompanying public amenities at 8755 Sunset Boulevard in the City of West Hollywood (see the attached Project Location Map showing the project site). The three-sided billboard would consist of two faces displaying advertisements and/or public art. The third face would not display any advertisements or art and would be part of the support structure only. As part of the project, the existing surface parking lot at 8755 Sunset Boulevard would be re-paved, and a walkway and small plaza would be installed near the new billboard structure. The project also involves removal of the existing two-faced billboard that is currently on the site. **The City of West Hollywood is requesting the appropriate Tribal Consultation List (AB 52), so that the City may initiate notification to the appropriate groups.**

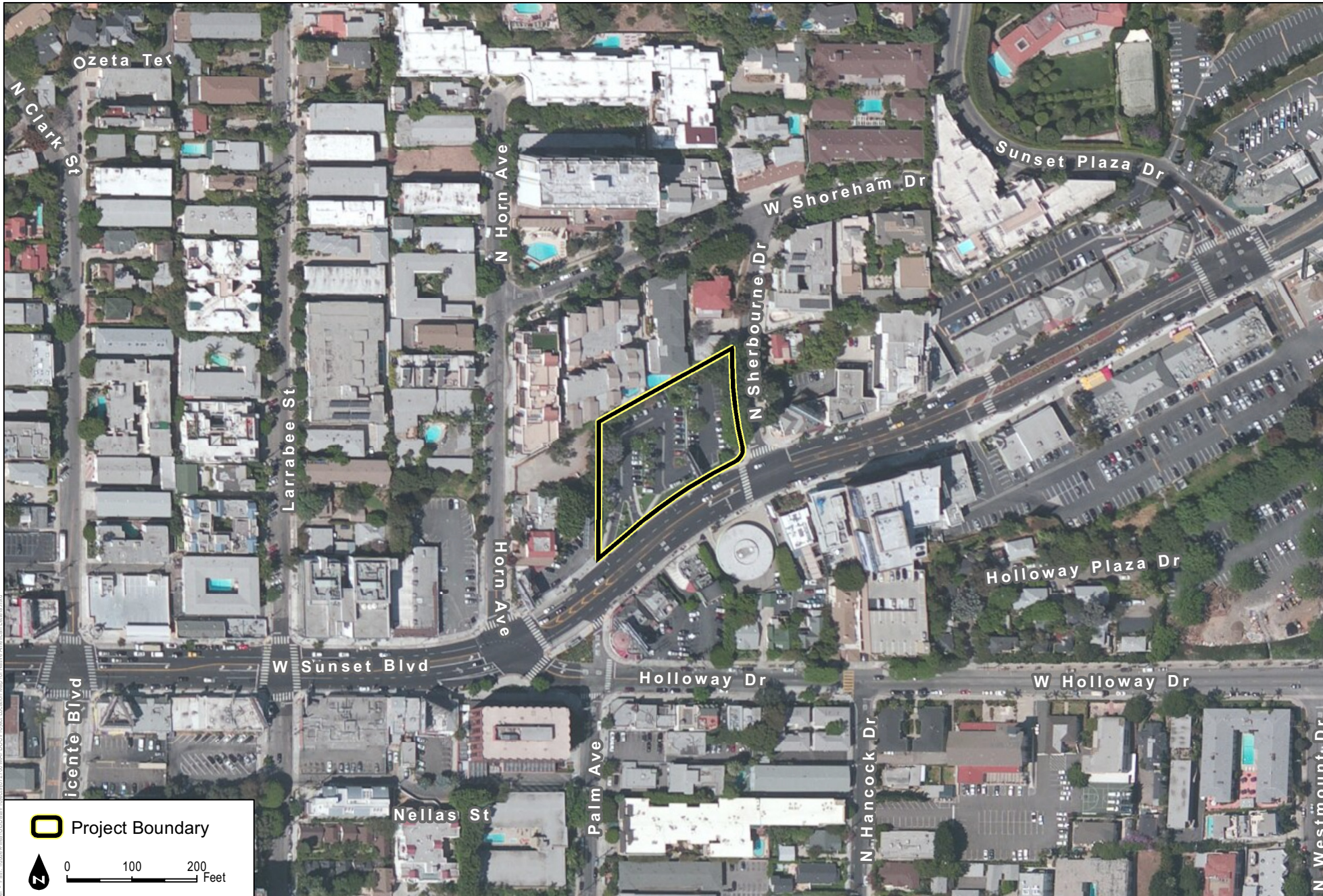


TOWNSHIP 1S, RANGE 14W, SECTION 07

Sunset Spectacular Project

Project Location Map

File: 12/1/2016 - 1:16:58 PM - Path: \\sawtooth\gis\workspace\12/1/2016\MapDocs\Project_Location_Map_for_Native_American_Letters.mxd



TOWNSHIP 1S, RANGE 14W, SECTION 07

Sunset Spectacular Project

Project Location Map

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NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



December 2, 2016

Bianca Siegl, Long Range & Mobility Planning Manager
City West Hollywood

Sent by E-mail: bsiegl@weho.org

RE: Proposed Sunset Spectacular Project, City of West Hollywood; Beverly Hills USGS Quadrangle, Los Angeles County, California

Dear Ms. Siegl:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

The results of these searches and surveys should be included in the "Tribal Cultural Resources" section or in a separate subsection of the Cultural Resources section of the environmental document submitted for review. Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
12/2/2016

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926-4131
gabrielenoindians@yahoo.com

**San Fernando Band of Mission
Indians**

John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA, 91322
Phone: (760) 885-0955
tsen2u@hotmail.com

Kitanemuk
Serrano
Tataviam

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926-4131
gabrielenoindians@yahoo.com

Gabrielino

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778
Phone: (626) 483-3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino

Gabrielino /Tongva Nation

Sandone Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino

**Gabrielino Tongva Indians of
California Tribal Council**

Robert F. Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562)761-6417
Fax: (562) 761-6417
gtongva@verizon.net

Gabrielino

Gabrielino-Tongva Tribe

Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite
1100
Los Angeles, CA, 90067
Phone: (626) 676-1184

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Sunset Spectacular Project, Los Angeles County.

January 20, 2017

8727-03

Ms. Linda Candelaria, Chairwoman
Gabrielino-Tongva Tribe
1999 Avenue of the Stars #1100
Los Angeles, CA 90067

***Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County,
California***

Dear Ms. Candelaria:

Dudek was retained by the City of West Hollywood to conduct a cultural resources study for the proposed Sunset Spectacular Project (the proposed project). The proposed project consists of the installation and operation of a three-sided billboard structure and accompanying public amenities at 8775 Sunset Boulevard in the City of West Hollywood. The three-sided billboard would consist of two faces displaying advertisements, public art, and community announcements. The third side would not typically display any advertisements or art and would be part of the support structure only. The existing surface parking lot at 8775 Sunset Boulevard would be re-paved, and a public plaza and walkway would be installed near the new billboard structure. The project also involves new landscaping installations and removal of the existing two-faced billboard that is currently on the site. The site falls within Township 1 South, Range 14 West, Section 7 of the *Beverly Hills* U.S. Geological Service 7.5-minute series topographic Quadrangle map (see the attached Project Location Map).

A search of the Sacred Lands File was completed for the project area by the California Native American Heritage Commission (NAHC) on December 2, 2016, with negative results. The NAHC recommended that we contact you regarding your knowledge of the presence of cultural resources that may be impacted by this project. If you have any knowledge of cultural resources that may exist within or near the proposed project site, please contact me directly at (760) 840-7556, adorrler@dudek.com, or at 3544 University Avenue, Riverside, CA 92501 within 15 days of receipt of this letter.


Ms. Candelaria:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

Please note that this letter does not constitute Assembly Bill (AB) 52 notification or initiation of consultation. AB 52 is a process between the lead agency and California Native American Tribes concerning potential impacts to tribal cultural resources. Tribes that wish to be notified of projects for the purposes of AB 52 must contact the lead agency, the City of West Hollywood, in writing (pursuant to Public Resources Code Section 21080.3.1 (b)).

Thank you for your assistance.

Sincerely,

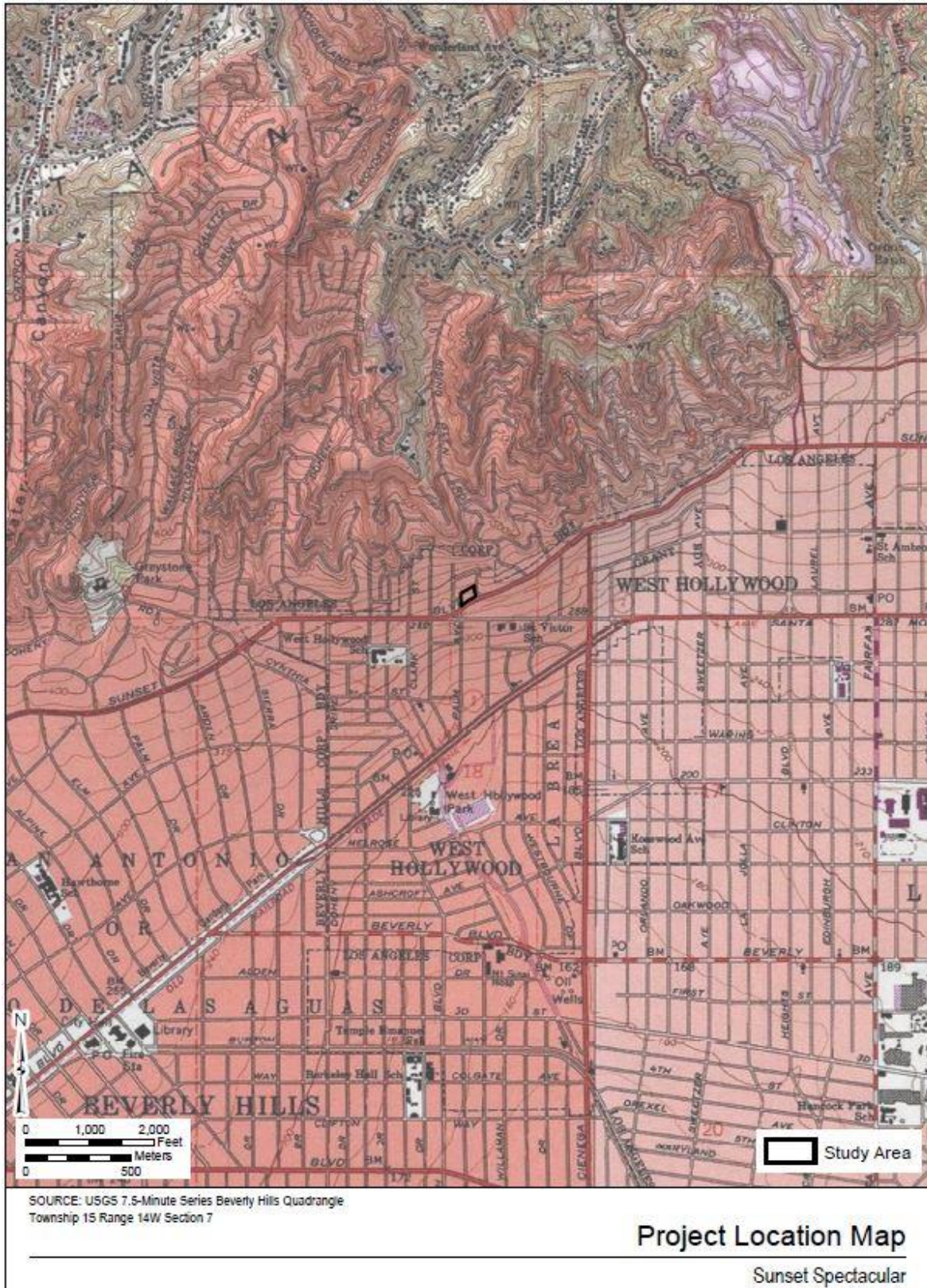


Adriane Dorrlor
Archaeologist

Attachment.: Project Location Map

Ms. Candelaria:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California



January 20, 2017

8727-03

Mr. Robert F. Dorame, Tribal Chair/Cultural Resources
Gabrieleno Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

***Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County,
California***

Dear Mr. Dorame:

Dudek was retained by the City of West Hollywood to conduct a cultural resources study for the proposed Sunset Spectacular Project (the proposed project). The proposed project consists of the installation and operation of a three-sided billboard structure and accompanying public amenities at 8775 Sunset Boulevard in the City of West Hollywood. The three-sided billboard would consist of two faces displaying advertisements, public art, and community announcements. The third side would not typically display any advertisements or art and would be part of the support structure only. The existing surface parking lot at 8775 Sunset Boulevard would be re-paved, and a public plaza and walkway would be installed near the new billboard structure. The project also involves new landscaping installations and removal of the existing two-faced billboard that is currently on the site. The site falls within Township 1 South, Range 14 West, Section 7 of the *Beverly Hills* U.S. Geological Service 7.5-minute series topographic Quadrangle map (see the attached Project Location Map).

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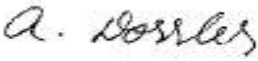
Mr. Dorame:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

Please note that this letter does not constitute Assembly Bill (AB) 52 notification or initiation of consultation. AB 52 is a process between the lead agency and California Native American Tribes concerning potential impacts to tribal cultural resources. Tribes that wish to be notified of projects for the purposes of AB 52 must contact the lead agency, the City of West Hollywood, in writing (pursuant to Public Resources Code Section 21080.3.1 (b)).

Thank you for your assistance.

Sincerely,

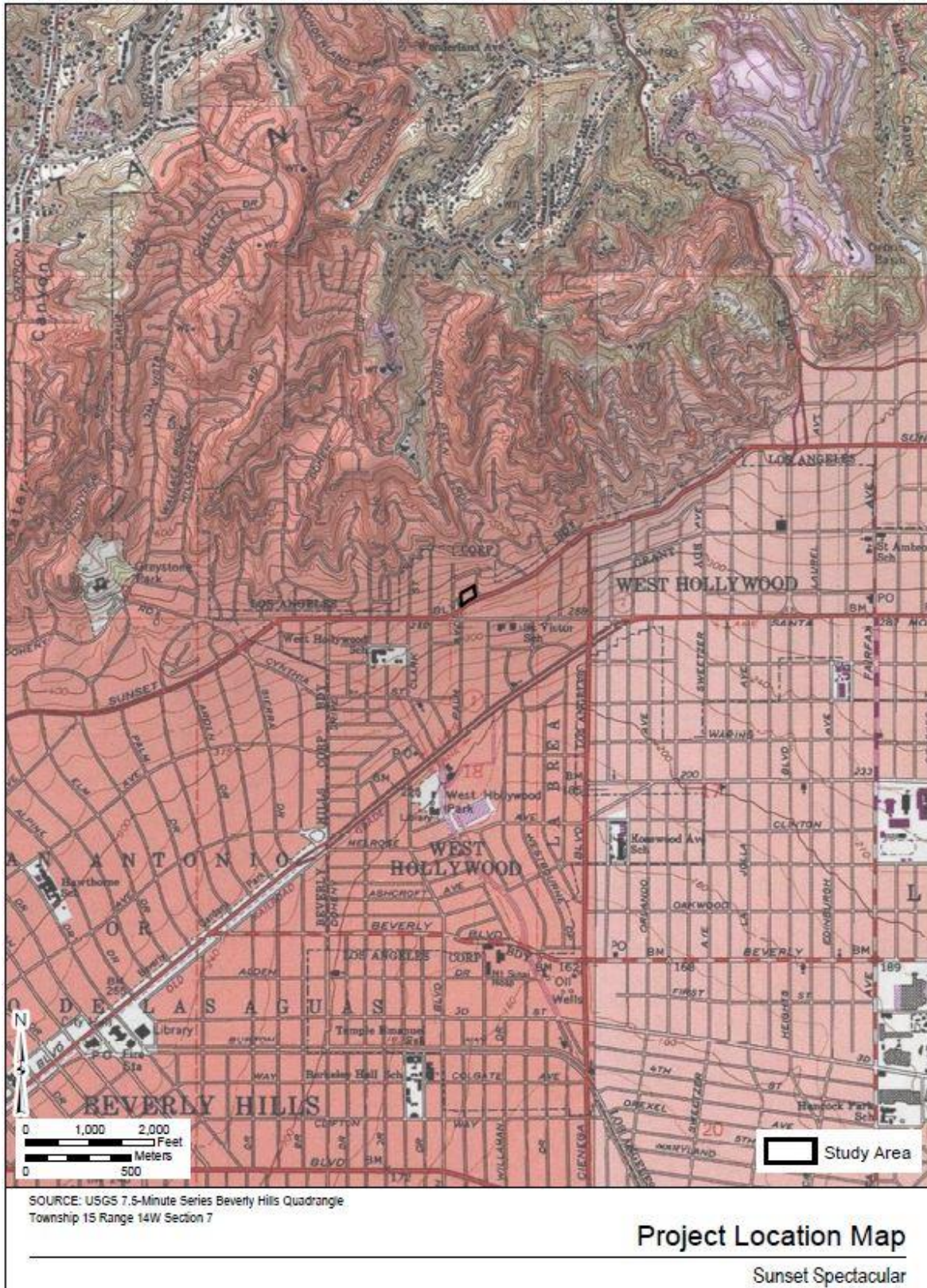


Adriane Dorrler
Archaeologist

Attachment.: Project Location Map

Mr. Dorame:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California



January 20, 2017

8727-03

Ms. Sandonne Goad, Chairperson
Gabrielino-Tongva Nation
106 1/2 Judge John Also St.
Los Angeles, CA 90012

***Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County,
California***

Dear Ms. Goad:

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A search of the Sacred Lands File was completed for the project area by the California Native American Heritage Commission (NAHC) on December 2, 2016, with negative results. The NAHC recommended that we contact you regarding your knowledge of the presence of cultural resources that may be impacted by this project. If you have any knowledge of cultural resources that may exist within or near the proposed project site, please contact me directly at (760) 840-7556, adorrler@dudek.com, or at 3544 University Avenue, Riverside, CA 92501 within 15 days of receipt of this letter.

Ms. Goad:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

Please note that this letter does not constitute Assembly Bill (AB) 52 notification or initiation of consultation. AB 52 is a process between the lead agency and California Native American Tribes concerning potential impacts to tribal cultural resources. Tribes that wish to be notified of projects for the purposes of AB 52 must contact the lead agency, the City of West Hollywood, in writing (pursuant to Public Resources Code Section 21080.3.1 (b)).

Thank you for your assistance.

Sincerely,

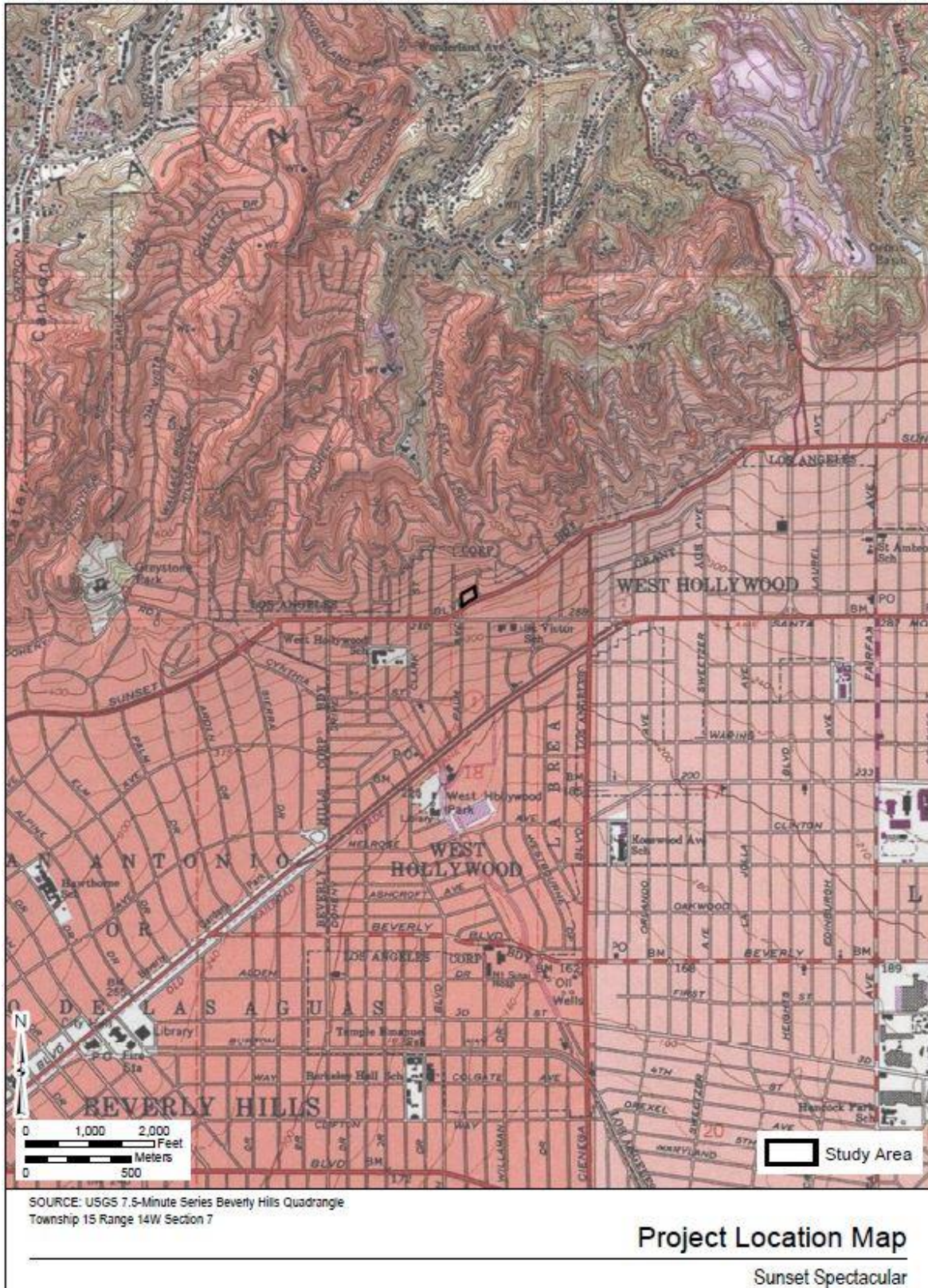


Adriane Dorrlor
Archaeologist

Attachment.: Project Location Map

Ms. Goad:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California



January 20, 2017

8727-03

Mr. Anthony Morales, Chairperson
Gabieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

Dear Mr. Morales:

Dudek was retained by the City of West Hollywood to conduct a cultural resources study for the proposed Sunset Spectacular Project (the proposed project). The proposed project consists of the installation and operation of a three-sided billboard structure and accompanying public amenities at 8775 Sunset Boulevard in the City of West Hollywood. The three-sided billboard would consist of two faces displaying advertisements, public art, and community announcements. The third side would not typically display any advertisements or art and would be part of the support structure only. The existing surface parking lot at 8775 Sunset Boulevard would be re-paved, and a public plaza and walkway would be installed near the new billboard structure. The project also involves new landscaping installations and removal of the existing two-faced billboard that is currently on the site. The site falls within Township 1 South, Range 14 West, Section 7 of the *Beverly Hills* U.S. Geological Service 7.5-minute series topographic Quadrangle map (see the attached Project Location Map).

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Mr. Morales:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

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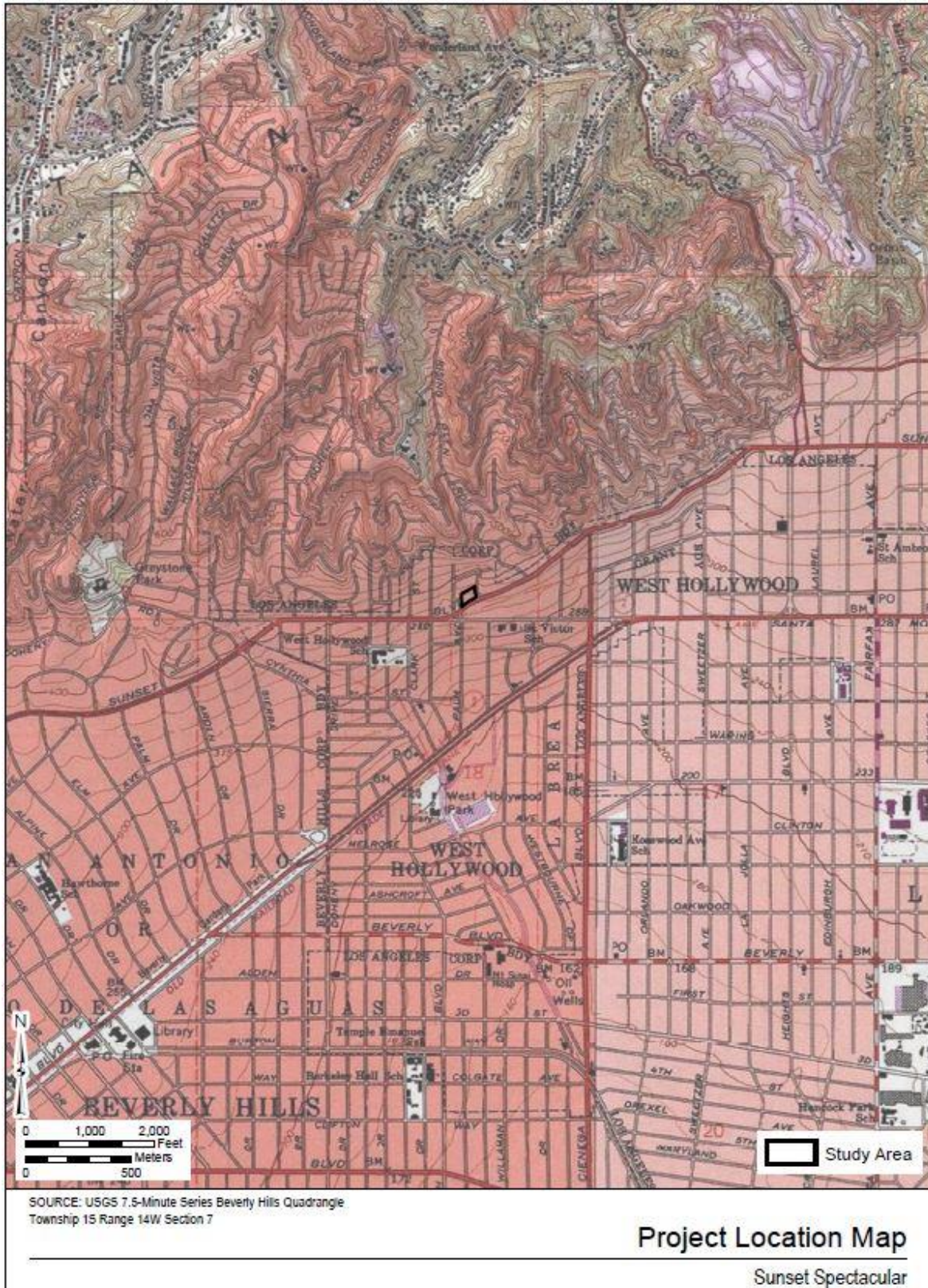


Adriane Dorrler
Archaeologist

Attachment.: Project Location Map

Mr. Morales:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California



January 20, 2017

8727-03

Mr. Andrew Salas, Chairperson
Gabieleno Band of Mission Indians
P.O. Box 393
Covina, CA 91723

***Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County,
California***

Dear Mr. Salas:

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Mr. Salas:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

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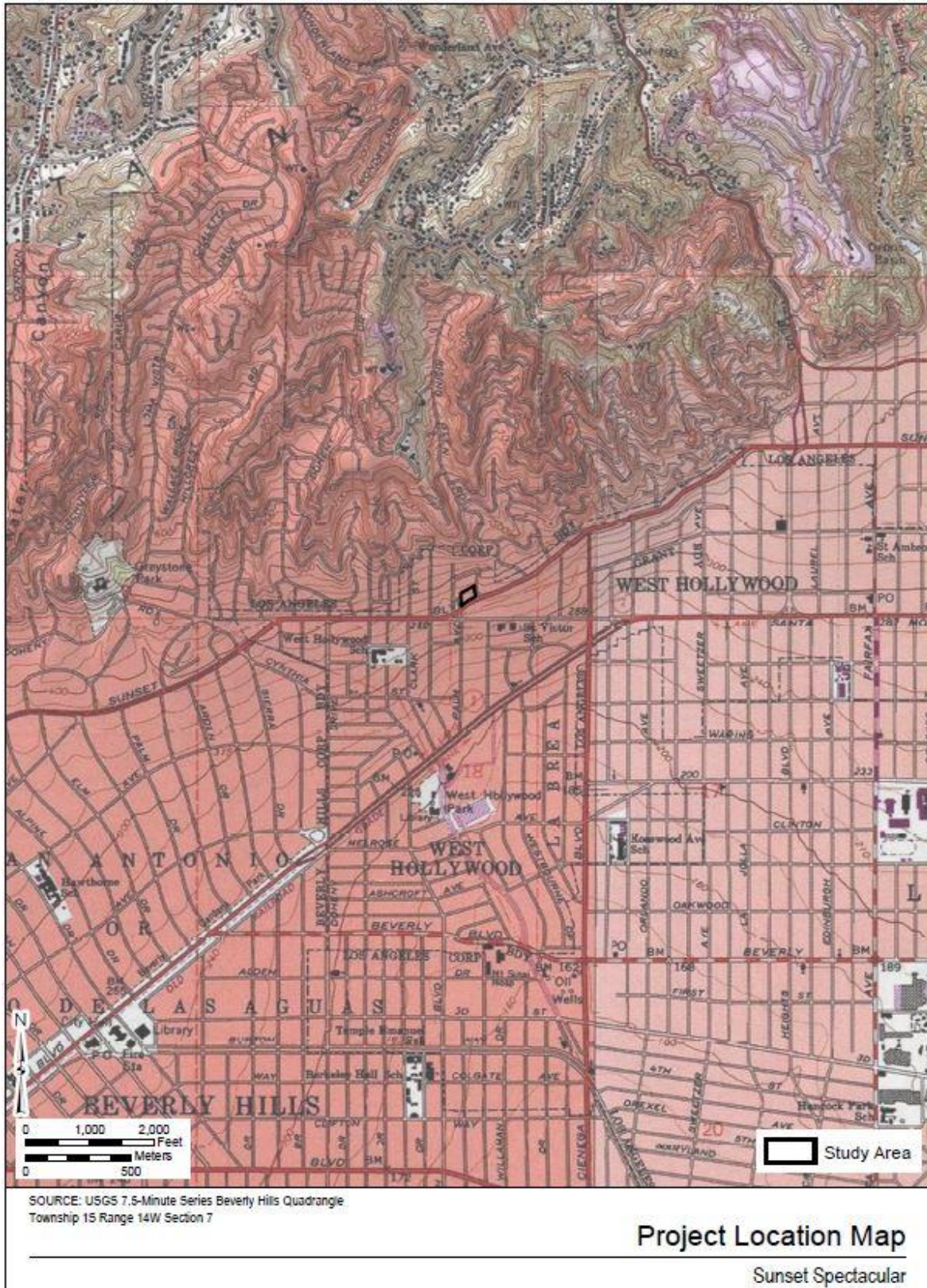


Adriane Dorrlor
Archaeologist

Attachment.: Project Location Map

Mr. Salas:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California





GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians

Recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Dear Adriane Dorrler,

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California

"The project locale lies in an area where the Ancestral & traditional territories of the Kizh(Kitc) Gabrieleño villages such as Pemokangna and Awingna, adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh (Kitc) Gabrieleños , probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources. Therefore, in order to protect our resources we're requesting one of our experienced & certified Native American monitor as well as a Archeo- Monitor to be on site during any & all ground disturbances (this includes but is not limited to pavement removal, pot-holing, or grubbing, auguring, boring, grading, excavation and trenching).

In all cases, when the NAHC states there are "No" records of sacred sites" in the subject area; they always refer the contractors back to the Native American Tribes whose tribal territory the project area is in. This is due to the fact, that the NAHC is only aware of general information on each California NA Tribe they are "NOT" the "experts" on our Tribe. Our Elder Committee & Tribal Historians are the experts and is the reason why the NAHC will always refer contractors to the local tribes.

In addition, we are also often told that an area has been previously developed or disturbed and thus there are no concerns for cultural resources and thus minimal impacts would be expected. I have two major recent examples of how similar statements on other projects were proven very inadequate. An archaeological study claimed there would be no impacts to an area adjacent to the Plaza Church at Olvera Street, the original Spanish settlement of Los Angeles, now in downtown Los Angeles. In fact, this site was the Gabrieleno village of Yangna long before it became what it is now today. The new development wrongfully began their construction and they, in the process, dug up and desecrated 118 burials. The area that was dismissed as culturally sensitive was in fact the First Cemetery of Los Angeles where it had been well documented at the Huntington Library that 400 of our Tribe's ancestors were buried there along with the founding families of Los Angeles (Pico's, Sepulveda's, and Alvarado's to name a few). In addition, there was another inappropriate study for the development of a new sports complex at Fedde Middle School in the City of Hawaiian Gardens could commence. Again, a village and burial site were desecrated despite their mitigation measures. Thankfully, we were able to work alongside the school district to quickly and respectfully mitigate a mutually beneficial resolution.

Given all the above, the proper thing to do for your project would be for our Tribe to monitor ground disturbing construction work. Native American monitors and/or consultant can see that cultural resources are treated appropriately from the Native American point of view. Because we are the lineal descendants of the vast area of Los Angeles and Orange Counties, we hold sacred the ability to protect what little of our culture remains. We thank you for taking seriously your role and responsibility in assisting us in preserving our culture.

With respect,

Please contact our office regarding this project to coordinate a Native American Monitor to be present. Thank You

Andrew Salas, Chairman
Cell (626) 926-4131

Andrew Salas, Chairman
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II

Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

Addendum: clarification regarding some confusions regarding consultation under AB52:

AB52 clearly states that consultation must occur with tribes that claim traditional and cultural affiliation with a project site. Unfortunately, this statement has been left open to interpretation so much that neighboring tribes are claiming affiliation with projects well outside their traditional tribal territory. The territories of our surrounding Native American tribes such as the Luiseno, Chumash, and Cahuilla tribal entities. Each of our tribal territories has been well defined by historians, ethnographers, archaeologists, and ethnographers – a list of resources we can provide upon request. Often, each Tribe as well educates the public on their very own website as to the definition of their tribal boundaries. You may have received a consultation request from another Tribe. However we are responding because your project site lies within our Ancestral tribal territory, which, again, has been well documented. What does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors <http://www.thefreedictionary.com/ancestral>. . If you have questions regarding the validity of the "traditional and cultural affiliation" of another Tribe, we urge you to contact the Native American Heritage Commission directly. Section 5 section 21080.3.1 (c) states "...the Native American Heritage Commission shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated with the project area." In addition, **please see the map below.**

CC: NAHC

APPENDIX 1: Map 1-2; Bean and Smith 1978 map.

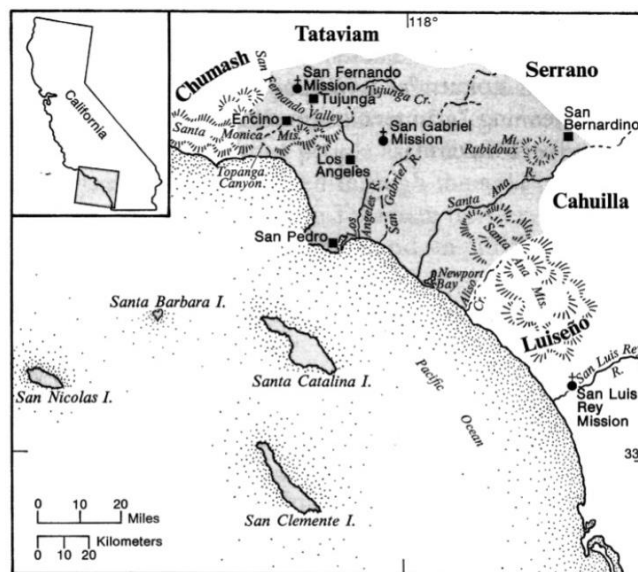


Fig. 1. Tribal territory.

The United States National Museum's Map of Gabrielino Territory:

Bean, Lowell John and Charles R. Smith
1978 Gabrielino IN *Handbook of North American Indians, California*, Vol. 8, edited by R.F. Heizer, Smithsonian Institution Press, Washington, D.C., pp. 538-549

Andrew Salas, Chairman
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Martha Gonzalez Lemos, treasurer II

Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

January 20, 2017

8727-03

Mr. John Valenzuela, Chairperson
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, CA 91322

***Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County,
California***

Dear Mr. Valenzuela:

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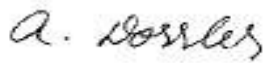
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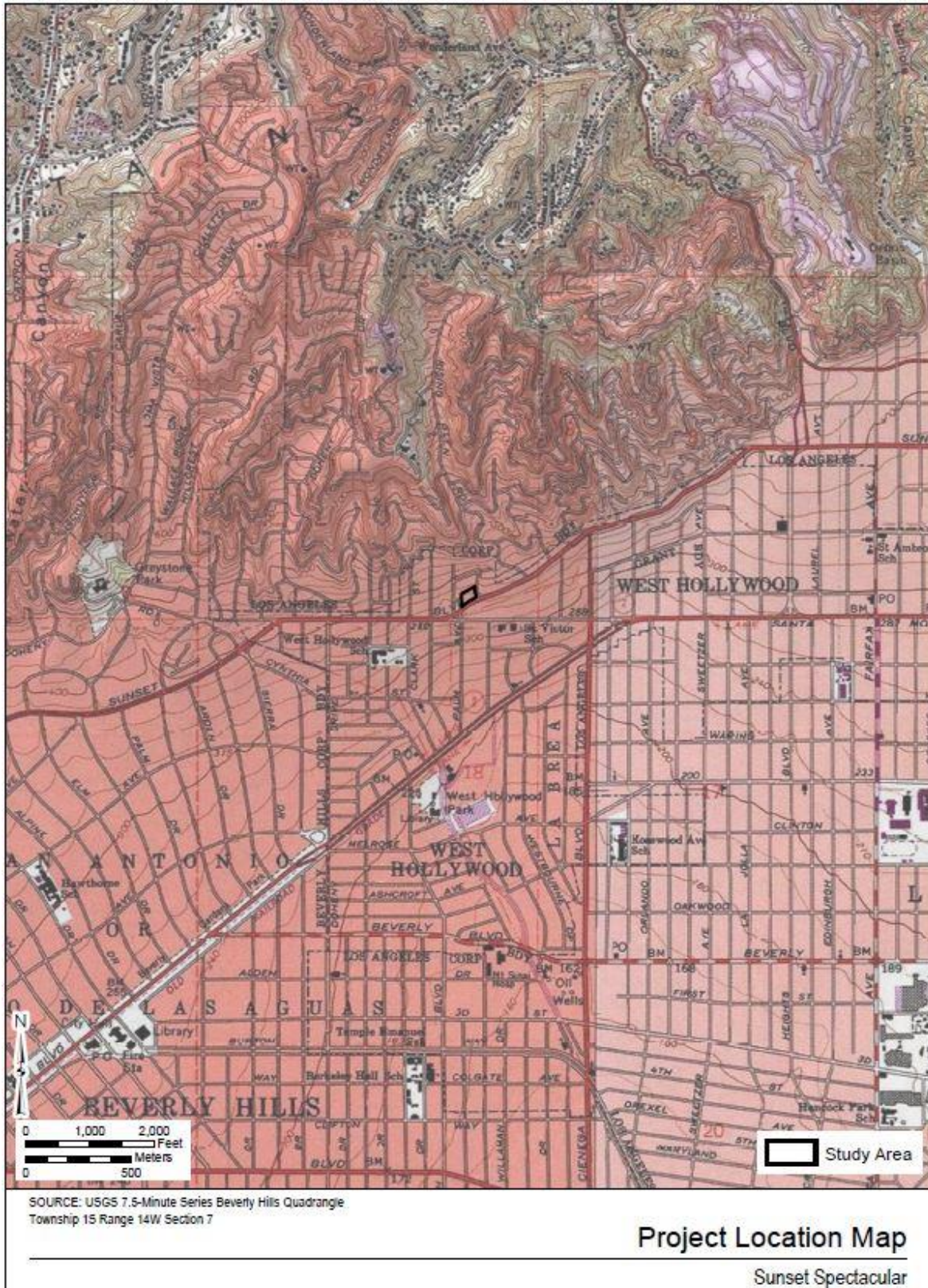


Adriane Dorrlor
Archaeologist

Attachment.: Project Location Map

Mr. Valenzuela:

Subject: Sunset Spectacular Project, City of West Hollywood, Los Angeles County, California



South Central Coastal Information Center

California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542

sccic@fullerton.edu

California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

2/27/2017

Records Search File No.: 17311.3330

Adriane Dorrlor
Dudek
3544 University Ave
Riverside, CA 92501

Re: Records Search Results for the 8727_03_Sunset Spectacular Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Beverly Hills and Hollywood, CA USGS 7.5' quadrangles. The following reflects the results of the records search for the project area and a ½-mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: custom GIS maps shape files hand-drawn maps

Resources within project area: 1	19-176909
Resources within ½-mile radius: 31	See enclosed map and lists
Resources on <i>or</i> eligible for state or federal registers within project area: 1 possible	See enclosed list
Resources on <i>or</i> eligible for state or federal registers within ½-mile radius: 3	See enclosed list
Reports within project area: 2	LA-04401 and LA-10568
Reports within ½-mile radius: 28	See enclosed map and lists. 10 are overview reports.

- Resource Database Printout (list):** enclosed not requested nothing listed
- Resource Database Printout (details):** enclosed not requested nothing listed
- Resource Digital Database (spreadsheet):** enclosed not requested nothing listed
- Report Database Printout (list):** enclosed not requested nothing listed
- Report Database Printout (details):** enclosed not requested nothing listed
- Report Digital Database (spreadsheet):** enclosed not requested nothing listed
- Resource Record Copies:** enclosed not requested nothing listed
- Report Copies:** enclosed not requested nothing listed
- OHP Historic Properties Directory:** enclosed not requested nothing listed
- Archaeological Determinations of Eligibility:** enclosed not requested nothing listed
- Los Angeles Historic-Cultural Monuments** enclosed not requested nothing listed

Historical Maps: enclosed not requested nothing listed
Ethnographic Information: not available at SCCIC
Historical Literature: not available at SCCIC
GLO and/or Rancho Plat Maps: not available at SCCIC
Caltrans Bridge Survey: not available at SCCIC; please go to
<http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>
Shipwreck Inventory: not available at SCCIC; please go to
http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: (see below) not available at SCCIC; please go to
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the [California Historical Resources Information System](#),

Michelle Galaz
Assistant Coordinator

Enclosures:

(X) Custom Maps – 2 pages

- (X) Resource Database Printout (list) – 3 pages
- (X) Resource Digital Database (spreadsheet) – 32 lines
- (X) Report Database Printout (list) – 7 pages
- (X) Report Digital Database (spreadsheet) – 30 lines
- (X) Resource Record Copies – (all) – 242 pages
- (X) Report Copies – (only within project area) – 138 pages
- (X) OHP Historic Properties Directory – 10 pages
- (X) National Register Status Codes – 1 page
- (X) Historical Maps – 4 pages

