

## EXECUTIVE SUMMARY

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This section provides a summary of the Draft Environmental Impact Report (EIR) for The Bond Project (project or proposed project). This section provides a summary of the proposed project, areas of known controversy and issues to be resolved, a summary of project alternatives, and a summary of all project impacts, associated mitigation measures, and ultimate level of significance after mitigation is applied.

### ES.1 INTRODUCTION

This EIR has been prepared by the City of West Hollywood (City) to evaluate potential environmental effects that would result from development of the proposed project. This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (PRC Section 21000 et seq., as amended) and implementing guidelines (14 CCR Section 15000 et seq.). The City is the lead agency under CEQA.

### ES.2 PROJECT LOCATION AND SETTING

The project site is located within the City of West Hollywood in Los Angeles County and consists of properties fronting Santa Monica Boulevard, North Orange Grove Avenue, and North Ogden Drive. The site consists of three Assessor's Parcels, 5530-002-067, 5530-002-019, and 5530-002-027, which correspond to properties located at 7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, and 1125 North Ogden Drive, respectively. The parcel fronting North Orange Grove Avenue is rectangular in shape and is currently used as a parking lot; the parcel fronting Santa Monica Boulevard is an irregular L-shaped parcel and is currently occupied by a gym and parking lot; and the parcel fronting North Ogden Drive is rectangular in shape and is currently occupied by a multifamily residential building. Together, they encompass an approximately 0.92-acre project site.

Santa Monica Boulevard, which borders the project site to the south, is an arterial street within the City's General Plan. North Orange Grove Avenue (hereafter referred to as Orange Grove Avenue), borders the project site on the west. North Ogden Drive (hereafter referred to as Ogden Drive) is located to the east of the project site. Both Orange Grove Avenue and Ogden Drive are designated as local streets within the City's General Plan. Regional access to the project site is provided by Santa Monica Boulevard, located adjacent to the southern boundary of the site; U.S. Highway 101 (US 101), located approximately 3 miles east of the project site; Interstate (I) 405, located approximately 6 miles southwest of the site; and I-10, located approximately 4 miles south of the site.

### ES.3 PROJECT DESCRIPTION

The applicant, 1125 North Ogden LLC, proposes to construct a mixed-use structure of approximately 214,483 square feet (sf) in gross building area with a maximum height of 71.5 feet. The structure would

consist of an 86-room hotel, a restaurant, 70 residential units, and an art gallery. Construction of the proposed project would involve demolition of the existing 10,000-square foot commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the parking lot currently leased by the City that is located along Orange Grove Avenue, and the multifamily residential building located on the parcel along Ogden Drive.

The proposed building would include approximately 63,104 sf of hotel and commercial space with a total of 86 hotel rooms, 62,750 sf of residential space (70 residential units), 14,368 sf of common open space area, and 75,483 sf of parking area (175 parking spaces). Of the 70 residential units, at least 11 units would be affordable housing units, including six very low-income units and five moderate-income units. The residential units would be composed of 9 two-bedroom units (in the building along Ogden Drive), 38 studio units, and 23 one-bedroom units. The building heights of the proposed project would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with two subterranean levels of parking. The proposed project would have a Floor Area Ratio (FAR) of 3.471, which is slightly less than what is allowable for the project site. The proposed project will provide 175 total parking spaces. Required parking for the project is established in Chapter 19.28 of the West Hollywood Municipal Code (WHMC). Approximately 130 parking spaces would be available to serve the proposed project. Approximately 45 additional excess parking spaces available for public parking through a Parking Use Permit, which are intended to replace the 45 existing public parking spaces at the City-operated lot at 1114 N. Orange Grove.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. The proposed project would be accessible for hotel guests and the public from Santa Monica Boulevard and North Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive. An entrance would be constructed on Santa Monica Boulevard to serve the commercial patrons arriving at the project site. Pedestrians could access the site via North Orange Grove Avenue, Santa Monica Boulevard, or Ogden Drive.

## **ES.4 PROJECT OBJECTIVES**

The primary objectives of the proposed project include the following:

1. Create an economically viable mixed use project along Santa Monica Boulevard in the City of West Hollywood, providing a full-service boutique hospitality use in the vicinity of complementary studio and creative office uses on the east side of the City of West Hollywood, thereby enhancing the east side's appeal as a visitor destination;
2. Provide a contemporary, high-quality design that exemplifies thoughtful urban in-fill development and contributes to the context of existing and future development;
3. Provide public parking in addition to required parking;

4. Provide housing and hospitality uses near alternative means of transportation, including mass transportation, with accessibility for commercial patrons arriving to the project site via a driveway on Santa Monica Boulevard;
5. Provide additional housing opportunities and contribute to the residential development of mixed-use areas by incorporating residential uses into an existing core of nearby community facilities, employment centers, retail goods and services, and restaurants to enhance the area's overall urban character;
6. Increase the City's rental housing stock for very low and moderate-income families;
7. Create a consistent pattern of development and uses along Santa Monica Boulevard that serves project residents and the surrounding community by redeveloping an underutilized site;
8. Provide jobs convenient to the existing labor pool living in and around the City and maximize the number of new permanent jobs generated by the new hotel and restaurant, helping to secure a strong and continuous tax base;
9. Maximize the number of temporary construction jobs created necessary to build the proposed project;
10. Maximize the site's economic value to the City by redeveloping and revitalizing an underperforming site;
11. Maximize new City revenues generated and contribute to its fiscal health with new sales, property and hotel occupancy taxes, thereby maximizing the direct and indirect fiscal and economic benefits for the City and the surrounding area;
12. Create a wide range of unit sizes, including affordable housing units, in close proximity to employment resources and public transportation;
13. Minimize the impact to the environment through the redevelopment of previously developed parcels;
14. Develop and encourage bicycle access and pedestrian-oriented uses by employing design features that improve the landscape and streetscape, making the area more pedestrian friendly, while ensuring necessary vehicular access in and out of the project site;
15. Provide adequate common open space and internal access within the project site to meet the needs of the proposed uses and users;
16. Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools);

17. Promote sustainability, including measures to increase the efficient use of water and energy and the use of renewable resources while decreasing use of nonrenewable energy;
18. Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED) Silver certification for the buildings within the project site.

## **ES.5 AREAS OF CONTROVERSY**

A scoping meeting was held by the City at Plummer Park on November 16, 2016. The purpose of this meeting was to seek input from agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project as well as environmental issues the public would like to see evaluated in the EIR. Approximately 20 people attended the scoping meeting. Comment letters were also received in response to the Notice of Preparation (NOP) and Initial Study (IS) for this project. Copies of the comment letters and a summary of the verbal comments received during the scoping meeting, in addition to the NOP and IS, are provided in Appendix A. The primary areas of controversy identified by the public and agencies included the following potential environmental issues (the EIR section that addresses the issue raised is provided in parentheses):

- Potential impacts to roadways and transit (Section 3.8, Transportation)
- Potential impacts to traffic and parking during construction and operation (Section 3.8)
- Potential impacts to freeway on/off-ramp intersections, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hour (or adjacent street traffic) (Section 3.8)
- Potential impacts to freeway traffic where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hour (Section 3.8)
- Potential impacts to pedestrian traffic during construction (Section 3.8)
- Potential impacts to public services (Section 3.7, Public Services)
- Potential impacts on waste (Section 3.9, Utilities and Service Systems)
- Potential impacts on existing buildings through structural damage from construction (Section 3.6, Noise).
- Potential alternative locations to the proposed project. Particularly, relocation of the project to the corner of Santa Monica Boulevard and Fairfax (Chapter 6, Alternatives).
- Potential impacts to noise during construction and operation (Section 3.6)
- Potential impacts to aesthetics from tall buildings and lack of sunlight (Section 3.1, Aesthetics)

- Potential impacts to air quality, pollution, dust and debris (Section 3.2, Air Quality)
- Potential impacts to increased population (Appendix A, Initial Study)
- Potential impacts to privacy from construction and operation sites that look down at open-air patios (Section 3.1)
- Potential impacts to groundwater during construction (Appendix A)
- Potential impacts to utilities during construction (Section 3.9)
- Potential impacts to police and potential need for new staff (Section 3.7)
- Potential impacts related to water use at the site (Section 3.9)
- Potential impacts to tribal cultural resources (Section 3.3, Cultural Resources)
- Potential impacts to homes from ground disturbance during construction (Appendix A)

## **ES.6 SUMMARY OF ENVIRONMENTAL IMPACTS**

This EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential significant impacts, please see Chapter 3, Environmental Analysis, of this EIR.

As required by CEQA, a summary of the proposed project's impacts is provided in Table ES-1, Summary of Environmental Impacts and Mitigation Measures. Also provided in Table ES-1 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the EIR, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

## **ES.7 ALTERNATIVES TO THE PROPOSED PROJECT**

The CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the proposed project in an EIR. Several alternatives, including alternate sites, were considered but rejected from consideration in this EIR. Four alternatives, including the No Project Alternative, are reviewed in Chapter 6 of this document. This section summarizes alternatives to the project that were developed, as well as the No Project Alternative, as required under CEQA. Following the description of each alternative, the Environmentally Superior Alternative is identified, as required by CEQA Guidelines Section 15126.6(e)(2).

### **Alternative 1 – No Project**

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the

impacts of approving the proposed project with the impacts of not approving the proposed project. As specified in Section 15126.6(e)(3)(B) of the CEQA Guidelines, the no project alternative for a development project consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) further states that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, Alternative 1 assumes the proposed project would not proceed, no new permanent development or land uses would be introduced within the project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing commercial and residential uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or parking areas would be constructed, and no landscaping or streetscape improvements would occur.

### **Alternative 2 – Reduced Project**

Alternative 2, Reduced Project, would result in the construction of approximately 186,254 total gross building area with a height of 71.5 feet. The structure would consist of a 74-room hotel, restaurant, 73 residential units, and an art gallery. Construction of the Alternative 2 would involve demolition of the existing 10,000-square foot commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the City-operated parking lot located along Orange Grove Avenue. However, in contrast to the proposed project, Alternative 2 would not include demolition of the existing multifamily structure fronting Ogden Drive, which is located on the eastern portion of the project site.

The proposed building would include approximately 64,933 square feet (sf) of hotel and commercial space with a total of 74 hotel rooms, 45,501 sf of residential space, 13,638 sf of common areas, and 61,238 sf of parking area. Of the 73 residential units (60 studios; 13 one-bedroom), 11 units would be affordable housing units, including six very low-income units and five moderate-income units. Alternative 2 would have a Floor Area Ratio (FAR) of 3.38, similar to the proposed project and slightly less than what is allowed for the project site. Approximately 118 parking spaces, at ground level and in two subterranean parking levels, would be available to serve the residential and commercial uses, with approximately 32 additional parking spaces available for public parking, totaling 150 provided parking spaces.

Access to the project site under Alternative 2 would be available from two separate driveways: one on Santa Monica Boulevard, and one on Orange Grove Avenue. The Reduced Project Alternative would be accessible for hotel guests and the public from Santa Monica Boulevard and North Orange Grove Avenue. The entrance on Santa Monica Boulevard would provide point of ingress for commercial patrons arriving at the project site. Pedestrians could access the site via North Orange Grove Avenue or from Santa Monica Boulevard.

### **Alternative 3 – No Hotel**

Alternative 3 would involve construction and operation of a mixed-use structure of approximately 247,876 sf with a maximum height of 71.5 feet. The proposed building would include approximately 5,137 sf of commercial space, approximately 122,854 sf of residential space, approximately 21,115 sf of residential common area, and approximately 108,080 sf of parking area. Of the 156 residential units (120 studios; 27 one-bedroom; 9 two-bedroom), 23 units would be affordable housing units, including 12 very low-income units and 11 moderate-income units. The building heights for the No Hotel Alternative would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with three subterranean levels of parking. Alternative 3 would have a FAR of 3.38, similar to the proposed project and slightly less than what is allowable for the project site. Because of the removal of the hotel component, parking requirement reductions for commercial uses would be removed; and rooftop hotel amenity space would be identified as residential lobby/recreation. Approximately 179 parking spaces, at ground level and in three subterranean levels, would be available to serve residential and commercial uses, with approximately 45 additional parking spaces available for public parking, totaling 224 parking spaces.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. As with the proposed project, Alternative 3 would be accessible for residents and the public from Santa Monica Boulevard and North Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive. Pedestrians could access the site via North Orange Grove Avenue, Santa Monica Boulevard, or Ogden Drive.

### **Alternative 4 – Reduced Hotel**

Alternative 4 would involve construction and operation of a mixed-use structure of approximately 211,669 sf with a maximum height of 71.5 feet, similar to the proposed project. The building would consist of a 45-room hotel, restaurant, 95 residential units, and an art gallery. The proposed building would include approximately 39,939 sf of hotel and commercial space with a total of 45 hotel rooms, 82,916 sf of residential space, 14,679 sf of common residential area and open space, and 74,223 sf of parking area. Of the 95 residential units (45 studios; 22 one-bedroom; 15 two-bedroom; 13 three-bedroom) 19 units would be low-income level affordable housing units. The building heights for Alternative 4 would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with two subterranean levels of parking. Approximately 154 parking spaces would be available to serve the residential and commercial uses, with approximately 45 additional parking spaces available for public parking, totaling 199 parking spaces.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. The Reduced Hotel Alternative would be accessible for hotel guests and the public from Santa Monica Boulevard and

North Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive. The entrance on Santa Monica Boulevard would provide point of ingress for commercial patrons arriving at the project site. Pedestrians could access the site via North Orange Grove Avenue, Santa Monica Boulevard, or Ogden Drive.

### **Environmentally Superior Alternative**

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

A comparative summary of the environmental impacts associated with each alternative is provided in Table 6-10, Comparison of Impacts to the Proposed Project, in Chapter 6. As shown, Alternative 1 (the No Project Alternative) would be the environmentally superior alternative, as it would result in no new environmental impacts and would eliminate the potentially significant impacts related to air quality, cultural resources, and noise. Among the remaining alternatives, Alternatives 2, 3, and 4 would reduce impacts in most categories when compared to the proposed project primarily driven by the reduced size of the project built under each alternative. Overall, Alternative 2 would result in 84 fewer vehicle trips when compared to the proposed project; Alternative 3 would result in 251 fewer vehicle trips when compared to the proposed project; and Alternative 4 would result in 207 fewer vehicle trips when compared to the proposed project.

While the proposed project does not create any significant and unavoidable impacts, Alternative 3 would result in the fewest impacts among the alternatives (aside from the No Project Alternative). The primarily residential building that would be developed under Alternative 3 would be smaller in size when compared to the building that would be developed under the proposed project and because Alternative 3 would generate fewer vehicle trips than the proposed project, fewer air quality, greenhouse gas emission, and noise impacts would occur. For these reasons, Alternative 3 would be the environmentally superior alternative.



**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Aesthetics</i>			
<b>AES-1.</b> Would the project substantially degrade the existing visual character or quality of public views of the site and surroundings? Would the project conflict with applicable zoning and other regulations governing scenic quality?	N/A	N/A	N/A
<b>AES-2.</b> Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	N/A	N/A	N/A
<b>AES-3.</b> Would the project create a new source of shade or shadow that would adversely affect shade/ shadow sensitive structures or use?	N/A	N/A	N/A
<i>Air Quality</i>			
<b>AQ-1.</b> Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	N/A	N/A
<b>AQ-2.</b> 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?	Less than Significant	N/A	N/A
<b>AQ-3.</b> Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	N/A	N/A

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<b>AQ-4.</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	N/A	N/A
<i>Cultural Resources</i>			
<b>CUL-1.</b> Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant	N/A	N/A
<b>CUL-2.</b> Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Potentially Significant	<b>MM-CUL-1. Inadvertent Discovery of Archaeological Resources</b> In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.	Less than Significant
<b>CUL-3.</b> Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	<b>MM-CUL-2. Inadvertent Discovery of Human Remains</b> In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be,	Less than Significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	
<b>CUL-4.</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	<b>MM-CUL-3. Paleontological Mitigation Program</b> Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist or their representative, subject to the review and approval of the City's Building Official or qualified designee, to serve as the Paleontological Monitor. The qualified paleontologist shall attend the preconstruction meeting and be on site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths of 5 to 10 feet below the ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the Paleontology Monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the Paleontological Monitor will remove the rope and allow grading to recommence in the area of the find. The Paleontological Monitor shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010).	Less than Significant
<i>Greenhouse Gas Emissions</i>			
<b>GHG-1.</b> Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	N/A	N/A

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Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<b>GHG-2.</b> Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	N/A	N/A
<i>Hazards and Hazardous Materials</i>			
<b>HAZ-1.</b> 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	N/A	N/A
<b>HAZ-2.</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	N/A	N/A
<b>HAZ-3.</b> 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	N/A	N/A
<i>Noise</i>			
<b>NOI-1.</b> Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	<p><b>Construction</b>  <b>MM-NOI-1. Applicant's Project Design Features</b></p> <p>The Applicant will install an enhanced noise/dust barrier around the perimeter of the site, with shoring piles extending 15 feet above street level, pursuant to the document entitled Phase 1 Demolition/Shoring &amp; Sound Wall in the Construction Schedule (refer to the noise appendix). The noise barrier includes sound blankets (STC 29), which can be installed in multiple layers for improved insulation from noise for neighboring receptors.</p>	Less than Significant

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The Phase 1 Demolition/Shoring &amp; Sound Wall process has been divided into four sub-phases to further reduce impacts upon neighboring receptors. The details of the construction noise wall implementation process are provided in MM-NOI-3. The Applicant will coordinate with Fountain Day School so the Phase 1 Demolition/Shoring &amp; Sound Wall construction occurs while the school is closed.</p> <p>The Applicant will use a backhoe instead of an excavator until the sound wall is in place; the Applicant will also limit use of heavy equipment such as excavator/forklift/loader so no duplicative units are operating concurrently.</p> <p><b>MM-NOI-2. Construction Activity Conditions</b> The City of West Hollywood shall require the Applicant's construction contractor to implement the following measures as a condition of approving the project (West Hollywood General Plan EIR MM 3.9-2):</p> <ul style="list-style-type: none"> <li>• Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e. mufflers, silencers, wraps, etc.).</li> <li>• Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.</li> <li>• Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the West Hollywood Municipal Code (WHMC) Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards.</li> <li>• Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors.</li> </ul>	

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Summary of Environmental Impacts and Mitigation Measures**

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		<ul style="list-style-type: none"> <li>• Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment.</li> <li>• Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.</li> <li>• Music from a construction site shall not be audible at off-site locations.</li> </ul> <p><b>MM-NOI-3. Construction Noise Barriers</b></p> <p>The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project:</p> <ul style="list-style-type: none"> <li>• Prior to commencing demolition activities, a noise barrier shall be erected along the entire southern property boundary of the Fountain Day School property. The noise barrier shall be a minimum height of 15 feet above street level, and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. The construction contractor shall coordinate with Fountain Day School so, if possible, this sound wall construction occurs while the school is closed. This sound barrier shall be maintained for the duration of project construction, and be removed only to allow landscape installation when all other project construction is complete.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Prior to commencing demolition activities, a noise barrier shall be erected along the entire northern and western property boundary of the multi-family residences immediately adjacent to the south of the project site (on North Ogden Drive). The noise barrier shall be a minimum height of 15 feet above street level, and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. This sound barrier shall be maintained for the duration of project construction, and be removed only to allow landscape installation when all other project construction is complete.</li> <li>• As soon as the minimum amount of demolition has occurred to allow access of a drill rig for pile installation, a noise barrier shall be erected along the entire remaining northern property boundary of the subject property. The noise barrier shall be a minimum height of 15 feet above street level, and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. This sound barrier shall be maintained for the duration of project construction, and may be removed only to allow landscape installation when all other project construction is complete.</li> <li>• As soon as exterior wall framing allows at each individual level of the structure, northern building facades (i.e., those facing the Fountain Day School), and portions of the eastern and southern building facades (i.e., those facing the North Ogden Drive residences) shall either be covered with temporary sound blankets possessing a minimum acoustic rating of STC 29, or the exterior sheathing of the building shall be installed on the framing.</li> </ul>	

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Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<p><b>MM-NOI-4. Construction Equipment Restrictions</b> The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project:</p> <ul style="list-style-type: none"> <li>The construction contractor shall use a backhoe instead of an excavator until the sound walls are in place; the construction contractor shall also limit use of heavy equipment such as excavator/forklift/loader such that no duplicative units are operating concurrently.</li> </ul> <p><b>MM-NOI-5. Stationary Construction Equipment Location/Shielding</b> The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project:</p> <ul style="list-style-type: none"> <li>Temporary electricity generators used for construction shall be located as far as possible from the Fountain Day School and North Ogden Drive residences, and temporary electrical power connections to the electrical utility provider shall be established at the earliest feasible point in the construction to preclude the further need for or use of generators.</li> <li>Within the second and higher building levels, until the sound blankets or exterior cladding is installed on the building facades facing the Fountain Day School and North Ogden Drive residences, stationary construction equipment (e.g., compressors, welders, etc.) that generates noise that exceeds 58 dB(A) at the property boundaries shall be individually shielded with a barrier that meets a STC rating of 29.</li> </ul> <p><b>MM-NOI-6. Construction Noise Compliance Verification Reports</b> The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project:</p>	



**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• 8-hour noise measurements shall be conducted at the Fountain Day School and North Ogden Drive residences, at the ground level and behind the temporary noise barrier, not less frequently than one construction day per month. The measurement results will be presented each month to the City in a brief memorandum that compares measured noise levels to the threshold of not greater than 10 dBA L<sub>eq</sub> over ambient noise levels.</li> <li>• Should the verification report in any month indicate construction noise levels in excess of the allowable limit, an acoustical consultant shall be retained by the contractor to devise additional noise control methods, such methods shall be implemented, and the noise measurements shall be performed again to verify the new controls are effective.</li> </ul> <p>Effectiveness of these mitigation measures would vary from several decibels (which in general is a relatively small change) to ten or more decibels (which subjectively would be perceived as a substantial change), depending upon the specific equipment and the original condition of that equipment, the specific locations of the noise sources and the receivers, etc. Installation of a noise barrier, for example, would vary in effectiveness depending upon the degree to which the line-of-sight between the source and receiver is broken, but for the nearest receivers is estimated to provide as much as 19 decibels of noise reduction. Installation of more effective silencers could range from several decibels to well over 10 decibels. Reduction of idling equipment could reduce overall noise levels from barely any reduction to several decibels. Cumulatively, however, these measures would result in substantial decreases in the noise from construction. With implementation of these measures, short-term construction impacts associated with exposure of persons to or generation of noise levels in excess of established standards would be less than significant.</p>	

		<p><b><u>Operation</u></b></p> <p><b>MM-NOI-7. Loading Dock Hours</b> Loading dock activities shall be limited to between the hours of 8 a.m. and 10 p.m.</p> <p><b>MM-NOI-8. Outdoor Amplification System</b> Prior to certificate of occupancy, the restaurant and pool deck sound systems shall be calibrated for the outdoor uses so as to not exceed the noise level standards. The amplified sound system sound output shall be measured, verified, and documented by a qualified acoustical engineer to meet the exterior noise standard during daytime hours (8 a.m. to 10 p.m.) of 55 dBA <math>L_{eq}</math> based on the West Hollywood General Plan 2035 Safety and Noise Element (City of West Hollywood 2011).</p> <p>In addition, the project's outdoor amplified sound system shall be calibrated such that between the hours of 10:00 p.m. and 8:00 a.m. the sound levels shall be 5 dBA below the lowest measured background sound level (<math>L_{90}</math>) at the property line of the affected noise sensitive receptor.</p> <p><b>MM-NOI-9. Noise Level Analysis for Habitable Rooms</b> Prior to certificate of occupancy, noise measurements shall be conducted to be reviewed and approved by City staff, to demonstrate that the habitable areas (hotel rooms) have been designed to reduce interior noise to 45 dBA or lower (community noise equivalent level (CNEL) or day-night average noise level (<math>L_{dn}</math>)).</p> <p><b>MM-NOI-10. Mechanical Equipment</b> Prior to approval of the plans and specifications for the project, City staff shall review and approve the proposed heating, ventilation, and air conditioning (HVAC), outdoor mechanical equipment, and kitchen mechanical equipment unit specifications to ensure that the on-site stationary equipment does not exceed 55 dBA at 50 feet, or otherwise exceed any established noise thresholds for stationary sources.</p>	
<p><b>NOI-2.</b> Would the project result in generation of excessive groundborne vibration or groundborne noise levels?</p>	<p>Less than Significant</p>	<p>N/A</p>	<p>N/A</p>

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Public Services</i>			
<b>PUB-1.</b> 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:			
a. Fire protection?	Less than Significant	N/A	N/A
b. Police protection?	Less than Significant	N/A	N/A
c. Schools?	Less than Significant	N/A	N/A
<i>Transportation</i>			
<b>TRANS-1.</b> Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant	N/A	N/A
<b>TRANS-2.</b> Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	N/A	N/A	N/A
<b>TRANS-3.</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	N/A	N/A

**Table ES-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<i>Utilities and Service Systems</i>			
<b>UTL-1.</b> Would the project require or result in the relocation or construction of new or expanded water, wastewater conveyance, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?	Less than Significant	N/A	N/A
<b>UTL-2.</b> Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	N/A	N/A
<b>UTL-3.</b> Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	Less than Significant	N/A	N/A
<b>UTL-5.</b> Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	N/A	N/A
<i>Energy</i>			
<b>ENG-1.</b> Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant	N/A	N/A

**Table ES-1**  
**Summary of Environmental Impacts and Mitigation Measures**

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
ENG-2. Would the project conflict with existing or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant	N/A	N/A

## ES. 8 REFERENCES CITED

City of West Hollywood. 2011. "Safety and Noise" in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed July 6, 2015. <http://www.weho.org/city-hall/download-documents/-folder-155>.

SVP (Society of Vertebrate Paleontologists). 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. 11 p. Available; <http://vertpaleo.org/PDFS/68/68c554bb-86f1-442f-a0dc-25299762d36c.pdf>.