

City of West Hollywood
Seventy-Eight Eleven Santa Monica Boulevard
Initial Study

Prepared for:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069
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OCTOBER 2016

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act
AQMP	Air Quality Management Plan
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of West Hollywood
CNDDDB	California Natural Diversity Database
CO	carbon monoxide
DPR	California Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FAR	floor area ratio
GHG	greenhouse gas
GSF	gross square feet
LACFD	Los Angeles County Fire Department
LADWP	Los Angeles Department of Water and Power
LSTs	localized significance thresholds
NO _x	oxides of nitrogen
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
PM _{2.5}	fine particulate matter
PM ₁₀	coarse particulate matter
proposed project	Seventy-Eight Eleven Santa Monica Boulevard Project
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
sf	square foot; square feet
SO ₂	sulfur dioxide
SUSMP	Standard Urban Stormwater Mitigation Program
SWPPP	stormwater pollution prevention program
SWRCB	State Water Resources Control Board

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1 INTRODUCTION

1. **Project Title:** Seventy-Eight Eleven Santa Monica Boulevard Project
2. **Lead Agency:** City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069
3. **Contact Person:** Scott Lunceford, AICP, Associate Planner
Phone: 323.848.6427
Email: slunceford@weho.org
4. **Project Location:** 7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, 1118 North Orange Grove Avenue and 1125 North Ogden Drive
West Hollywood, California 90048
5. **Project Sponsor's Name and Address:** Faring Capital LLC
8899 Beverly Boulevard, Suite 812
West Hollywood, California 90048
6. **General Plan Designation:** CC2 (Commercial, Community 2) and R3B (Multifamily Medium Density Residential - 35' 3 Stories - 1 dwelling units/1210 square feet of lot area)
7. **Zoning:** CC2 (Commercial, Community 2) and R3B (Multifamily Medium Density Residential - 35' 3 Stories - 1 dwelling unit/1210 square feet of lot area)

8. Description of Project:

The Seventy-Eight Eleven Santa Monica Boulevard Project (proposed project) would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. These uses would be developed on an approximately 0.92-acre site located within the City of West Hollywood (City) consisting of the following addresses: 7811 Santa Monica Boulevard, 1114 and 1118 North Orange Grove Avenue, and 1125 North Ogden Drive. Figure 1 shows the location of the project site in a regional context, and Figure 2 shows the location of the project site in a local context. As shown in Figure 2, the site is bounded to the west by North Orange Grove Avenue, a two-lane, north-south street, to the south by Santa Monica Boulevard, a four-lane, east-west street; and to the east by North Ogden Drive, a two-lane, north-

south street. The project site has approximately 100 feet of street frontage along Santa Monica Boulevard, approximately 100 feet of street frontage along North Orange Grove Avenue, and approximately 45 feet of street frontage along North Ogden Drive. While the site has street frontages to the west, south, and east it is bound by other commercial and residential properties to the east, commercial to the west, and Fountain Day School and residential uses to the north.

The characteristics of the proposed project are summarized in Table 1 and are depicted on the conceptual site plans shown in Figure 3. The proposed building would include approximately 65,888 sf of hotel and commercial space with a total of 78 hotel rooms, 59,946 sf of residential space, 14,176 sf of common area, and 105,752 sf of parking area. Of the 88 residential units, at least fifteen units would be affordable housing units, including eight very low-income units, and seven moderate-income units. The residential units would be composed of 9 two-bedroom units, 69 studio units, and 10 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 three subterranean levels of parking. Building elevations are depicted in Figures 4, 5, 6, and 7. The project would have a Floor Area Ratio (FAR) of 3.47, which is slightly less than what is allowable for the project site. Approximately 264 parking spaces would be available to serve the proposed project, with approximately 52 additional parking spaces available for public parking. 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 proposed project site. Pedestrians could access the site via North Orange Grove Avenue, Santa Monica Boulevard, or Ogden Drive.

**Table 1
Proposed Project Characteristics**

Parcels	5530-002-067; 5530-002-019; 5530-002-027	
Project Site	40,186 sf (0.92 acres)	
Area of Proposed Site Uses in Square Feet (sf)	Building Area	Gross Residential Area: 59,946 Gross Hotel and Commercial Area: 65,888 Gross Common Area: 14,176 Gross Parking Area: 105,752 Total Gross Square Feet (GSF) (including roof, parking and non-FAR: 269,484
	Building Area (FAR)	Total GSF – CC2 (FAR): 113,324 Total GSF – R3B (FAR): 12,510
	Outdoor Areas	CC2 Common Outdoor Area: 13,426 Private Outdoor Area: 3,930 Private Outdoor Area as Part of Common Outdoor Area: 6,570 R3B Common Outdoor Area: 750 Private Outdoor Area: 726 Private Outdoor Area as Part of Common Outdoor Area: 354 Total Outdoor Area: 18,832

Table 1
Proposed Project Characteristics

Parking	<ul style="list-style-type: none"> • A total of 264 parking spaces would be provided. • 7 Americans with Disabilities Act (ADA) compliant spaces • 223 standard spaces • 34 compact stalls • 5 electric vehicle spaces
Building Height	<ul style="list-style-type: none"> • 71.5 feet (6 aboveground levels)
Floor Area Ratio	<p>CC2 Hotel - 2.1:1 (68,538 FAR sf / 32,637 gross lot area sf) Residential - 1.375:1 (44,876 FAR sf / 32,637 gross lot area sf) Overall – 3.475</p> <p>R3B NA</p>
Density	<p>CC2 NA</p> <p>R3B Gross lot area: 7,487 Base density: 1 dwelling unit/1,210 sf Affordable housing density bonus: 35% (2.1 units) Total units: 9</p>

Note: NA= not applicable

All data provided in this table are approximated.

¹ The City defines floor area ratio (FAR) as the ratio of floor area to total lot area. FAR restrictions are used to limit the maximum gross floor area allowed on a site (including all structures on the site). The maximum gross floor area of all structures permitted on a site is determined by multiplying the FAR by the total area of the site (FAR x Site Area = Maximum Allowable Gross Floor Area). Basement area is not included in calculation of floor area ratio.

The project site is currently built out with a one-story, L-shaped, approximately 10,000 sf commercial building and a surface parking lot at the 7811 Santa Monica Boulevard address. A surface parking lot providing parking for 45 vehicles occupies the property at 1114 North Orange Grove Avenue and 1118 North Orange Grove Avenue. A total of 7 multi-family residential units, of which 5 are currently occupied, are located at 1125 North Ogden Drive. The existing commercial building, surface parking lots, and multi-family residential units would be demolished under the proposed project. Construction of the proposed project is anticipated to take approximately 18 months to complete, starting in January 2018 and ending in June 2019. It is estimated that the project site would be occupied and in operation by July 2019.

Existing Zoning and Land Use Designations

The project site is located within the CC2 (Commercial, Community 2) and R3B (Multifamily Medium Density Residential - 35' 3 Stories - 1 dwelling unit/1210 square feet of lot area) zoning districts. The portion of the site that fronts Santa Monica Boulevard and North Orange Grove Avenue is within the CC2 zone and the portion of the site that fronts North Ogden Drive is within the R3B zone. Table 2 summarizes several requirements of each zone.

**Table 2
Existing Zoning**

Zone	CC2 (frontage on Santa Monica Boulevard and North Orange Grove Avenue)	R3B (frontage on North Ogden Drive)
APNs within zone	5530-002-067; 5530-002-019	5530-002-027
General Purpose	The CC2 zoning district is intended to provide a wide variety of commercial opportunities to serve local community needs, as well as broader market areas. The CC2 zoning district identifies areas appropriate for a variety of commercial uses including retail; professional offices; business support and personal services; entertainment uses; restaurants; specialty shops; overnight accommodations; cultural uses; and small-scale manufacturing uses related to design furnishings, galleries, motion pictures, television, music or design-related uses. Mixed-use developments with residential and office uses above businesses are encouraged, except in areas subject to the commercial-only overlay district.	The R3 zoning district provides for the development of a wide range of multi-family dwelling units, including apartments and condominiums. The standards of the R3 zoning district are intended to ensure that new residential projects are compatible with the scale and character of existing medium-density multi-family residential neighborhoods.
Permitted Uses ¹	Retail, restaurant, office, wholesale design showroom, art studios, fitness facilities, libraries, museums, vehicles sales, and media production	Child day care centers, courtyard housing, home businesses, multi-family dwellings, residential care facilities, single-family dwellings
Allowable Floor Area Ratio (FAR) ²	2.00	NA
Residential Density	NA	1 unit for each 1,210 sf of site area
Allowable Height	4 stories; 45 feet	3 stories; 35 feet.

Notes: NA= not applicable

¹ Refer to Table 2-5 in Section 19.10.030 of the City's Municipal Code for a complete list of permitted uses in commercial zoning districts. Refer to Table 2-2 in Section 19.06.030 of the City's Municipal Code for a complete list of permitted uses in residential zoning districts.

² The City defines FAR as the ratio of floor area to total lot area. FAR restrictions are used to limit the maximum gross floor area allowed on a site (including all structures on the site). The maximum gross floor area of all structures permitted on a site is determined by multiplying the FAR by the total area of the site (FAR x Site Area = Maximum Allowable Gross Floor Area). Basement area is not included in calculation of FAR.

Source: City of West Hollywood Municipal Code, Chapters 19.06 and 19.10

The West Hollywood General Plan identifies the project site as being located in the Santa Monica/Fairfax Transit District Commercial Sub-area, which supports a significant number of transit routes and transfer points. The area is characterized by service and retail businesses oriented to the local community. The project site is not currently located within a specific plan area.

Cityline is a free local shuttle bus system that serves the general public. The Eastbound Orange and Westbound Blue lines serve the City of West Hollywood, starting at Cedars Sinai Medical Center and terminating at the intersection of North La Brea Avenue and Fountain Avenue. The closest Eastbound Orange line stops to the project site include Santa Monica Boulevard/North Ogden Drive and Santa Monica Boulevard/Orange Grove Avenue. The closest Westbound Blue line stops to the project site include and Santa Monica Boulevard/Orange Grove Avenue and Santa Monica Boulevard/Spaulding Avenue. The 704 route of the LA Metro Rapid Line Bus

serves the City of West Hollywood. The closest stop to the project site is at the intersection of Fairfax Avenue and Santa Monica Boulevard. The 004 and 217 routes of the Local LA Metro Bus system serve the City of West Hollywood. The closest stop to the project site is at the intersection of Fairfax Avenue and Santa Monica Boulevard. The project site is located within one-tenth of one mile of a Major Transit Stop.

9. Surrounding land uses and setting:

Directly north of and adjacent to the project site are multi-family homes, one of which is currently operating as the Fountain Day School. Directly east of the southern portion of the project site is a commercial building occupied by Executive Car Leasing. Further east of the project site, across North Ogden Drive, are several commercial buildings occupied by Odessa Grocery; Tashman Home Center; Quality Electronics; Payment Alliance International, Inc.; and Launderland Coin Laundry. Multifamily residences are also located east of the project site, across North Ogden Drive. Directly south of the proposed project site is Santa Monica Boulevard. Further south of Santa Monica Boulevard are several commercial buildings occupied by Chevra Kadisha Mortuary, Alternative Herb Health Services, Cherry Garden, Brothers Market and Atlas Auto Leasing. Directly west of the project site are several commercial buildings, including Farmacy West Hollywood, Euro Design Auto Crafts. Further west, across North Orange Grove Avenue, are several commercial buildings, which include Kung Pao China Bistro, Melodia, Stan's Tech Garage, and Optometry Center, Family Dental Center, Victoria's Jewelry, an Urgent Care Center, Medical Center, Whole Foods Market, Liquor Time Liquor, Stolichnaya Bakery, San Fair Cleaners, Plush Beauty Bar, Sharpening and Keys, and El Chile.

10. Required Approvals:

The City is the lead agency for the proposed project pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15367. The proposed project would require a number of land use entitlement approvals from the City, listed as follows:

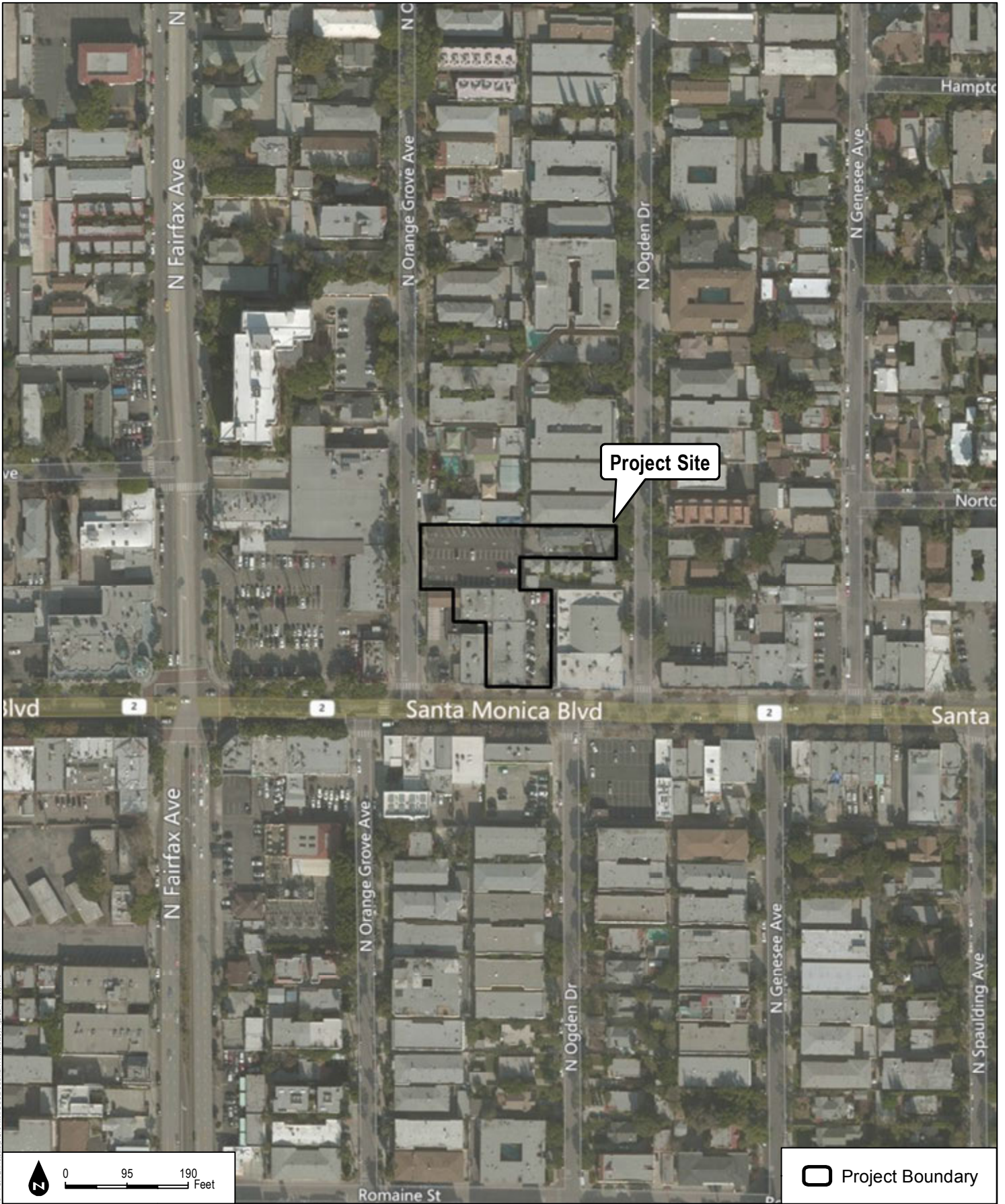
- A Development Permit to allow the construction of a new approximately 269,484 -square foot mixed-use building, including approximately 65,888 square feet of hotel/commercial development and approximately 59,946 square feet of residential development at the Project site with a three-level subterranean parking garage;
- A Conditional Use Permit to allow the development of a hotel, including up to 78 guest rooms and associated amenities, including restaurant and rooftop uses.
- A Minor Conditional Use Permit to allow the sale of variety of alcoholic beverages for on-site consumption in connection with an approximately 5,054-square foot restaurant space at the Project site, including a “bohemian”-themed restaurant and bar located on the first level and subterranean level of the parking garage;
- A Parking Use Permit to allow the Applicant to provide parking for use by the general public of at least 52 of the 264 parking spaces provided as part of the Project;

- A Demolition Permit to allow the demolition of the existing structures at the Project site, including a approximately 10,000-square foot commercial building;
- A Minor Modification to allow an adjustment of 10% for the height of the proposed building; and
- An Administrative Permit to allow an approximately 310-square foot outdoor dining patio in connection with the proposed restaurant at the Project site.

Other ministerial approvals from the City and other regulatory agencies may include, but are not limited to, the following:

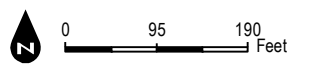
- Excavation, encroachment and construction permits
- State Water Resources Control Board – Applicant must submit a Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit
- Los Angeles Regional Water Quality Control Board – Applicant must submit a Notice of Intent to discharge groundwater during construction and to comply with the General Permit
- Los Angeles County Fire Department – Plan approval
- Los Angeles County Sheriff's Department – Plan approval
- Utility providers – Utility connection permits

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Project Site

Project Boundary



SOURCE: Bing Imagery, 2016.

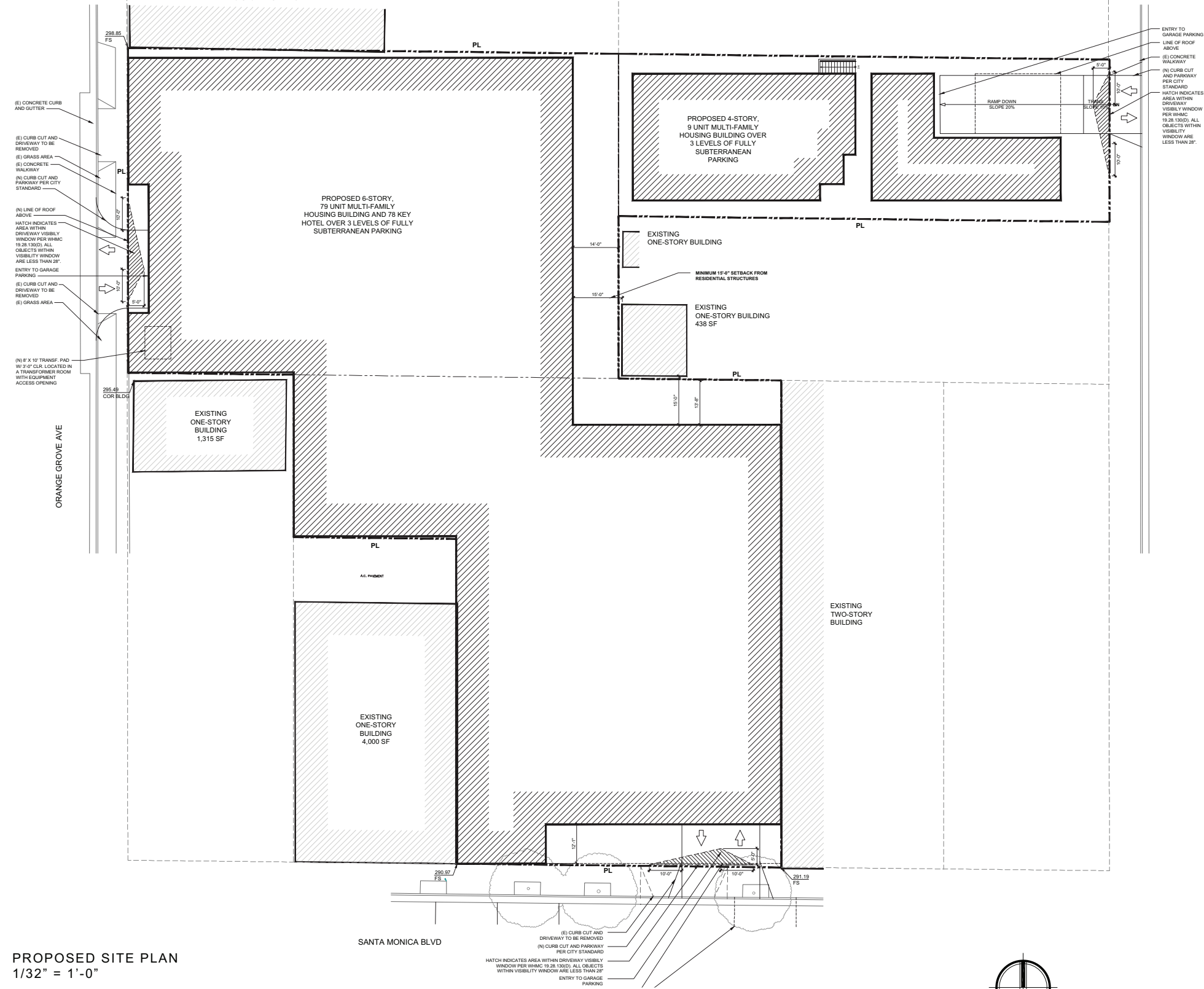
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FIGURE 2
Vicinity Map

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SANTA MONICA / ORANGE GROVE - CITY OF WEST HOLLYWOOD



CONSTRUCTION:

- GROUND FLOOR, PODIUM: TYPE IA
- SOUTH (HOTEL) VOLUME, LEVEL 02-06: TYPE IA
- NORTH (RES.) VOLUME, LEVEL 02-06: TYPE IIIB

* Construction type IA and IIIB separated by fire wall and horizontal exit (noted in plans)

OCCUPANCY:

R-1, R-2, A-2, A-3, B, S

ALLOWABLE HEIGHT / AREA PER CBC TABLE 503 AND SECTION 506.4

TYPE IA
Applies to ground floor podium and south (hotel) volume, levels 02-06

HEIGHT: UL
AREA: UL

TYPE IIIB
Applies to north (residential) volume, levels 02-06

HEIGHT: 5 STORIES, 75' (SPRINKLERED)
AREA: 16,000 SF (NORTH VOLUME ONLY)

PROPOSED SITE PLAN
1/32" = 1'-0"

FARING CAPITAL: 7811 Santa Monica Blvd, West Hollywood

SOURCE: R&A, 04/26/2016.



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SANTA MONICA / ORANGE GROVE - CITY OF WEST HOLLYWOOD

- ① Smooth Finish Arch. Plaster
- ② Smooth Finish Arch. Concrete, Slab Edge
- ③ Bronze Panel
- ④ Board-formed concrete
- ⑤ Wood
- ⑥ Low-E Vision Glass, Clear
- ⑦ Painted Aluminium Window Mullion, Charcoal
- ⑧ Glass Railing
- ⑨ Private Outdoor Space
- ⑩ Pool Deck
- ⑪ Green Wall



PROPOSED SOUTH (SANTA MONICA) ELEVATION
3/64" = 1'-0"

FARING CAPITAL: 7811 Santa Monica Blvd, West Hollywood

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SANTA MONICA / ORANGE GROVE - CITY OF WEST HOLLYWOOD

- ① Smooth Finish Arch. Plaster
- ② Smooth Finish Arch. Concrete, Slab Edge
- ③ Bronze Panel
- ④ Board-formed concrete
- ⑤ Wood
- ⑥ Low- E Vision Glass, Clear
- ⑦ Painted Aluminium Window Mullion, Charcoal
- ⑧ Glass Railing
- ⑨ Private Outdoor Space
- ⑩ Pool Deck
- ⑪ Green Wall



PROPOSED WEST (ORANGE GROVE) ELEVATION
3/64" = 1'-0"

FARING CAPITAL: 7811 Santa Monica Blvd, West Hollywood

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SANTA MONICA / ORANGE GROVE - CITY OF WEST HOLLYWOOD

- ① Smooth Finish Arch. Plaster
- ② Smooth Finish Arch. Concrete, Slab Edge
- ③ Bronze Panel
- ④ Board-formed concrete
- ⑤ Wood
- ⑥ Low-E Vision Glass, Clear
- ⑦ Painted Aluminium Window Mullion, Charcoal
- ⑧ Glass Railing
- ⑨ Private Outdoor Space
- ⑩ Pool Deck
- ⑪ Green Wall



PROPOSED EAST ELEVATION
3/64" = 1'-0"

FARING CAPITAL: 7811 Santa Monica Blvd, West Hollywood

SOURCE: R&A, 04/26/2016.

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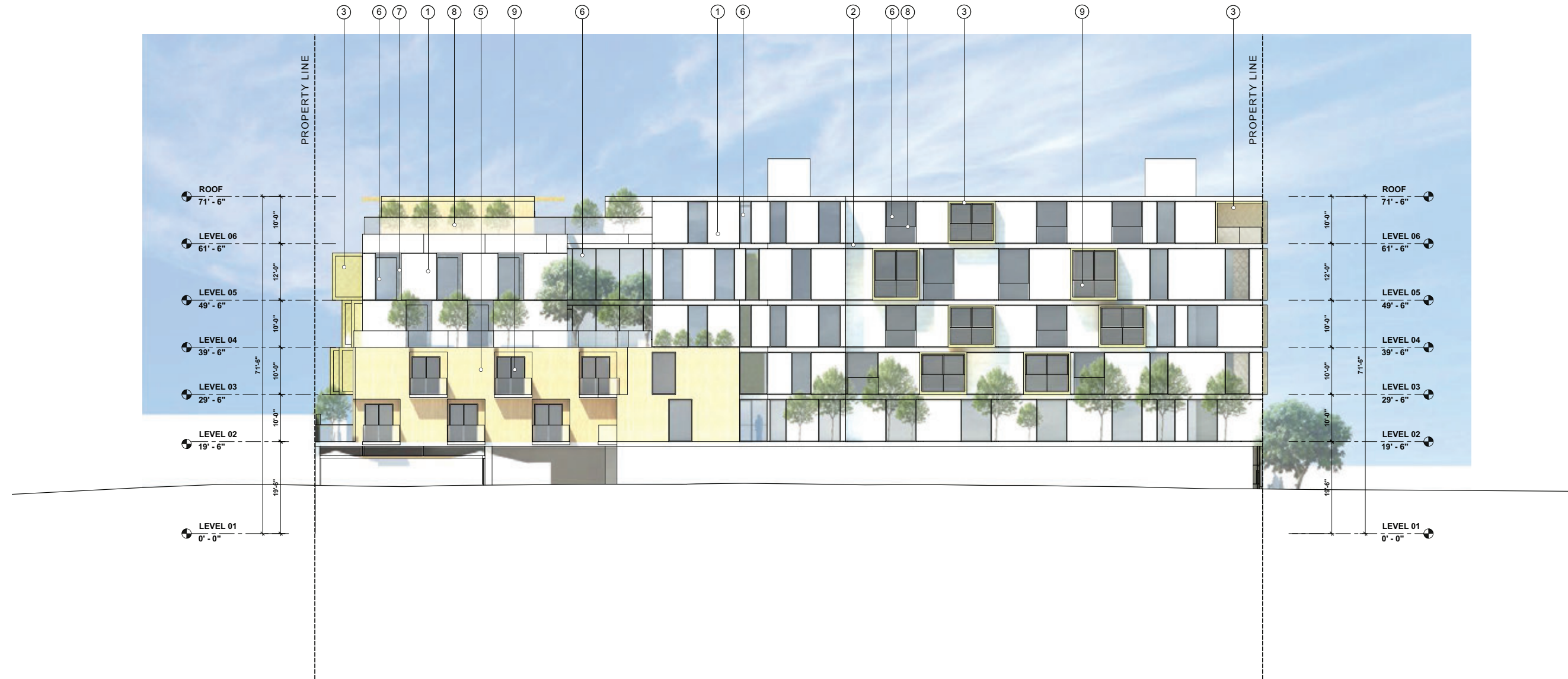
Seventy-Eight Eleven Santa Monica Boulevard Initial Study

FIGURE 6
Proposed East Elevation

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SANTA MONICA / ORANGE GROVE - CITY OF WEST HOLLYWOOD

- ① Smooth Finish Arch. Plaster
- ② Smooth Finish Arch. Concrete, Slab Edge
- ③ Bronze Panel
- ④ Board-formed concrete
- ⑤ Wood
- ⑥ Low- E Vision Glass, Clear
- ⑦ Painted Aluminium Window Mullion, Charcoal
- ⑧ Glass Railing
- ⑨ Private Outdoor Space
- ⑩ Pool Deck
- ⑪ Green Wall



PROPOSED NORTH ELEVATION
3/64" = 1'-0"

FARING CAPITAL: 7811 Santa Monica Blvd, West Hollywood

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City of West Hollywood Zoning Districts and General Plan Land Use Designations

Residential Zoning Districts

- Residential, Single-Family, of Two-Unit Low Density**
 - R1A - 2 1/2 Stories - 1 du/lot
 - R1B - 2 1/2 Stories - 2 du/lot less than 8499 SF
 - R1C - 1 1/2 Story - 1 du/lot
- Residential, Low Density**
 - R2 - 2 1/2 Stories - 2 du/lot of less than 4000 SF
 - 8 du/lot between 4000 and 7999 SF
 - 4 du/lot between 8000 and 9999 SF
 - plus 1 additional unit for each 2000 SF or fraction thereof in excess of 9999 SF
- Residential, Multi-Family Medium Density**
 - R3A - 2 1/2 Stories - 1 du/1210 SF of lot area
 - R3B - 3 1/2 Stories - 1 du/1210 SF of lot area
 - R3C - 4 1/2 Stories - 1 du/1210 SF of lot area
- Residential, Multi-Family High Density**
 - R4A - 3 1/2 Stories - 1 du/872 SF of lot area
 - R4B - 4 1/2 Stories - 1 du/872 SF of lot area

Combination Zones

- SSP - Sunset Specific Plan
- SSP CN - Sunset Specific Plan Commercial, Neighborhood
- SSP R2 - Sunset Specific Plan Residential, Low Density
- SSP R4 - Sunset Specific Plan Residential, Multi-Family High Density

Commercial and Public Zoning Districts

- CC1 - Commercial, Neighborhood 1 1.0 25 R/2 stories
- CC2 - Commercial, Neighborhood 2 1.5 35 R/3 stories
- CC1 - Commercial, Community 1 1.5 35 R/3 stories
- CC2 - Commercial, Community 2 2.0 45 R/4 stories
- CA - Commercial, Arterial 2.5 60 R/5 stories
- CR - Commercial, Regional Center 3.0 90 R/8 stories

Overlay Zoning Districts

- MU - Mixed-Use Incentive Overlay Zone
- PK - Parking Overlay
- DA - Development Agreement Overlay
- CO - Commercial-Only Overlay Zone

Other Zoning Districts

- PD - Planned Design Center Specific Plan
- PP - Public Facilities
- MSP - Midtown Specific Plan

du = dwelling unit

Project Boundary

SOURCE: West Hollywood General Plan, 2035; WEHO.org, Zoning Map, 11/03/2011.



FIGURE 8 Existing Zoning and General Plan Land Use Designations

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2 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 checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" 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 checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

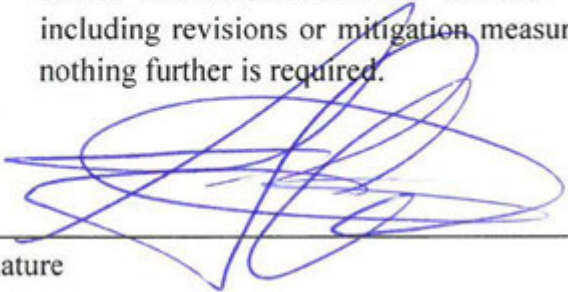
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3 DETERMINATION

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

10/19/16

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4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following is a preliminary analysis of the proposed project's potential impacts relative to each of the environmental topics addressed in the CEQA Guidelines Appendix G Initial Study Checklist. In accordance with Section 15063 of the CEQA Guidelines, the analysis was prepared to identify the potential environmental effects of the proposed project and assist the lead agency in determining whether preparation of an Environmental Impact Report (EIR) is necessary. Additional analysis will be performed, as appropriate, as part of the EIR process.

4.1 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create a new source of shade or shadow that would adversely affect shade/shadow sensitive structures or use.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Scenic Vistas

Less than Significant Impact. The project site is located in a highly developed urban area and is surrounded on all sides by development. The topography of the area surrounding the site is relatively flat; therefore, surrounding buildings, ornamental landscaping, and utility poles obstruct lines of sight through the project site and to the north, south, east, and west of the project site. Intermittent views of the Hollywood Hills can be observed by motorists and pedestrians from the north-south corridors that are formed by North Orange Grove Avenue and North Ogden Drive, which are located to the west and east of the project site, respectively. While the proposed project would have the potential to obstruct portions of this view, the existing views of the Hollywood Hills are intermittent and have already been substantially compromised by existing development. Therefore, impacts of the proposed project on scenic vistas would be less than significant, and no further analysis of this issue is required in the EIR.

b) State Highways

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. The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 13 miles northwest of the project site. In addition, the project site is located 8 miles west of State Route 110, Arroyo Seco Historic Parkway. The project site is not visible from either of these designated highways, and the highways are not visible from the project site. Due to the distance from designated State Scenic Highways, the proposed project site is not within the viewshed of this State Scenic Highway or Historic Parkway. Therefore, impacts to state scenic highways would not occur, and no further analysis of this issue is required in the EIR.

c) Visual Character / Quality

Potentially Significant Impact. The proposed project involves demolition of a commercial building, two surface parking lots, and two multi-family residential structures. The proposed project would also include removal of an existing ornamental tree located along Santa Monica Boulevard and one street tree in the location of the proposed project driveway on North Ogden Drive. The demolition and construction processes would alter the visual character of the project site, as observed from Santa Monica Boulevard, North Orange Grove Avenue, and North Ogden Drive. However, the demolition and construction process would be temporary and would be confined to the project site. The proposed project would replace the existing commercial structure, multi-family residential structures, and surface parking lots with a six-story hotel/commercial/residential building and would introduce new landscaping to the site. Operation of the proposed project would result in a permanent change in the visual character of the site by introducing a structure that is several stories taller than most commercial development in the area. Photo-renderings will be prepared and included with the EIR to show the change in views from surrounding key observation points. Impacts are potentially significant and this topic will be examined further in the EIR.

d) Light and Glare

Potentially Significant Impact. The existing commercial buildings, residential buildings, and surface parking lots on the project site have nighttime building lighting and security lighting. However, the proposed project may result in additional sources of light and glare relative to those that currently exist on the site; therefore, impacts are potentially significant. Potential changes in light and glare that would be emitted from the site as a result of the proposed project will be examined further in the EIR.

e) Shade / Shadow

Potentially Significant Impact. The proposed hotel/commercial/residential building would be five stories taller than the buildings on the existing site and within the immediate surroundings of the project site. Therefore, the proposed project would have the potential to cast additional shade and shadows on the adjacent commercial buildings and multi-family residences as well as the Fountain Day School immediately to the north. A shade and shadow analysis will be included within the EIR to show the extent of the shadows that would be cast by the proposed building. Further investigation is required. Impacts are potentially significant and this topic will be examined in the EIR.

References

California Department of Transportation (Caltrans). 2016. California Scenic Highway Mapping System. Accessed May 2016. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

4.2 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) Conversion of Farmland

No Impact. The project site and surrounding area 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 areas mapped by the Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016a). 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 close proximity to the project site. Furthermore, the site is already graded, paved, and developed. Therefore, because the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance to a nonagricultural use, no impact would result, and no further evaluation of this issue is required in the EIR.

b) Agricultural Zoning and Williamson Act Contracts

No Impact. The project site is currently located within the CC2 (Commercial, Community 2) and the R3B (Multifamily Medium Density Residential) zoning districts. 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 2016b). Therefore, implementation of the proposed project would not conflict with existing zoning for agricultural use, nor would it conflict with a Williamson Act contract. Therefore, no impact would occur, and no further evaluation of this issue is required in the EIR.

c) and d) Forest Land

No Impact. As described above, the project site is zoned for commercial use, as it is located within the CC2 (Commercial, Community 2) and the R3B (Multifamily Medium Density Residential) zoning districts. As such, the project site is not zoned for forest land, timberland, or timberland production. Furthermore, no forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Sections 12220 (g), 4526, or 51104 (g)) are located within or adjacent to the project site. Therefore, the 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 constructed on existing commercial and residential sites that are surrounded by fully developed areas. No impact to forest land or timberland would occur as a result of the proposed project. Therefore, no further evaluation of this issue is required in the EIR.

e) Indirect Conversion of Farmland or Forest Land

No Impact. As characterized above, no farmland or forest land is located on the project site or within the vicinity of the project site, as the area is urbanized and developed with commercial and residential uses. No farmland or forest land would be converted or otherwise affected as a result of implementation of the proposed project, and no impact would occur. Therefore, no further evaluation of this issue is required in the EIR.

References

California Department of Conservation. 2016a. *Los Angeles County Important Farmland 2014*. [map]. 1:120,000. Sacramento, CA: Farmland Mapping and Monitoring Program. Map published April 2016. Accessed May 2016. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>.

California Department of Conservation. 2016b. *Los Angeles County Williamson Act FY 2015/2016*. [map]. 1:120,000. Sacramento, CA: California Department of Conservation, Division of Land Resource Protection. 2016. Accessed May 2016. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf.

4.3 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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) Air Quality Plans

Potentially Significant Impact. The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The most recent applicable air quality plan is the SCAQMD 2012 Air Quality Management Plan (AQMP), which includes reduction and control measures that are outlined to mitigate emissions based on existing and projected land use and development. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors are consistent with the underlying regional plans used to develop the SCAQMD AQMP. Considering the proposed project would include new housing, would involve employment growth, and would generate additional vehicle trips to the project vicinity there is the potential for the project to result in conflicts with an applicable air quality plan. Further

investigation is required to determine if the proposed project could result in growth not included in the AQMP. Given the potential for employment growth and increased air quality impacts, the EIR will evaluate the project's consistency with the SCAQMD 2012 AQMP.

b) Air Quality Standards

Potentially Significant Impact. Construction and operation of the proposed project may result in short-term and long-term emissions of air pollutants from mobile and/or stationary sources, which would have the potential to exceed air quality standards. Therefore, air quality impacts could be potentially significant, and air quality emissions will be analyzed as part of the EIR to determine the level of significance of the short- and long-term impacts.

c) Criteria Pollutants

Potentially Significant Impact. The entire SCAB is designated as a nonattainment area for both federal and state ozone (O₃) standards and fine particulate matter (PM_{2.5}) standards. The SCAB is designated as an attainment area under the state and federal standards for nitrogen dioxide (NO₂). The SCAB is designated as an attainment area for federal and state carbon monoxide (CO) and sulfur dioxide (SO₂) standards. While the SCAB has been designated as an attainment area for the federal coarse particulate matter (PM₁₀) standard, it is a nonattainment area for the state PM₁₀ standards. Air quality emissions anticipated to result from construction and operation of the proposed project could be potentially significant and as such will be quantified as part of the EIR. This analysis will indicate whether the proposed project would result in a cumulatively considerable net increase in criteria air pollutants for which the SCAB has been designated non-attainment.

d) Sensitive Receptors

Potentially Significant Impact. Sensitive receptors are those more susceptible to the effects of air pollution than are 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. The project site is surrounded by residential and commercial development and the Fountain Day School is located immediately north of the proposed project. Construction and operation of the proposed project may have the potential to expose sensitive receptors, such as the nearby residences, commercial development, and Fountain Day School, to increased pollutant concentrations. The SCAQMD recommends that a project's construction emissions be assessed with respect to the SCAQMD's Localized Significance Thresholds (LSTs). The LSTs are intended to assess whether development of a project—primarily the CO, oxides of nitrogen (NO_x), PM₁₀, and PM_{2.5} emissions generated during construction—would cause or contribute to exceedances of ambient air quality standards at sensitive receptors near the project site. There is a potential for the

project to result in significant air quality impacts. As such, the air quality analysis in the EIR will determine conformance with the LSTs using the lookup tables and the construction emission estimates from the California Emissions Estimator Model (CalEEMod) and will determine whether potential effects to sensitive receptors would occur as a result of the proposed project.

e) Odor

Less than Significant Impact. The proposed project would involve construction of residential units, hotel rooms, and related uses as well as an art gallery space. None of these intended uses are listed on Figure 4-3 of the 1993 SCAQMD CEQA Air Quality Handbook as uses that require analysis of odor impacts. Further, these uses are not identified on Figure 5-5, Land Uses Associated with Odor Complaints, of the Handbook. Substantial objectionable odors are normally associated with such uses such as agriculture, wastewater treatment, industrial facilities, or landfills. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

References

CARB (California Air Resources Board). 2016. *State Area Designations*. Area Designations Maps / State and National. Last reviewed May 5, 2016. <http://www.arb.ca.gov/desig/adm/adm.htm>.

EPA (U.S. Environmental Protection Agency). 2016. “Region 9: Air Quality Analysis, Air Quality Maps.” Last updated April 27, 2016. <https://www3.epa.gov/region9/air/maps/#cal>.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.

SCAQMD. 2009. *South Coast Air Quality Management District Final Localized Significance Threshold Methodology*. Appendix C. Revised October 21, 2009.

4.4 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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 type="checkbox"/>	<input checked="" 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) Candidate, Sensitive, or Special-Status Species

Less than Significant Impact. Under existing conditions, the project site is developed with a commercial building, multi-family housing, and two surface parking lots. The areas surrounding the site are developed with commercial and residential uses. Vegetation on the project site is generally sparse, as it is located in a highly urbanized area. While the majority of the site is paved, it also contains four ornamental trees, consisting of three Chinese Elm (*ulmus parvifolia*) and one Carrotwood (*Cupaniopsis anacardioides*) tree. The site also contains several planters with ornamental shrubs.

Based on an electronic database review of the Beverly Hills quadrangle in the California Natural Diversity Database (CNDDDB), several sensitive species have historically been sighted in the general areas of the project site (CNDDDB 2014). However, based on the disturbed and developed condition of the site and the relative lack of suitable habitat, the potential for any known sensitive species to occur on the site is very low, as the project site and the project vicinity are highly urbanized with few natural areas that could support wildlife. The sensitive species near the project site would be expected to occur in undeveloped areas within the Hollywood Hills, located approximately one mile north of the project site. Therefore, the proposed project would

not have a substantial adverse effect on any species identified as candidate, sensitive, or special status in local or regional plans or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Therefore, impacts would be less than significant, and no further evaluation of this issue is required in the EIR.

b) and c) Riparian Habitat / Wetlands / Sensitive Natural Communities

No Impact. Because the trees and other landscaping present on the project site are situated in an urban environment and are ornamental in nature, they do not constitute a sensitive natural community in themselves. With the exception of the planters in which the trees and shrubs grow, the site is fully developed with impervious surfaces and does not contain any streams, water courses, or other riparian areas. Thus, riparian habitats, wetlands, and sensitive natural communities do not exist on the project site, and the proposed project would result in no impact on riparian habitats, wetlands, and other sensitive natural communities. Therefore, no further evaluation of this issue is required in the EIR.

d) Wildlife Movement

Less than Significant Impact. There are no wetlands or running waters within the proposed project area, and therefore, the proposed project would have no potential to affect the movement of migratory fish. The project site has been developed for over a half century and is located within a developed, urbanized area. Therefore, the site is not part of a wildlife corridor. Migratory or nesting birds that would have the potential to utilize the on-site trees would be protected under the Migratory Bird Treaty Act of 1918. Therefore, the proposed project would have a less than significant impact on the movement of native or resident species and on the use of native wildlife nursery sites. No further evaluation of this issue is required in the EIR.

e) and f) Policies, Ordinances, Habitat Conservation Plans

No Impact. The proposed project would involve the removal of two Chinese Elm trees and one Carrotwood tree in the location of the proposed project driveway on North Ogden Drive. The City has adopted a Heritage Tree Program to identify, maintain, and protect designated Heritage Trees throughout the City. The trees on the project site have not been listed under the Heritage Tree Program (City of West Hollywood 2016). Chapter 11.36 of the City's Municipal Code requires a permit to be obtained from the Director of Public Works prior to removing or otherwise altering trees and other plantings that are located on public property. Furthermore, Section 11.36.040 of this chapter states that any tree located on public property that is removed is required to be replaced with another tree, at the discretion and specification of the Director of Public Works. The proposed project would comply with all applicable permit requirements prior to the removal of any trees or plantings located on public property. Therefore, implementation of the proposed project would not conflict with local policies or ordinances protecting trees or other biological resources. No impact would occur, and no further evaluation of this issue is required in the EIR.

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 2015). 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. No impacts would occur, and no further evaluation of this issue is required in the EIR.

References

City of West Hollywood. 2011. *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed May 2016. <http://www.weho.org/city-hall/download-documents/-folder-155>.

City of West Hollywood. 2016. *Designated Heritage Trees*. Heritage Tree Program. Accessed May 2016. <http://www.weho.org/city-hall/city-departments/public-works/facilities-and-field-services/heritage-tree-program>.

CDFW (California Department of Fish and Wildlife). 2015. *California Regional Conservation Plans* [map]. August 2015. Accessed May 2016.

CNDDDB (California Natural Diversity Database). 2014. “Data for sensitive species” [GIS data]. California Natural Diversity Database. Accessed October 2, 2014.

4.5 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Historical Resources

Potentially Significant Impact. The proposed project site is entirely developed with surface parking lots, a commercial building, and a residential building (see Table 3). The proposed project would involve demolition of one residential and one commercial building, identified as historic-

age buildings; therefore, impacts to historic resources are potentially significant (Los Angeles County Office of the Assessor 2016). As part of the process of identifying and assessing impacts to cultural resources in the EIR, the historic-age properties will be recorded and evaluated for historical significance against California Register of Historical Resources and local-level designation criteria on the appropriate State of California Department of Parks and Recreation Series 523 Forms (DPR forms). The results of the California Historical Resources Information System records search, archival and building permit research, Native American and local government/historical group consultation, intensive-level survey, and subsequent significance evaluations will be provided in a cultural resources technical report, and all DPR forms will be provided in an appendix to the EIR. The results of the cultural resources technical report, including potential impacts to historical resources under CEQA, will be further discussed in the EIR.

**Table 3
Existing Site Uses**

APN	Existing Land Use	Location	Current Tenant	Proposed Demolition Plans
5530-002-067	Surface parking lot	East portion of parcel (7811 Santa Monica Boulevard)	Parking lot	Proposed for demolition
	One-Story Commercial Building	West portion of parcel (7811 Santa Monica Boulevard)	Brick (CrossFit Gym)	Proposed for demolition
5530-002-019	Surface parking lot	Entire parcel (1114 North Orange Grove Avenue)	Parking lot	Proposed for demolition
5530-002-027	Multi-family residential	Entire parcel (1125 North Ogden Drive)	Private residents	Proposed for demolition

b), c) and d) Archeological Resources / Paleontological Resources / Human Remains

Potentially Significant Impact. The proposed project site has been developed since at least the early 1900s and is currently developed with commercial buildings, multi-family residential and surface parking lots. Therefore, it is not anticipated that the site contains any surface-level archeological or paleontological resources or human remains. However, ground-disturbing activities associated with construction of the proposed project, such as excavation of the three-level subterranean parking garage and grading of the site, has the potential to damage or destroy intact subsurface archeological deposits, paleontological resources, and human remains that may be present below the ground surface. In the event this were to happen, impacts would be significant. The EIR will therefore discuss the potential for such resources to be impacted by the proposed project and, if necessary, identify mitigation measures to reduce impacts of the proposed project on any archeological resources, paleontological resources, or human remains that may be present.

4.6 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Exposure to:

i) *Fault Rupture*

Less than Significant Impact. The project site is not located within an Alquist-Priolo earthquake fault zone as defined by the State Geologist, nor is it located on or near a known fault. However, the project site is located in the seismically active region of Southern California. Numerous active and potentially active faults have been mapped in close proximity to the City of West Hollywood. Notwithstanding, the project site is not indicated as being within a fault zone on any State or City map. Therefore, the project would not be exposed to hazards associated with surface fault rupture and impacts related to ground rupture would be less than significant.

ii) Seismic Ground Shaking

Less than Significant Impact. As with any site in the Southern California region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Hollywood Fault, the Santa Monica Fault, the Newport-Inglewood Fault Zone, the Raymond Fault, the Verdugo Fault, and the San Fernando Fault. These faults are capable of producing strong seismic ground shaking at the project site.

On-site structures would be required to be constructed to comply with the California Building Code (CBC). With adherence to the CBC, design and construction of the proposed development would be engineered to withstand the expected ground acceleration that may occur at the project site. The calculated design base ground motion for the site would take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. In addition, project construction would be subject to review and approval by City building and safety officials. Seismic hazard impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

iii) Seismic-Related Ground Failure / Liquefaction

No Impact. The proposed project site is not located in a liquefaction hazard zone, as designated on the Seismic Hazard Zones map in the City's general plan and in the State of California Seismic Hazard Zones map (California Department of Conservation 1999; City of West Hollywood 2011). The geotechnical work that will be completed as part of the proposed project's engineering and design process, per the California Building Code and the Seismic Hazards Mapping Act, will include appropriate grading/earthwork practices; fill, foundation and material specifications; and other construction/design practices. Considering the proposed project is not located in a liquefaction hazard zone, no impacts would occur.

iv) Landslides

Less than Significant Impact. The project site and surrounding areas have relatively flat topography, and the project site is not within the earthquake-induced landsliding zone designated on the Seismic Hazard Zones map in the City's general plan (City of West Hollywood 2011). The nearest areas that would be subject to landslides are the Hollywood Hills, located approximately one mile north of the project site. Numerous structures stand between the project site and the base of the hills. Therefore, the risk of landslides is considered low, and impacts would be less than significant. No further analysis of this issue is required in the EIR.

b) Erosion

Less than Significant Impact. Temporary erosion could occur during project construction. However, construction activity would be required to comply with West Hollywood Municipal

Code Section 15.56.090. This Section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. The following requirements would apply to the site:

- Sediment, construction wastes, trash and other pollutants from construction activities shall be reduced to the maximum extent practicable.
- Structural controls such as sediment barriers, plastic sheeting, detention ponds, filters, berms, and similar controls shall be utilized to the maximum extent practicable in order to minimize the escape of sediment and other pollutants from the site.
- Between October 1 and April 15, all excavated soil shall be located on the site in a manner that minimizes the amount of sediment running onto the street, drainage facilities or adjacent properties. Soil piles shall be bermed or covered with plastic or similar materials until the soil is either used or removed from the site.
- No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction vehicle or equipment on the construction site is permitted to run off the construction site and enter the municipal storm water system.
- Trash receptacles must be situated at convenient locations on construction sites and must be maintained in such a manner that trash and litter does not accumulate on the site nor migrate off site.
- Erosion from slopes and channels must be controlled through the effective combination of best management practices.

The requirements listed above would reduce temporary erosion-related impacts to less than significant. Further analysis of this issue in an EIR is not warranted.

c) Instable Geological Units and Soils

Less than Significant Impact. Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks. The proposed project would be required to comply with CBC requirements related to these areas. With compliance with CBC requirements, impacts associated with lateral spreading, subsidence, or collapse would be less than significant. Further analysis of this issue in an EIR is not warranted.

d) Expansive Soils

Less than Significant Impact. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. According to the City’s 2035 General Plan FEIR (2010), expansive soils exist in the City but are more prevalent in the southern part of the City, south of Santa Monica Boulevard. In addition, CBC Section 1808.6 requires special foundation design for buildings constructed on expansive soils. If the soil is not removed or stabilized, then foundations must be designed to prevent uplift of the supported structure or to resist forces exerted on the foundation due to soil volume changes or shall be isolated from the expansive soil. Compliance with CBC requirements would ensure protection of structures and occupants from expansive soils. Impacts would be less than significant, and further analysis of this issue in an EIR is not warranted.

e) Septic Tanks

No Impact. The proposed project would use the regional sewer system for disposal of wastewater, and therefore, would not require use of septic tanks or other alternative wastewater disposal systems. Therefore, no impact would occur, and no further analysis of this issue is required in the EIR.

References

California Department of Conservation. 1999. *State of California Seismic Hazard Zones – Beverly Hills Quadrangle*. [map]. 1:24,000. Division of Mines and Geology. Released March 25, 1999.

City of West Hollywood. 2011. “Safety and Noise” in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed May 2016. <http://www.weho.org/city-hall/download-documents/-folder-155>.

4.7 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Greenhouse Gas Emissions

Potentially Significant Impact. Greenhouse gas (GHG) emissions would be generated as a result of construction and operational activities associated with the proposed project. Construction activities would result in GHG emissions from heavy construction equipment, truck traffic, and worker trips to and from the project site. Operation of the proposed project would generate GHG emissions associated with vehicle trips to and from the proposed project. Operation of the proposed project would also require electricity and natural gas, the consumption of which would result in GHG emissions. The proposed project would also generate GHG emissions associated with water supply, wastewater, and solid waste disposal. As global climate change is a cumulative impact, the proposed project would participate in this potential impact through its incremental contribution of GHG emissions combined with the cumulative increase of all other sources of GHGs. As such, impacts associated with GHGs would be potentially significant. The EIR will identify the sources of construction and operational GHG emissions, as well as the project design features that would be incorporated to reduce emissions, and will determine whether the proposed project would result in a significant cumulative increase in GHGs.

b) Plans, Policies, and Regulations

Potentially Significant Impact. The City adopted the City of West Hollywood Climate Action Plan (CAP) on September 6, 2011. 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). Impacts are potentially significant and further investigation is required to determine whether the proposed project would be consistent with the CAP.

References

City of West Hollywood. 2011. *City of West Hollywood Climate Action Plan*. Adopted September 6, 2011. Access September 30, 2014. <http://www.weho.org/city-hall/city-departments/community-development/general-plan-2035/west-hollywood-general-plan-2035-and-west-hollywood-climate-action-plan>.

4.8 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) and b) Use of Hazardous Materials

Potentially Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used during construction of the proposed project. Once construction is complete, construction-related fuels and chemicals would no longer remain on site. Hazardous materials that could be used during operation of the proposed project would include chemical reagents, cleaning solvents, fuels, paints, cleansers, pesticides, fertilizers, pool chemicals, oils, and miscellaneous organics and inorganics that are used as part of building maintenance, restaurant operation, and hotel operation. Use of these hazardous materials would be very limited, and transport, storage, use, and disposal of these materials would be subject to federal, state, and local health and safety requirements.

The proposed project involves the demolition of an existing commercial building at 7811 Santa Monica Boulevard and a multi-family residential building at 1125 North Ogden Drive. The

commercial building dates to the years of 1924 and 1960 and the residential building dates to the year 1949. These buildings may contain lead based paint and asbestos, as their construction predates regulation of these materials. Although it is not known whether the existing buildings contain these materials, precautions must be taken during demolition processes (Los Angeles County Office of the Assessor 2016). As such, there is the potential for hazardous materials impacts associated with demolition of the existing structures on the project site.

Although there would be limited use of hazardous materials associated with the proposed project and the proposed project would comply with health and safety regulations, impacts related to use and transport of hazardous materials are potentially significant. Further analysis of this issue is required in the EIR.

c) Hazardous Materials near Schools

Potentially Significant Impact. The schools that are closest to the project site include Fountain Day School, Larchmont Charter School, ABC Little School, Laurel Span Elementary School, Laurel Children’s Center, and West Hollywood Children’s Academy. Fountain Day School is located immediately north of the proposed project site. All of the above schools are located between 0.16 miles and 0.45 miles of the project site. While the proposed project would involve use of limited quantities of hazardous materials, the transportation, storage, use, and disposal of these materials would be subject to federal, state, and local health and safety requirements. Although there would be limited use of hazardous materials associated with the proposed project and the proposed project would comply with health and safety regulations, impacts to nearby schools are potentially significant. Further analysis of this issue is required in the EIR.

d) Hazardous Materials Sites

Less than Significant Impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 as was confirmed upon review of all Cortese List data resources (CalEPA 2016; DTSC 2016a, 2016b; SWRCB 2016a, 2016b). The closest leaking underground storage tank cleanup sites were identified 910 feet east and 1,100 feet west of the proposed project site, associated with the Los Angeles County Fire Station and a 76 Gas Station (#7261), respectively. However, both of these sites have a completed/case closed cleanup status (SWRCB 2016a). As such, the potential for the project site to result in hazardous impacts due to being included on a list of hazardous materials sites is less than significant. This issue will not be further evaluated in the EIR prepared for the project.

e) and f) Airport Safety

No Impact. The project site is not located within a two-mile radius of any public airport or private airstrip. The closest airport to the project site is the Santa Monica Municipal Airport and is located approximately 7 miles southwest of the project site. Additionally, 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, no impacts would occur, and no further analysis of this issue is required in the EIR.

g) Emergency Response Plans

Less than Significant Impact. The City maintains the West Hollywood Emergency Plan, which is an all-hazards preparedness, emergency evacuation, response, and recovery plan. This plan addresses hazards such as fires, earthquakes, floods, terrorism, transportation accidents, public health emergencies, and hazardous materials accidents (City of West Hollywood 2011). Prior to construction of the proposed project, the proposed site plans would be required to undergo review by the Los Angeles County Fire Department (LACFD), which contracts with the City to provide fire and emergency services. The proposed project would also be required to comply with all applicable codes and ordinances for emergency access. Therefore, the proposed project would provide for emergency access and would not interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would therefore be less than significant, and no further analysis of this issue is required in the EIR.

h) Wildland Fires

Less than Significant Impact. The project site is located within an urban setting, surrounded by commercial and multi-family developments. The nearest wildland areas are located at the base of the Hollywood Hills, approximately one mile north of the project site. As stated in the City's General Plan, a fire in the Hollywood Hills would have the potential to spread to the northern region of the City. The City has designated areas of wildland fire hazards in its General Plan. The project site is not within a wildland fire hazard area designated in the General Plan, nor is it located within the northern reaches of the City. In the unlikely event of a fire emergency at the project site due to wildland fires, the LACFD, 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. Therefore, implementation of the proposed project is not likely to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would therefore be less than significant, and no further analysis of this issue is required in the EIR.

References

- CalEPA (California Environmental Protection Agency). 2016. Site Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Accessed May 2016. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf>
- City of West Hollywood. 2011. "Safety and Noise" in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed May 2016. <http://www.weho.org/city-hall/download-documents/-folder-155>.

DTSC (Department of Toxic Substances Control). 2016a. Hazardous Waste and Substances Site List. Accessed May 2016. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

DTSC. 2016b. Cortese List: Section 65962.5(a). Accessed May 2016. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities>

Los Angeles County Office of the Assessor. 2016. Property Assessment Information System. Accessed May 2016. http://maps.assessor.lacounty.gov/GVH_2_2/Index.html?configBase=http://maps.assessor.lacounty.gov/Geocortex/Essentials/REST/sites/PAIS/viewers/PAIS_hv/virtualdirectory/Resources/Config/Default

SWRCB (State Water Resources Control Board). 2016a. State Water Resources Control Board GeoTracker. Accessed February 26, 2016. <https://geotracker.waterboards.ca.gov/>.

SWRCB. 2016b. State Water Resources Control Board Cease and Desist Orders and Cleanup and Abatement Orders. Accessed May 2016. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/>

4.9 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-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) and f) Water Quality

Less than Significant Impact. The proposed project would not involve alteration of a stream or river and would not substantially alter drainage patterns in the area. During construction of the project, the drainage pattern could be temporarily altered and erosion could occur. However, as discussed under Section VI, Geology and Soils, item b), construction activity would be required to comply with West Hollywood Municipal Code Section 15.56.090. This Section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. This requirement would reduce temporary erosion-related effects.

The proposed project involves development of a mixed-use building on an underdeveloped parcel. Therefore, existing permeable surfaces would be replaced with impermeable surfaces. However, areas on the side and rear of the proposed new building would include permeable surfaces. Further, the project would be required to comply with the NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles Regional Water Quality Control Board, which would require implementation of Best Management Practices (BMPs). BMPs would be required to reduce polluted runoff from the project site by retaining, treating, or infiltrating polluted runoff on site. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

b) Deplete Groundwater or Interfere with Groundwater Recharge

Less than Significant Impact. The proposed project involves the construction of a mixed-use development on a primarily underdeveloped parcel. Project implementation would incrementally increase water consumption. Water to be consumed by the project uses would be provided by the Los Angeles Department of Water and Power, which receives approximately 12% of its water from groundwater sources. However, the water demand associated with the proposed project

would not substantially deplete groundwater supply and, with the increases in pervious surface area compared to existing conditions, project implementation would enhance groundwater recharge potential at the site.

The Utilities Section of the EIR will address whether LADWP would be able to accommodate the water demand of the proposed project and will also address whether the additional water demand would affect groundwater supplies. Therefore, impacts would be less than significant, and no further analysis of this issue is required in the EIR.

c) and d) Drainage Patterns

Less than Significant Impact. Development of the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, and there are no natural water courses on or near the site. The project site is almost entirely developed with impervious surfaces. Construction of the proposed project would not substantially change the amount of impervious surface on site. Therefore, implementation of the proposed project would not alter the course of a stream or river, or substantially increase erosion, siltation, or the amount of surface runoff. Standard City requirements to submit a site drainage plan prior to issuance of building permits and to comply with NPDES regulations would ensure that construction and operational impacts involving drainage patterns are minimized. Therefore, impacts would be less than significant, and no further analysis of this issue is required in the EIR.

e) Stormwater Drainage Facilities

Less than Significant Impact. Per NPDES and Standard Urban Stormwater Mitigation Program (SUSMP) requirements, the proposed project would be required to implement construction improvements to the drainage system to filter and cleanse stormwater prior to discharge to the storm drain network. Additionally, the construction improvements would include measures to ensure that the volume of stormwater runoff would not exceed existing conditions as required by the City as part of the SUSMP conditions. Furthermore, on June 17, 2015, the City Council adopted the Low Impact Development (LID) Ordinance (15-955). Per the LID Ordinance, A Low Impact Development (LID) Plan shall be incorporated into the project design and shall require a detailed review and approval by the City prior to the issuance of the building permits. The LID Plan shall specify the various infrastructure components and Best Management Practices (BMPs) for the project post construction which would control/prevent non-storm water discharges. The LID Plan is subject to the provisions of the Municipal Separate Storm Sewer System permit (MS4) issued by the California Regional Water Quality Control Board, including retaining stormwater runoff on site for the Stormwater Quality Design Volume defined as the 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isohyetal map, or the volume of runoff produced from a 0.75-inch, 24-hour rain event, whichever is greater. Therefore, compliance with existing regulations for stormwater runoff would ensure that the proposed project would

not exceed the City's stormwater capacity. Therefore, the proposed project would not result in the need for new or expanded stormwater infrastructure, impacts would be less than significant, and no further analysis of this issue is required in the EIR.

g), h) and i) Flood Hazards

No Impact. The project site is not located within a 100-year flood zone (City of West Hollywood 2011). Therefore, the proposed project would not place housing or structures within a 100-year flood zone. No impacts would result.

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. Furthermore, no area of the City is mapped within a 100-year flood hazard zone. While the City may be subject to localized flooding during a storm event, such flooding does not typically overtop curbs and generally dissipates quickly after heavy rain ceases (City of West Hollywood 2011). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of levee or dam failure, and no further analysis of this issue is required in the EIR.

j) Tsunami, Seiche, and Mudflows

Less than Significant Impact. Due to the distance of the project site from the Pacific Ocean, which is located approximately eight miles to the southwest of the site, and the numerous structures between the project site and the ocean, there is virtually no risk of on-site hazard due to tsunamis (seismically induced waves). There are no enclosed water bodies within the vicinity of the project site that could place the site at risk from inundation due to a seiche (large waves that occur within a land-locked water body, such as a lake or a reservoir). However, the project site is approximately one mile from the Hollywood Hills, which could be subject to mudslides. However, numerous structures stand between the project site and the base of the hills. Therefore, the risk of mudflows is considered low, impacts would be less than significant, and no further analysis of this issue is required in the EIR.

References

- City of West Hollywood. 2011. "Safety and Noise" in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed May 2016. <http://www.weho.org/city-hall/download-documents/-folder-155>.
- City of West Hollywood. 2016. *Water Boundary Map*. Utilities. Accessed May 2016. <http://www.weho.org/city-hall/city-departments/public-works/engineering/utilities>.

4.10 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) Physical Division of a Community

No Impact. The proposed project involves construction of a new mixed-use building on an infill site in a highly urbanized area along a major commercial/mixed-use corridor of the City. This development would not divide an established community, but rather would be expected to blend into the fabric of the community. No impact would occur and further analysis of this issue in an EIR is not warranted.

b) Land Use Plans and Policies

Less than Significant Impact. The project site is zoned CC2 (Community Commercial 2) and is described in the General Plan as Community Commercial 2.

A mixed-use project, including hotel and residential uses, is permitted in the CC2 zone. Requested entitlements include a development permit, a demolition permit, a minor modification and a conditional use permit. The hotel use requires a conditional use permit. Assuming approval of a conditional use permit and that the permit is adequately conditioned, the proposed project would be consistent with the uses allowed in the CC2 zone and land use designation.

The Community Commercial 2 (CC2) designation allows for commercial uses and mixed-use development at key locations along major corridors. Specifically, this designation is applied to areas where increased development is possible due to the presence of high frequency transit service with multiple routes and bus transfer locations. This designation is intended to allow for an expansion of retail, office and other non-residential uses in West Hollywood while allowing for an increase in the amount and diversity of housing in locations where housing is harmonious with surrounding land uses. Impacts related to conflicts with land use and planning would be less than significant, and further analysis of this issue in an EIR is not warranted.

c) Habitat Conservation Plans

No Impact. As stated in Section 4.4, Biological Resources, the project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan. 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. No impacts would occur, and no further analysis of this issue is required in the EIR.

4.11 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) and b) Loss of Regionally or Locally Important Mineral Resource

No Impact. The Department of Conservation has mapped the Los Angeles County region to provide information about the potential presence of portland cement concrete aggregate resources. The City has been mapped 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 (Department of Conservation 1994). The City does not identify any mineral resource areas in its General Plan or municipal code. Because the City is built-out and does not support mineral extraction activities, implementation of the proposed project would not result in the loss of availability of a known locally important and/or valuable mineral resource. Therefore, no impact to availability of mineral resources would occur, and no further evaluation of this issue is required in the EIR.

References

State of California Department of Conservation. 1994. *Generalized Mineral Land Classification Map of Los Angeles County – South Half – Aggregate Resources Only*. 1:100,000. USGS 7.5 Minute Topographic Quadrangles. Prepared by Russell V. Miller. 1994. Accessed May 2016. <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm>.

4.12 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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), b), c) and d) Construction / Operational Noise and Vibration

Potentially Significant Impact. Construction activities associated with the proposed project would intermittently generate increased noise levels and/or vibration on the project site and in areas adjacent to the project site. Construction noise and vibration would have the potential to disturb nearby sensitive receptors. Noise- and vibration-sensitive receptors typically include residential areas, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas where quiet environments are important for enjoyment, public health, and safety. Sensitive receptors adjacent to the project site include residential neighborhoods located immediately north and south of the project site and the adjacent Fountain Day School. Operation of the proposed project would represent an increase in intensity of uses on the site, which would likely be associated with an increase in both vehicle traffic and pedestrian activity in the vicinity of the site. Therefore, both construction and operation of the proposed project would have the potential to generate noise levels in excess of standards established in the City's General Plan and/or noise ordinance and to increase ambient noise levels in the project vicinity such that significant impacts could occur. As such, this issue will be further evaluated in the EIR.

e) and f) Airport Noise

No Impact. There are no public airports or private airstrips in the project vicinity. The closest airport to the project site is the Santa Monica Municipal Airport and is located approximately 7 miles southwest of the project site. Accordingly, the proposed project would not expose people residing or working in the project area to aircraft noise. Therefore, no impacts would occur, and no further analysis of this issue is required in the EIR.

4.13 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Population Growth

Less than Significant Impact. The proposed project would involve the construction of 88 residential units, of which at least fifteen units would be affordable housing units, including eight very low-income units, and seven moderate-income units. The residential units would be composed of nine two-bedroom units, 69 studio units, and 10 one-bedroom units. Additionally, the proposed project would modestly increase the number of jobs available at the project site through the introduction of a new hotel facility and commercial uses. According to the Department of Finance (DOF) 2016 projections, the average number of persons per household in the City of West Hollywood is 1.56, and the City has an estimated population of 35,923 individuals in 2016 (DOF 2016); as such, with the introduction of 88 new housing units the projected population increased associated with project implementation would be approximately 137 individuals, which represents a 0.38% increase in the City’s overall population. Therefore, implementation of the proposed project would not induce substantial population growth and impacts would be less than significant. No further evaluation of this issue is required in the EIR.

b) and c) Displacement of Housing and People

Less than Significant Impact. The project site is currently developed with one multi-family building with a total of seven residences, of which five are currently occupied. These residential

units would be removed in order to construct the proposed project. Therefore, the proposed project would displace existing housing and/or people. However, the City does have additional housing available, and project implementation would introduce new housing options. According to the most recent population and housing estimates for the City of West Hollywood, the total population within the city is estimated at 35,923, and the City has a total housing inventory of 25,127 housing units, with a vacancy rate of 8.5%. Based on the housing inventory and vacancy rate, approximately 2,142 housing units are considered vacant and would be available to accommodate the five households displaced by the proposed project (DOF 2016). As such, impacts associated with the displacement of housing and people would be considered less than significant, and no further evaluation of this issue is required in the EIR. .

References

California Department of Finance (DOF). 2016. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2016 with 2010 Census Benchmark. May 1, 2016. Accessed October 6, 2016. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

4.14 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) New or Altered Governmental Facilities

i) Fire Protection

Potentially Significant Impact. Fire services in the City are provided by the LACFD. The City is also within the Consolidated Fire Protection District of the County of Los Angeles, which provides immediate access to the Urban Search and Rescue and Hazardous Materials teams, Air Operations, and other emergency response resources. Two LACFD fire stations are located within the City: Fire Station 7, located at 864 North San Vicente Boulevard and Fire Station 8, located at 7643 Santa Monica Boulevard (City of West Hollywood 2011). The project site is currently developed with a surface parking lot and a commercial and residential

building. Under the proposed project, these uses would be replaced by a six-story residential/hotel/commercial building. The increase in intensity of the use at the site may increase the number of service calls for fire protection. Therefore, impacts to fire protection services are potentially significant, and this issue will be evaluated in the EIR.

ii) Police Protection

Potentially Significant Impact. The City contracts with the Los Angeles County Sheriff's Department to provide police protection. The City is served by the West Hollywood Sheriff's Station, located at 720 North San Vicente Boulevard. The increase in intensity of the use at the site may increase the number of service calls for police protection. Therefore, impacts to police protection services are potentially significant, and this issue will be evaluated in the EIR.

iii) Schools

Potentially Significant 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 new schools to be constructed. As described in Section 4.13, Population and Housing, the proposed project would involve residential housing. However, due to the increase in population that could be associated within the proposed project, impacts are potentially significant and this issue will be evaluated in the EIR.

iv) Parks

Less than Significant Impact. Please refer to Section 15, Recreation, for a discussion of the project's effects on nearby parks. The proposed project would include recreational facilities for project residents and hotel guests and would not result in the need for new or expanded recreational facilities. As such, impacts to recreational facilities would be less than significant, and no further evaluation of this issue is required in the EIR.

v) Other Public Facilities

Less than Significant Impact. Other public facilities and services provided within the City include library services and City administrative services. Library services are provided at the West Hollywood Public Library, which is within the County of Los Angeles Public Library system. The West Hollywood Public Library is located at 625 North San Vicente Boulevard. The employees and customers of the proposed project could use the library services, but the increase in use would not be significant relative to citywide demand. As such, impacts to library services would be less than significant and this issue will not be further evaluated in the EIR.

References

City of West Hollywood. 2011. "Safety and Noise" in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed October 1, 2014. <http://www.weho.org/city-hall/download-documents/-folder-155>.

4.15 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physical Deterioration of Recreational Facilities

Less than Significant Impact. The City contains six municipal parks, with acreages totaling 15.31 acres. The majority of these park acres are in Plummer Park and West Hollywood Park. Given the U.S. Census Bureau's 2013 population estimate of 35,288 City residents, there are approximately 0.43 acres of parkland per 1,000 residents (City of West Hollywood 2011; U.S. Census Bureau 2014). The City's Parks and Open Space Background Report identifies that many cities throughout California use a standard of 3.0 acres of parkland per 1,000 residents as a benchmark for sufficient park space. The City's ratio of approximately 0.43 acres of parkland per 1,000 residents is well below this typical standard. As stated in the Parks and Open Space Background Report, the City is unlikely to significantly expand park property to meet this standard due to the City's size, the absence of vacant, undeveloped properties, and high land values (City of West Hollywood 2010). Therefore, the City will likely remain below typical parkland acreage standards. However, the City has developed a variety of methods for expanding open space and green space, such as creating open and active spaces on street medians, establishing innovative development agreements, and promoting community gardens.

Due to the approximately 18,950 square feet of open space, pools, and garden areas provided as part of the proposed project, it is anticipated that most of the people at the proposed residential/hotel/commercial building would primarily utilize the on-site recreational facilities. Furthermore, the six parks within the City already serve current West Hollywood employees and residents. The minor increase in residences, employees and visitors generated by the proposed

project would not significantly exacerbate current conditions. Therefore, while the proposed project would have the potential to increase the use of parks, it would not do so to the extent that parks would undergo substantial physical deterioration or require the need for expansion. Impacts to recreational resources would therefore be less than significant, and no further evaluation of this issue is required in the EIR.

b) Construction or Expansion of Recreational Facilities

Less than Significant Impact. The proposed project would include approximately 18,950 square feet of open space, pools, and garden areas. All recreational facilities associated with the proposed project would be developed on site and are evaluated as part of the proposed project. As described above, the proposed project would result in minor increases in demand on the City’s recreational resources and is not expected to result in the need for expanded facilities or new facilities. Accordingly, impacts involving construction or expansion of recreational facilities would be less than significant. No further evaluation of this issue is required in the EIR.

References

City of West Hollywood. 2010. *Parks and Open Space Background Report – West Hollywood General Plan*. March 2010. Accessed October 6, 2014. <http://www.weho.org/Home/ShowDocument?id=5344>.

City of West Hollywood. 2011. “Parks and Recreation” in *West Hollywood General Plan 2035*. Adopted September 6, 2011. Accessed October 6, 2014. <http://www.weho.org/city-hall/download-documents/-folder-155>.

4.16 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a), b) and f) Circulation-Related Plans, Ordinances, and Policies

Potentially Significant Impact. The proposed project would involve construction and operation of a residential/hotel/commercial building on the project site. The increase in intensity of site uses would have the potential to increase traffic in the vicinity of the site. Therefore, the proposed project would have the potential to conflict with applicable plans, ordinances, or policies that establish performance criteria for the circulation system, including the Los Angeles County Metropolitan Transportation Authority’s 2010 Congestion Management Program, the applicable congestion management plan for the project site and the surrounding areas. A full traffic impact analysis will be conducted for the proposed project. The report will be summarized in the EIR and the complete report will be included as an EIR appendix. The EIR will identify whether the proposed project would be consistent with applicable plans, ordinances, and policies that establish standards and/or measures of effectiveness for the circulation system. The EIR will also address whether the proposed project would be consistent with policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities and whether the proposed project would have the potential to decrease the performance or safety of such facilities.

c) Air Traffic

No Impact. The project site is not located within a two-mile radius of any public airport or private airstrip. The closest airport to the project site is the Santa Monica Municipal Airport and is located approximately 7 miles southwest of the project site. No airport land use plan applies to the site. Therefore, the proposed project would not be located within proximity to an airport and would therefore not necessitate any changes in flight patterns or other air traffic patterns. No further analysis of this issue is required in the EIR.

d) Transportation Hazards

Potentially Significant Impact. The proposed project involves ingress/egress locations for the parking garage along North Orange Grove Avenue, Santa Monica Boulevard, and North Ogden Drive. The proposed project would also increase pedestrian activity in the area. Therefore, impacts associated with transportation hazards are potentially significant, and a traffic impact analysis will analyze project site vehicular and pedestrian access. All elements of site driveway and parking area circulation conditions will be analyzed, including inbound turn queuing issues, outbound queuing issues, queuing calculations at controlled access points, pedestrian/vehicle conflicts, turning radii, delivery access, and other related elements. The EIR will summarize the findings made in the traffic impact analysis and will identify whether the design of the proposed project would potentially lead to any traffic or pedestrian hazards.

e) Emergency Access

Less than Significant Impact. The proposed project would be required to comply with all building, fire, and safety codes relative to emergency access. Project plans would be reviewed by the LACFD and the City prior to the issuance of a building permit to ensure that adequate emergency access would be provided during construction and operation of the proposed project. Compliance with these standard requirements would ensure a less than significant impact relative to emergency access. No further analysis of this issue is required in the EIR.

4.17 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Wastewater Treatment Requirements

Less than Significant Impact. The City owns and operates the sewer collection system that serves the project site. The City's system feeds into lines owned and operated by the Los Angeles County Sanitation Districts and the City of Los Angeles Sanitation District. Wastewater generated in the City is treated at the Hyperion Treatment Plant, which is located in the City of Los Angeles and is owned and operated by the City of Los Angeles. The plant is designed to process up to 450 million gallons of sewage per day. The plant consists of a tertiary treatment system, which is governed under the Los Angeles Regional Water Quality Control Board Order R4-005-0020, which establishes performance criteria and effluent limitations to ensure that treated effluent discharges do not violate basin plan objectives. Because sewage produced by the proposed project would be treated by a wastewater treatment plant that is in compliance with Los Angeles Regional Water Quality Control Board requirements, the proposed project would not result in an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, impacts would be less than significant, and no further analysis of this issue is required in the EIR.

b) and e) Water and Wastewater Treatment Facilities

Potentially Significant Impact. The proposed project represents an increase in the intensity of uses on the project site and would therefore be expected to increase the amount of wastewater generated at the project site. Preparation of a Sewer Capacity Study is required and will be completed as part of the EIR process. While the proposed project would not be expected to produce wastewater that would exceed the treatment capacity of the Hyperion Treatment Plant, further analysis is required, as impacts are potentially significant. This issue will be evaluated within the EIR prepared for the project.

c) Stormwater Drainage Facilities

Less than Significant Impact. Refer to Section 4.9, Hydrology and Water Quality, for a discussion of stormwater drainage facilities. As stated in Section 4.9, impacts related to stormwater infrastructure would be less than significant.

d) Water Supply

Potentially Significant Impact. Water service on the east side of the City, including the project site, is provided by LADWP (City of West Hollywood 2014a). The project would not directly require or result in the construction of potable water treatment facilities because it would connect into this existing water service. To the extent that the project increases demands on the regional water system, including for drinking water and fire flow pressure, it could indirectly contribute to the need to construct or expand water treatment facilities. As such, impacts are potentially significant and this issue will be further evaluated in the EIR prepared for the proposed project.

f) and g) Solid Waste

Potentially Significant Impact. Construction of the proposed project would result in the generation of solid waste such as demolition debris, scrap lumber, concrete, residual wastes, packing materials, and plastics. In accordance with City requirements, 80% of all demolition and construction materials would be recycled, and the applicant would prepare a Construction and Demolition Waste Management Plan to demonstrate compliance with this requirement (City of West Hollywood 2014b). Compliance with this requirement would reduce the effect of the proposed construction activities on regional landfills. Operation of the proposed project would represent an increase in intensity of uses on the site and would likely be associated with increased generation of solid waste. Solid waste services would be provided by Athens Services, which has a Solid Waste Franchise Agreement with the City. Athens services is required to provide for recycling services, in compliance with Section 15.20.090 - Collection of Recyclables, set forth in the City's Municipal Code. It is expected that a substantial portion of the waste generated during operation of the proposed project would be recycled. The remaining non-recyclable waste would be disposed of by Athens Services at a Class III landfill within San Bernardino County. Further investigation is required to determine if waste generated by the proposed project could be sufficiently accommodated at existing landfills. As such, impacts are potentially significant and this issue will be further evaluated in the EIR prepared for the project.

References

City of West Hollywood. 2016a. *Water Boundary Map*. Utilities. Accessed May 2016.
<http://www.weho.org/city-hall/city-departments/public-works/engineering/utilities>.

City of West Hollywood. 2016b. *Construction and Demolition Waste Management Plan Form*. Construction and Development Information. Accessed May 2016. <http://www.weho.org/city-hall/city-departments/public-works/environmental-services/construction-and-development-information>.

4.18 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Degrade the Quality of the Environment

Potentially Significant Impact. Based on this Initial Study, the proposed project is not expected to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, further cultural resource investigations is required and will be conducted in the EIR to determine any potential impacts that the proposed project would have on important examples of the major periods of California history or prehistory.

b) Cumulatively Considerable Impacts

Potentially Significant Impact. The proposed project has the potential to result in significant cumulative impacts related to air quality, greenhouse gas emissions, water quality, noise, transportation and traffic, and utilities and service systems. It is anticipated that the proposed project may be developed while other projects in the area are being developed, and the incremental effect of this project may be cumulatively considerable. These potential cumulative impacts will be further examined in the EIR.

c) Adverse Effects on Human Beings

Potentially Significant Impact. The proposed project has the potential to result in substantial adverse effects on human beings, either directly or indirectly (i.e., air quality, noise, and traffic). Further analysis will be provided in the EIR to determine potentially significant impacts and identify mitigation measures that would reduce impacts to the extent feasible.

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5 PREPARERS

City of West Hollywood

Scott Lunceford, AICP, Associate Planner

Dudek

Nicole Cobleigh, Project Manager

Caitlin Munson, Environmental Analyst

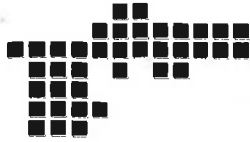
Hannah Panno, GIS Technician

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Lindsey Powers, Publications Specialist

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City of West Hollywood
California 1984

**PUBLIC NOTICE
NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
& SCOPING MEETING**

Pursuant to Public Resources Code Section 21165, the City of West Hollywood is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed project.

Purpose of Notice of Preparation: Under the requirements of the California Environmental Quality Act (CEQA) and its Guidelines, the City is the Lead Agency for environmental review and must evaluate the potentially significant environmental effects of the proposed project. The City has determined that an Environmental Impact Report (EIR) will be prepared to assess the proposed project's effects on the environment, to identify significant impacts, and to identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts. An analysis of alternatives to the proposed project will also be included in the Draft EIR, including the No Project Alternative.

This Notice of Preparation (NOP) is being circulated pursuant to California Resources Code Section 21153(a) and CEQA Guidelines Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the Draft EIR. A 36-day comment period is provided to return written comments to the City. All comments should be directed to the City at the following address:

Scott Lunceford, AICP, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216
Fax: (323) 848-6487
E-mail: slunceford@weho.org

Due to the time limits mandated by state law, any response to this NOP should be sent at the earliest possible date, but not later than 36 days after issuance of this notice. **The response deadline is Wednesday, November 30, 2016**

Project Title: 7811 Santa Monica Boulevard Project

Project Applicant: Faring Capital LLC; 8899 Beverly Boulevard, Suite 812; West Hollywood, CA 90048

Project Location: The approximately 0.92-acre project site is located within the City of West Hollywood in Los Angeles County at the following addresses: **7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, 1118 North Orange Grove Avenue and 1125 North Ogden Drive;** West Hollywood, California 90048.

Project Description: The proposed project would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. The structure would consist of a 78-room hotel, a restaurant, 88 residential units, and an art gallery. A total of 264 parking spaces would be provided.

Potential Environmental Effects: Potentially significant environmental impacts have been identified in the following issue areas: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Transportation and Traffic, and Utilities and Services Systems. These impacts, together with other CEQA-mandated analyses, including Alternatives, Cumulative Effects, and Growth Inducement, will be addressed in the EIR.

Scoping Meeting: As part of the EIR scoping process, the City of West Hollywood will hold a public scoping meeting on **Wednesday, November 16, 2016, from 6:30 p.m. to 8:00 p.m., at Plummer Park, located at 7377 San Monica Boulevard in West Hollywood.** The purpose of the scoping meeting is to describe the proposed project and provide the public the opportunity to comment on the scope, or what is to be included in the contents of the Draft EIR.

Date: October 24, 2016

ORIGINAL FILED

OCT 24 2016

LOS ANGELES, COUNTY CLERK

- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. **Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
 3. **Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
 4. **Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
 5. **Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
 6. **Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
 7. **Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
 8. **Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
 9. **Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
 10. **Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)). *This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. 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.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 16, 2016

Scott Lunceford, AICP, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

RE: 7811 Santa Monica Boulevard Project – Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. Lunceford:

Thank you for the opportunity to comment on the proposed mixed-use project located at 7811 Santa Monica Blvd in the City of West Hollywood. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Project Description

The proposed project would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. The structure would consist of a 78-room hotel, a restaurant, 88 residential units, and an art gallery. A total of 264 parking spaces would be provided.

Metro Comments

Bus Stop Adjacency

Metro Local bus line 4 and Metro Rapid line 704 operate on Santa Monica Blvd, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

Transit Orientation

Considering the proximity of the Project to the Metro and local bus lines along Santa Monica Blvd, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to the Metro Local and Rapid bus stops, including orienting pedestrian pathways toward the public realm along Santa Monica Blvd.
2. Metro would like to inform the Project sponsor of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.
3. Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.
4. With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the station including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
5. The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting bus stops with housing and employment concentrations. For reference, we would like to direct City staff to view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
6. Metro encourages the City to work with the Project sponsor to promote bicycle use through adequate short-term bicycle parking such as ground level bicycle racks for guests and secure long-term bicycle parking for residents and employees.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,



Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

November 17, 2016

Scott Lunceford, Associate Planner
City Of West Hollywood
Community Development Department
8300 Santa Monica Blvd.
West Hollywood, CA 90069-6216

Dear Mr. Scott Lunceford:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, PUBLIC NOTICE & SCOPING MEETING, "7811 SANTA MONICA BLVD. PROJECT", IT WOULD INVOLVE CONSTRUCTION AND OPERATION OF AN APPROXIMATELY 269, 484 SQ. FT. MIXED-USE STRUCTURE, 7811 SANTA MONICA BLVD, 1114 & 1118 N. ORANGE GROVE AVE., & 1125 N. OGDEN DR., WEST HOLLYWOOD, FFER 201600177

The notice of preparation of a draft environmental impact report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the Draft EIR.

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA HABRA	LYNWOOD	PICO RIVERA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA MIRADA	MALIBU	POMONA	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LAKELWOOD	NORWALK	ROLLING HILLS	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	WALNUT
BELL GARDENS	COMMERCE	GLENDDORA	IRWINDALE	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LOMITA	PARAMOUNT	SAN DIMAS	WESTLAKE VILLAGE
						SANTA CLARITA	WHITTIER

2. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
4. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.
5. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage.
6. The development may require fire flows up to 8,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration, as outlined in the 2014 County of Los Angeles Fire Code Appendix B. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.
7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c) Additional hydrants will be required if hydrant spacing exceeds specified distances.
 - d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
 - e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
10. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure.
11. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
 - a) Provide 34 feet in-width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
 - b) Provide 42 feet in-width, when parallel parking is allowed on each side of the access roadway/driveway.
 - c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map, and final building plans.

- d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
12. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
13. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 foot width does not allow for parking, and shall be designated as a "Fire Lane", and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
14. The 28 feet in width shall be increased to:
- a) 34 feet in width when parallel parking is allowed on one side of the access way.
- b) 36 feet in width when parallel parking is allowed on both sides of the access way.
- c) Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING- FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
15. When serving land zoned for residential uses having a density of more than four units per net acre:
- a) A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.

- b) The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.
 - c) A Fire Department approved turning area shall be provided at the end of a cul-de-sac.
16. All access devices and gates shall comply with California Code of Regulations, Title 19, Articles 3.05 and 3.16.
17. All access devices and gates shall meet the following requirements:
- a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.
 - e) Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.
18. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.
19. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/ structural plans are not necessary.
20. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

Scott Lunceford, Associate Planner
November 17, 2016
Page 6

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comment regarding the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in blue ink that reads "Kevin T. Johnson by mgt".

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ac



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

JIM McDONNELL, SHERIFF



November 21, 2016

Scott Lunceford, Associate Planner
City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, California 90069

Dear Mr. Lunceford:

**REVIEW COMMENTS
INITIAL STUDY AND NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
7811 SANTA MONICA BOULEVARD PROJECT
CITY OF WEST HOLLYWOOD**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Initial Study and Notice of Preparation (ISNOP) of a Draft Environmental Impact Report, dated October 24, 2016, for the 7811 Santa Monica Boulevard Project (Project). The proposed Project is located on Santa Monica Boulevard, between Orange Grove Avenue and Odgen Drive, in the City of West Hollywood.

The proposed Project is located within the service area of the Department's West Hollywood Station (Station). Accordingly, the Station reviewed the ISNOP and authored the attached review comments, dated November 8, 2016.

Should you have any questions, please contact me at (323) 526-5657, or your staff may contact Mr. Lester Miyoshi of my staff, at (323) 526-5664.

Sincerely,

JIM McDONNELL, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

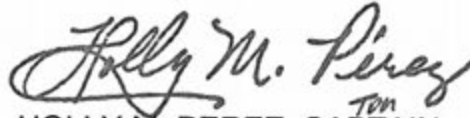
A Tradition of Service
— Since 1850 —

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: November 8, 2016

FILE:



FROM: HOLLY M. PEREZ, CAPTAIN
WEST HOLLYWOOD STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: REVIEW COMMENTS ON THE INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR 7811 SANTA MONICA BOULEVARD PROJECT

West Hollywood Sheriff's Station reviewed the Initial Study and Notice of Preparation (ISNOP) of a Draft Environmental Impact Report (Draft EIR), dated October 24, 2016, for the 7811 Santa Monica Boulevard Project. The proposed Project is located on Santa Monica Boulevard, between Orange Grove Avenue and Ogden Drive, in the City of West Hollywood, and is within the sheriff's station's service area.

The proposed project will construct a 269,484 square foot mixed-use structure consisting of apartments (88 units), hotel (78 guest rooms), restaurant, art gallery, and subterranean parking (264 spaces). Existing structures and a surface parking lot will be demolished and removed from the proposed project site including a 10,000 square foot commercial building and seven multi-family residential units. The proposed project is expected to generate a resident population of 137 persons plus an undisclosed increase to the local workforce population.

According to Section 4.14 of the ISNOP, the proposed project is expected to have a potentially significant impact on law enforcement services provided by the sheriff's station. The station neither concurs with nor disputes this conclusion. Our assessment of project-related impacts will be prepared after further analyses of the proposed project is conducted and findings are reported in the Draft EIR. The station is particularly interested in reviewing descriptions of site amenities, security systems, and analyses related to land use intensification, population, employment, and traffic generation.

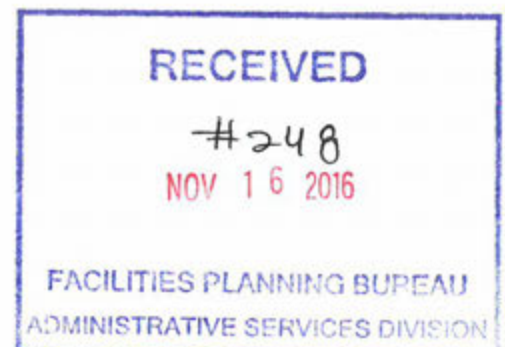
Notwithstanding our assessment of the proposed Project, the station remains concerned that continued development in and around the City of

November 8, 2016

West Hollywood will ultimately contribute to a significant cumulative impact on our ability to maintain adequate levels of law enforcement services. Being able to meet the demand of anticipated growth will require the dedication of additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets (patrol vehicles, other support vehicles, communications equipment, weaponry, office furnishings, computer hardware, etc.). At this time, the station estimates six additional deputy personnel could address current and near-term staff deficiencies (two deputies per three daily shifts). Of course, such assessments are subject to change, and must be continuously re-evaluated. Lastly, the station itself is an aged and undersized structure that has been operating above-capacity for many years. In order to accommodate additional staff and assets, the station itself will require substantial modernization, expansion, or replacement.

Thank you for including the West Hollywood Sheriff's Station in the environmental review process for the proposed Project. Should you have any questions of the station regarding this matter, please contact me or any member of my operations staff at (310) 885-8850.

HMP:DTW:tdm





COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

November 30, 2016

Ref. Doc. No.: 3917469

Mr. Scott Lunceford, AICP, Associate Planner
Community Development Department
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069-6216

Dear Mr. Lunceford:

Response to NOP for the 7811 Santa Monica Boulevard Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on October 25, 2016. The proposed project is located within the jurisdictional boundaries of District No. 4. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Fairfax Avenue Trunk Sewer, located in Fairfax Avenue at Santa Monica Boulevard. The Districts' 10-inch diameter trunk sewer has a capacity of 2.2 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2013.
2. Wastewater generated by the proposed project will be treated by the City of Los Angeles Hyperion Treatment System. Questions regarding sewerage service for the proposed project should also be directed to the City of Los Angeles' Department of Public Works.
3. The expected increase in average wastewater flow from the proposed project, described in the document as 88 residential apartment units and a 78 room hotel, is 19,136 gallons per day, after all structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the

Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Sullivan
M. Tatalovich

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Tuesday, November 22, 2016 9:19 AM
To: Nicole Cobleigh
Subject: FW: 7811 Project
Attachments: 7811 Project.docx

Hi Nicole,

Here's a neighbor's comment letter and email.

Happy Holidays!

Scott Lunceford, AICP
Associate Planner
Current and Historic Preservation Planning City of West Hollywood slunceford@weho.org
323-848-6427

-----Original Message-----

From: Mike [mailto:mcaltc@roadrunner.com]
Sent: Thursday, November 17, 2016 10:06 AM
To: Scott Lunceford
Subject: 7811 Project

Hi Scott, Who are the attorneys who are litigating the San Vicente hotel project and whom are the parties they are representing?

For the record, enclosed is my opinion of the 7811 project. I'll look forward to meeting with you on the Wednesday before Thanksgiving.

I think Public Safety should get a copy of this but I don't have a direct email address for Kristin.

Mike Carter
323-717-5545
mcaltc@roadrunner.com
1123 N Ogden Drive
West Hollywood, 90046

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Tuesday, November 22, 2016 9:21 AM
To: Nicole Cobleigh
Subject: FW: Project at 7811 Santa Monica Blvd

Here's another neighborhood comment letter.

-----Original Message-----

From: Vanessa Dunn [mailto:vanaydunn@gmail.com]
Sent: Thursday, November 17, 2016 8:24 PM
To: Scott Lunceford
Subject: Project at 7811 Santa Monica Blvd

Hello,

My name is Vanessa Dunn. I live at 1119 N Ogden Dr, West Hollywood CA 90046- in the direct impact zone of this project.

I work Wednesday evenings and was not be able to attend the scope meeting.

I vehemently oppose this project. If this building is approved my house will literally be in the center of all the building. I work a lot from my house, which will be near impossible to do during construction. And beyond the construction period there will still be a major increase in noise pollution. My home will now be surrounded by tall buildings , limiting sunlight, and my overall quality of life. Air quality and pollution is a major concern as well. My bedroom window is literally less than 3 feet from the proposed loading zone driveway. In addition, I do not feel my residence as well as surrounding structures are safe to withstand the pressures that will be placed on them during this major construction project.

Parking - another major concern- the parking situation on Ogden Dr. is already a huge issue. And with the proposed hotel and additional condo units parking will be a total nightmare. I also understand the parking lot on Orange Grove that mostly acts as overflow for Whole Foods, will also be demolished. Where are you expecting all of these cars to go?

This project to me seems completely unfit for the location. Santa Monica Blvd is already so congested, frequently causing gridlock.

I understand as a city you want to entice visitors to West Hollywood- but I don't believe it should be at the expense of residents. 3 of my immediate neighbors have lived here for over 20 years each- these are the people that make West Hollywood a great place to live! The building directly behind me is slated to be demolished with this project- putting senior citizens, disable persons, and a veteran out of a home.

Running these citizens out of their homes only to create transient activity will do nothing for the charm, character or reputation of West Hollywood. Transient people do not add to the neighborhood, they do not care about the safety, integrity, or appearance of a neighborhood.

Homes should not be subject to commercial building right next door....Isn't that the whole point of zoning regulations!

The last point I want to make is concerning city emergency services- with increased population must come increased fire/police/medical services- to my knowledge these services are already stretched quite thin. And with increased traffic and gridlock this sounds like a disaster waiting to happen.

I plead with the great city of West Hollywood to rethink this project. Please do not forego the quality of life of your longtime residents for a buck.

Thank you for your time.

Vanessa Dunn

Sent from my iPhone

11/28/16

Dear Mr. Lunceford,

I live in one of the first duplex houses at 1122 N. Ogden Dr. For the past four years, this has been my place of peace, solitude and my own little sanctuary in our crazy Los Angeles concrete jungle. I have chosen to live in West Hollywood because of the love and respect our diverse community has for each other, and for the small city atmosphere that we try and keep.

When I heard that a mega-building including 78-hotel rooms, 88 residential units, a restaurant and an art gallery is going to be built across the street from me- I knew that this would be the beginning of an end to a community that has fought so hard to stay in its original form. Many buildings and houses remain rent controlled, and many of the buildings built back in the 1950s-1970s still stand. I live in one of them.

I work as a kidney and pancreas transplant social worker at Cedars-Sinai Medical Center. I lead a very stressful job and having my own place of peace (ie. My home) is critical for my sanity and well-being. Living on Ogden Dr. allows for a quick and easy commute to/from work, which has given me many hours of my life back and improved my quality of life. I also am a young single woman who needs a safe community where I do not have to worry about walking my 2 dogs at any hour of the night. I have not had any of these worries until now, and I consider my home as being very tranquil and peaceful.

I knew my community was becoming more gentrified when a 5-condo complex was built one building north of me. Each condo sold for 1.2 million dollars. I am so appreciative that a hard working middle-class social worker like myself was able to afford living in our West Hollywood community when I moved in. I now could not even find a studio or bachelor apartment in my community for the price I pay for rent. I work hard, budget, and save to be able to live here. It is a sad reality that hard working individuals like me are no longer able to live in our community with the gentrification that is occurring and driving rental prices up. Pushing out individuals like me changes the culture and climate of our community for the negative and not the positive.

Trump becomes president and we are now going to allow a Trump-like tower to dominate a core part of West Hollywood? We all should know better than this. The building proposal including 1125 N. Ogden Dr. will bring a mega complex into an already peaceful and happy neighborhood that will be forever destroyed. My quality of life will be destroyed with a gross amount of traffic and more people. During this building's construction, I will have to say farewell to my beloved weekend mornings where I quietly get to sleep in and have coffee out on my outside patio. I can also say farewell to walking my dogs safely up Ogden and down Orange Grove, as I will be risking my life daily as I cross the streets to try and avoid the construction workers. Are we going to become the next Las Vegas or Orlando? Or are we going to keep the integrity of a community who will in turn continue to cherish, value and appreciate what we have. We

have a diamond in the rough now. What is being proposed is a landmine in peaceful territory.

Please help me and my fellow neighbors in halting, delaying and/or ending the building of this Trump-like tower. I plead for your attention and action. Together it is possible, and I would gladly help partner with you and others who can help the real people who this will directly affect... which includes me.

Thank you kindly for your attention and I implore you to help me and my community.

Sincerely,



Jennifer C. Kriendler, MSW, LCSW
1122 N. Ogden Dr.
West Hollywood, CA 90046
Ph: (415) 730-1302

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:00 AM
To: Nicole Cobleigh
Subject: FW: 7811 Santa Monica Building

FYI

From: Baker, Elizabeth [mailto:EBaker@mednet.ucla.edu]
Sent: Monday, November 28, 2016 5:53 PM
To: Scott Lunceford
Subject: 7811 Santa Monica Building

Hi Mr. Lunceford,

I am writing you to let you know that as a resident of West Hollywood, I am very opposed to the new building project that has been proposed on 7811 Santa Monica Blvd. I currently live on N Orange Grove and believe this project would negatively affect the lives of those living in the neighborhood. Please see my notes below:

Impairments to Quality of Life

-This area of east West Hollywood is currently a peaceful, quiet neighborhood. We are friendly with one another, we take in homeless animals who need help, and we alert one another to suspicious activity. This would be completely affected by the droves of tourists who would litter our street with this proposed hotel.

Traffic Increases

-As is, it can take a very long time to commute through West Hollywood. Though I love Whole Foods; each morning, there is a large delivery truck blocking access to Santa Monica Blvd. Problems such as this would continually increase if we added a large hotel. Residents are left feeling frustrated with the lack of respect for our streets currently and we hope to minimize this.

Less Available Parking

-Despite the luxury of living on a street with parking permits, it can still be hard to find a space to park. My building does not have parking for all residents, and thus my only option is to park on Orange Grove. I worry how the availability of parking will shift during (1) construction and (2) with hotel guests.

In conclusion, this hotel is ill-conceived when thinking of local residents and the character of the neighborhood.

Thank you
Liz

Liz Baker
Research Coordinator, Jeste EEG Lab
UCLA Center for Autism Research and Treatment
760 Westwood Plaza, Semel Institute, Room A7-461
Tel: 310-825-0180
ebaker@mednet.ucla.edu
www.jestelab.org

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Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 8:56 AM
To: Nicole Cobleigh
Subject: FW: 7811 CEQA Input

Good Morning Nicole,

I'll be sending these to you throughout the day. ☺

Let me know if you have any questions or comments.

Thanks,

Scott Lunceford, AICP
Associate Planner
Current and Historic Preservation Planning
City of West Hollywood
slunceford@weho.org
323-848-6427



Download the "Power Tool" that can help get things fixed quickly



From: jfeuer@insidesaleslab.com [mailto:jfeuer@insidesaleslab.com]
Sent: Monday, November 28, 2016 2:58 PM
To: Scott Lunceford
Subject: Re: 7811 CEQA Input

Resending with all addresses corrected: Jeff.

On Nov 28, 2016, at 10:54 AM, jfeuer@insidesaleslab.com wrote:

Mr. Lundsford:

I am part owner of the property on 7825/7823 Santa Monica Boulevard, the parcel immediately to the west of the new Faring Capital proposed project at 7811 Santa Monica Boulevard.

Thank you for the return call on Wednesday. As we discussed, I would like the following items added into the environmental study for the new project:

- Quiet Enjoyment During Construction:

- * Construction noise during the anticipated 2-year construction period.
- * Dust and debris in and around the property. In particular there are two open air patios that are fully exposed to the construction site. These are located at the rear of the property — bordering on the proposed construction site.
- * Roof function. The roof on my property has skylights and air conditioning units that must function during and after construction.
- * Privacy. The construction site looks down into the open-air patios.
- * Parking in the area including street parking and the loss of the current public parking lot.
- * Traffic into and out of the construction site. How do we assure convenient access to all during heightened traffic?
- * Sidewalk entrance and egress. How will foot traffic enter and exit my parcel?
- * Lost rent should a tenant depart due to construction activity.

- Structural Integrity:

- * Drilling and digging around my parcel could adversely effect the structural integrity of the building. How will this risk be mitigated? How will damage be compensated?
- * Water table. Will construction expose underground water that could adversely affect my building? How will this risk be mitigated? How will damage be compensated?
- * Utility lines. Will construction compromise water, power, telephone, gas, internet, or other utilities into my building? How will this risk be mitigated? How will damage be compensated?

- Post Construction Issues:

- * Parking availability for users of the new project. It is essential that the new project fully accommodate cars that visit it. Otherwise street parking will be overwhelmed.
- * Traffic. What measures will assure that area traffic will flow as it does today (or better)?
- * Privacy. What will overlook the open-air patios at the rear of my parcel?

Please confirm receipt of this email and know that I welcome your comments and input.

Finally, please add me to the mailing list of notices related to the project at the address in my signature block.

Regards, Jeff

Jeff Feuer
309 South Camden Drive
Beverly Hills, CA 90212
Cell 310 497 0207
email: jfeuer@insidesaleslab.com

Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:04 AM
To: Nicole Cobleigh
Subject: FW: FYI - Upcoming Public Scoping Meeting for 7811 Santa Monica

FYI

From: emily.gable@gmail.com [mailto:emily.gable@gmail.com] **On Behalf Of** Emily Gable
Sent: Wednesday, November 30, 2016 11:43 PM
To: Scott Lunceford
Subject: Re: FYI - Upcoming Public Scoping Meeting

Hello Scott,

Here are my comments/questions regarding the initial study for 7811 Santa Monica Boulevard. I would appreciate receiving emailed notices of EIR milestones and public hearings as the project progresses.

- In the traffic study and Transportation section of the EIR, I think it's important to address construction-period impacts to pedestrian flow and safety around the project. Sidewalk closures for any length of time that force pedestrians to cross to the south side of Santa Monica Blvd would be inconvenient at best and dangerous at worst (crossing Santa Monica as a pedestrian is neither convenient nor particularly safe). Accommodations should be made for pedestrians throughout the construction period in this highly-trafficked area.
- I would be interested to see one of the alternatives evaluated in the EIR be a project with the same envelope that replaces the hotel component with residential units.
- I am not well-versed in the WeHo zoning code, but there seem to be unexplained differences between the proposed project and what appears to be allowed by-right. For instance, Table 2 on page 4 and the map on page 21 show that zone CC2 has an allowed FAR of 2.0 and allowed height of 45'4 stories. However, page 2 identifies the proposed FAR of 3.47 as "slightly less than what is allowable for the project site." So, what is the allowed FAR for the project site? The list of required approvals on page 5 does not identify which of the approvals may allow additional floor area or a height of 71.5'.
- Is the hotel restaurant proposed to be open to the public or for hotel guests only?

Thank you for your time and attention.

Best,
Emily Gable

WeHo Resident

On Mon, Nov 21, 2016 at 3:42 PM, Scott Lunceford <SLunceford@weho.org> wrote:

Hi Emily,

Attached is a pdf copy of the initial study, which is also available on the City's website. The comment period end on November 30, 2016.

Please don't hesitate to contact me if you have any additional questions. Also, I can meet with you here at City Hall if you would like to review the project plans.

Best Regards,

Scott Lunceford, AICP

Associate Planner

Current and Historic Preservation Planning

City of West Hollywood

slunceford@weho.org

323-848-6427



Download the "Power Tool" that can help get things fixed quickly



From: emily.gable@gmail.com [mailto:emily.gable@gmail.com] **On Behalf Of** Emily Gable

Sent: Friday, November 18, 2016 8:52 AM

To: Scott Lunceford

Subject: Re: FYI - Upcoming Public Scoping Meeting

Hello Scott,

I couldn't make it to the scoping meeting but I'm interested to learn more about the proposed development at 7811 Santa Monica Boulevard. Can you send me the initial study or is it posted somewhere on the WeHo website? Is the NOP comment period over at the end of November?

Thank you,

Emily Gable

On Tue, Nov 15, 2016 at 11:45 AM, Garen Srapyan <GSrapyan@weho.org> wrote:

Dear Eastside Working Group members,

I hope this note finds you well. As a resident and/or business owner on the Eastside, I thought you might be interested in attending an upcoming public scoping meeting for a proposed mixed-use project on **7811 Santa Monica Boulevard**. The meeting is tomorrow, November 16, 2016, from 6:30p.m.-8p.m., at Plummer Park.

Attached is the detailed public notice. Residents and businesses located within a 500' radius of the proposed project were mailed notices on October 31, 2016.

Project Title: 7811 Santa Monica Boulevard Project

Project Applicant: Faring Capital LLC; 8899 Beverly Boulevard, Suite 812; West Hollywood, CA 90048

Project Location: The approximately 0.92-acre project site is located within the City of West Hollywood in Los Angeles County at the following addresses: 7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, 1118 North Orange Grove Avenue and 1125 North Ogden Drive; West Hollywood, California 90048.

Project Description: The proposed project would involve construction and operation of an approximately 269,484 square foot (sf) mixed-use structure with a height of 71.5 feet at its tallest point. The structure would consist of a hotel, a restaurant, apartment units, and an art gallery. The structure would consist of a 78-room hotel, a restaurant, 88 residential units, and an art gallery. A total of 264 parking spaces would be provided.

Potential Environmental Effects: Potentially significant environmental impacts have been identified in the following issue areas: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Public Services, Transportation and Traffic, and Utilities and Services Systems. These impacts, together with other CEQA-mandated analyses, including Alternatives, Cumulative Effects, and Growth Inducement, will be addressed in the EIR.

Scoping Meeting: As part of the EIR scoping process, the City of West Hollywood will hold a public scoping meeting on **Wednesday, November 16, 2016, from 6:30 p.m. to 8:00 p.m., at Plummer Park, located at 7377 San Monica Boulevard in West Hollywood.** The purpose of the scoping meeting is to describe the proposed project and provide the public the opportunity to comment on the scope, or what is to be included in the contents of the Draft EIR.

If you have any specific questions on the proposed project, please don't hesitate to contact the project planner, Scott Lunceford at slunceford@weho.org.

With best regards,

Garen

Garen Gary Srapyan

Associate Planner, Long Range and Mobility

† 323.848.6827 w weho.org/lrmp

City of West Hollywood



Nicole Cobleigh

From: Scott Lunceford <SLunceford@weho.org>
Sent: Monday, December 5, 2016 9:01 AM
To: Nicole Cobleigh
Subject: FW: Scoping Meeting Comments - 7811 Santa Monica

FYI

From: Laura Boccaletti [mailto:lboccaletti@yahoo.com]
Sent: Wednesday, November 30, 2016 3:13 PM
To: Scott Lunceford
Subject: Scoping Meeting Comments

7811 Santa Monica Boulevard Mixed-Use Project EIR
Scoping Meeting Comments

Name: Laura Boccaletti
Agency/Organization: Resident
Address: 1145 N Ogden Drive, Apt 202
City, State, Zip Code: West Hollywood, CA 90046

Would you like to remain on our mailing list to receive future project updates? YES

Comments:

The proposed project of 78 hotel rooms and 88 residential units is vastly overscale for the location.

1. The boulevard is only two lanes, with a short left turn lane at Fairfax. Two bus lines stop at Fairfax, just past the entrance/exit to the Whole Foods plaza. The intersection is one of the most congested in the city at most times. It cannot safely handle the added cars, entrances and exits the proposed project would add. It is already very difficult for fire and emergency vehicles from the nearby fire station to get to the intersection. I just saw a fire engine having to use the opposite lane of traffic to get to Fairfax and that was at midday.
2. Orange Grove is too narrow to handle hotel traffic and the eventual cut through traffic that would result, in addition to its present residential traffic and Whole Foods delivery driveway. This would present a traffic nightmare worse than the present.
3. 88 residential units added to Ogden is more than excessive. The first 12 buildings, six on either side, barely have 88 units among them. The street cannot handle the added traffic, nor the further strain on already limited parking.
4. Where is the water coming from? We are in the fifth year of a drought with no end in sight. We are being constantly advised and encouraged to conserve water. How can adding 78 hotel rooms and 88 residential units even be considered?
Where is the water going to come from?

West Hollywood, November 30,2016

City of West Hollywood

7300 Santa Monica Blvd.

West Hollywood , CA 90069

Mr. Scott Lunceford

I oppose to the project location :7811 Santa Monica Blvd., 1114 and 1118 Orange Grove Ave , and 1125 N.Ogden Dr. West Hollywood Ca 90046.

I live right behind the wall with Brick Gym and my bungalow is shaking badly when people in the gym are weight lifting. I cannot imagine what will be with my bungalow when a heavy equipment will work.

I am afraid ,that my bungalow unsuitable for that kind of traffic will be quickly made uninhabitable .

I am handicapped and this will cause me grate discomfort.

I have lived there more than 20 years I cannot afford to move to a new place.

Sincerely,

Wieslawa Jordan

1119 N .Ogden Dr.

West Hollywood , CA 90046

Dear Ogden Drive/Orange Grove Neighbor,

Within one year a seven story one acre hotel project will be built around us. There will be 88 residential units and 78 hotel rooms. For a year or more Ogden Drive and Orange Grove will be used as a staging area for heavy equipment and trucks during demolition and construction. After that our streets will be used for huge delivery trucks supplying the hotel complex. We will suffer as a community because the effects of 7811 will increase traffic and gridlock, increase danger to pets, pedestrians and children, have a negative effect on parking and cause a continuous flow of transient tourists along with their noise and trash. Employees and hotel guests will seek parking on our streets. 7811 is a mixed use project that will spill over onto an area of Ogden Drive zoned as residential. The complex will be a venue for continual events and parties. 7811 will pose unending problems for the entire neighborhood. It will be like Halloween in West Hollywood only 365 days a year.

Please read the speech I gave at the scope/impact meeting held at Plummer Park on November 16th. Those of your neighbors who were present applauded this speech! Please write something of your own and make your opinion of this project known to the City officials and developers. We must present a united front against this project. As a community we can make a difference.

If you are unable to write something of your own, please do the following:

1. ***Print and Sign your Name***
2. ***Include your return address on the return envelope, (very important)***
3. ***Mail your response before November 30th***

Sincerely,

Your Neighbor Mike

1123 N. Ogden Drive

323-717-5545

If we live anywhere near the impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

We can say hello to increased gridlock, hundreds of transient tourists who care nothing about our neighborhood, truck traffic, microclimates, parking problems and stretched services including fire, law enforcement, traffic enforcement and first responders to emergencies.

This project has no precedent of its kind anywhere in this City. It straddles two residential neighborhoods and should not be allowed to set any kind of realistic example if it is within our power to halt this type of reckless development now. 7811 will cut into and through our neighborhood in cookie cutter fashion in an attempt by developers to put a square peg in a round hole. Scores of parking spaces will be lost. An establishment that serves alcohol will be butted up against a school.

Compliance is not an easy do. 7811 outpaces available enforcement necessary to provide compliance with new and existing ordinances and covenants between the City and new businesses. Enforcement for the sake of compliance is already stretched in our City. 7811 stretches further the ratio of our law enforcement personnel to resident, the ratio of traffic officers to vehicle and the ratio of first responders to each and every one of us while creating more gridlock which will impede and slow down the arrival of these critical services to the elderly and the rest of us.

I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. First responders have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

7811 will diminish the quality of life and the enjoyment of the neighborhood for some while destroying it for others within the immediate impact zone and beyond. Picture residential trash trucks, commercial trash trucks and commercial delivery trucks all lining up. Hear on Ogden Drive and Orange Grove the sounding of their alarms: beep, beep, beep every morning day in day out in addition to those trucks already servicing Whole Foods.

Scores of our residents, their dwellings and the properties on which we live will be cast into artificial darkness with 2 PM high rise sunsets, will experience the suffocating sensation of the cessation of our westerly breeze and will say a fond goodbye to real sunsets on the western horizon which will vanish behind over seventy feet of concrete and steel. A microclimate will be created because 7811 will dwarf all surrounding structures effectively engulfing them with a fishbowl effect made of steel, concrete and glass.

Residents of Ogden Drive, Orange Grove and Genesee, if we think we have trouble now exiting our neighborhood to get to work in the morning just wait for the inception and completion of 7811. Exit onto SMB from any of these streets is already nearly impossible and many times requires illegal maneuvers of a third world nature.

Structural damage to existing buildings in high impact areas is inevitable because they were not built to withstand the rigors of the construction of 7811. How can the City allow the tearing down of affordable housing where elderly, disabled veterans under rent control abide for sake of 7811 and then query us by email survey about the lack of affordable housing in West Hollywood? Developers have not acquired the proper parcels of land to merit the approval of such a project. A seven story project would not normally be allowed on this site. The reason the developers are able to build 7811 seven stories high is that they included in their plan units of affordable housing, but 7811 will level many units of affordable housing already in existence and occupied by elderly, disabled veterans who are under rent control. By merely


replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

When the City parking lot is taken away from Orange Grove where will the droves of Whole Foods patrons park? The lot available to them is already a cluster and the truth is that 7811 is perfect for the corner of SMB and Fairfax BUT NOT straddling Ogden Drive and Orange Grove. The encroachment upon residents right to maintain their quality of life, the enjoyment of their property and the character of their neighborhood by the City and its developers must cease. Our quality of life shall not be taken in trade for your dollar. 7811 is ill-conceived, misplaced, misbegotten and should never leave it's planning stages unless it is moved to a proper location where peoples lives and their quality of life will not be destroyed.

I, MICHAEL E. YANAK, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated NOV 22 2016

Address 1211. N. OGDEN DRIVE # 201

If we live anywhere near impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

We can say hello to increased gridlock, hundreds of transient tourists who care nothing about our neighborhood, truck traffic, microclimates, parking problems, and stretched services including fire, law enforcement, traffic enforcement and first responders to emergencies.

This project has no precedent of its kind anywhere in this City, straddling two residential neighborhoods, so why should we allow it to set any kind of realistic example if it is in our power to halt it now. 7811 will cut into and through our neighborhood in cookie cutter fashion in an attempt by developers to put a square peg in a round hole. Scores of parking spaces will be lost. An establishment that serves alcohol will be butted up against a school.

Compliance is not an easy do. The 7811 project outpaces available enforcement necessary to provide compliance with new and existing ordinances and covenants between the City and new businesses. Enforcement for the sake of compliance is already stretched in our City. The project stretches further the ratio of our law enforcement personnel to resident, the ratio of traffic officers to vehicles and the ratio of first responders to each and every one of us while creating more gridlock

which will impede and slow down the arrival of these critical services to the elderly and others. I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. They have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

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Scores of our residents, their dwellings and the properties on which we live will be cast into artificial darkness with 2 PM highrise sunsets, will experience the suffocating sensation of the cessation of our westerly breeze and will say a fond goodbye to real sunsets on the western horizon which will vanish behind over seventy feet of concrete and steel. A microclimate will be created because The 7811 Project will dwarf all surrounding structures effectively engulfing them with a fishbowl effect made of steel, concrete and glass.

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I, Steve Weinstein, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Steve Weinstein

Dated 11/21/2016

Address 1134 N. Ogden #4 W. Hollywood 90046

Please keep our street liveable for residents.
Thank you

If we live anywhere near the impact zone of 7811 we can forever say goodbye to peace and quiet, a decent quality of life and the things that make up the character of our neighborhood.

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I visited one of the east end fire stations. They are already inundated with phone calls and this before the megaliths already constructed are filled to the brim with residents. First responders have to take roundabout ways when they are on an emergency call just to avoid the gridlock that is West Hollywood. Does this then slow their response? In addition, what kind of oxymoron is this project to the anti grid lock signs the city has placed at nearby major intersections?

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I, Elizabeth M Brandeis, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/20/2016.

Address 1133 N. Ogden Dr Apt 10
W. Hollywood CA 90046.

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Cheryl Duff, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Cheryl Duff

Dated 11.20.2016

Address 1134 N. Ogden West. Calif
90016

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, Jaime Cruz, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jaime Cruz

Dated 11/29/16

Address 1133 N. Ogden Dr. #7


replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, GARY TROIANO, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/28/2016

Address 1120 N. Ogden, West Hollywood, CA

96046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, Daniel Hunter Jones, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed DH 11-29-2016

Dated 11/29 11-29-2016

Address 1133 N. Ogden Dr. Apt. 8 West Hollywood CA, 90046

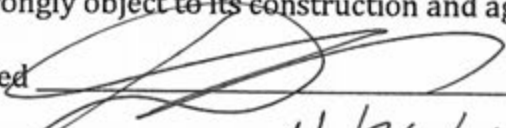
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I, Deborah Venegas-Clem, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/26/16

Address 1140 N. Ogden Dr. #6 90046

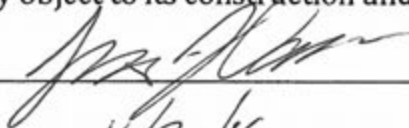
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I, JAMES VANA, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/20/16

Address 1119 1/2 N. OGDEN DR. W.H.

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, RON PENNYWELL, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed RON PENNYWELL

Dated 11/22/16

Address 1211 N. OGDEN DR. #201

West Hollywood, 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, Vincent Wong, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Vincent Wong

Dated NOV 23, 2011

Address 1133 N Ogden Dr #5

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Wieslawa Jordan, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11-23-2016

Address 1119 N. Ogden Dr., West Hollywood, CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

When the City parking lot is taken away from Orange Grove where will the droves of Whole Foods patrons park? The lot available to them is already a cluster and the truth is that 7811 is perfect for the corner of SMB and Fairfax BUT NOT straddling Ogden Drive and Orange Grove. The encroachment upon residents right to maintain their quality of life, the enjoyment of their property and the character of their neighborhood by the City and its developers must cease. Our quality of life shall not be taken in trade for your dollar. 7811 is ill-conceived, misplaced, misbegotten and should never leave it's planning stages unless it is moved to a proper location where peoples lives and their quality of life will not be destroyed.

I, STEVEN E. DIAMANT, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Steven Diamant

Dated 11/21/16

Address 1220 N. ORANGE GROVE #12 NW Hollywood CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, TERRY DILLON, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Terry Dillon

Dated 11/21/16

Address 1220 N. ORANGE GROVE #12 W. Hollywood

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Jack Adams, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jack Adams

Dated 11.20.2016

Address 1134 N. OGDEN DR #5 WEST HOLLYWOOD, CA, 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Claire Lehrer, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Claire Lehrer

Dated 11/21/16

Address 1134 N. Ogden Dr #2
W. Hollywood, CA. 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Alfred Smith, am a

resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/19/16

Address 1119 3/4 N OGDEN DR

WEST HOLLYWOOD CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, _____, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Boza Stojkovic and MIRIANA Stojkovic

Dated 11-30-2016

Address 1135, N. OGDEN, DR. WEST HOLLYWOOD
#. 10 - # 6

AP+

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Kelley Stiglmeier, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Kelley Stiglmeier

Dated 11/22/16

Address 1125 North Ogden Drive, #3
West Hollywood 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, JASON STERAOSKY, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/29/16

Address 1201 N. OGDEN DR., APT. 3, WEST HOLLYWOOD, CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, SHANE HORAC, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/22/16

Address 1145 N OGDEN DR 90046

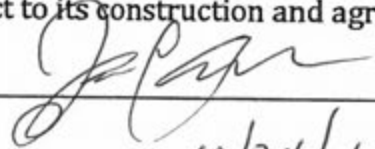
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I, Brett Womack, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11/24/16

Address 1240 N Orange Grove 90216

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, BARBARA KRUPA, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Barbara Krupa

Dated 11-27-16

Address 1161 NO OGDEN DR

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, JASON FULK, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Jason Fulk

Dated 11-28-16

Address 1231 N OGDEN #2

WEST HOLLYWOOD CA
90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Lois Yaroshefsky, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed Lois Yaroshefsky

Dated 11-24-16

Address 1160 N. Ogden Dr. # 203

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will lose much of its character.

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I, ANNA FITZWATER, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated 11.23.16

Address 1067 N. FAIRFAX AVE.

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

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I, AMANDA ALLEN, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed 

Dated NOVEMBER 23, 2016

Address 1031 N. HARPER Ave. WeHo, CA 90046

replacing what is already there the City will grant the variance to the developer to far exceed any height that would normally be allowed.

We will have 24 hour permit parking and pay for it. We will have fewer street parking spaces. People will park illegally in spite of signs as they do now. Orange Grove will become a one way street. Our neighborhood will be overrun with tourists who have no stake in our neighborhood and who therefore care nothing about its upkeep or the quality of life of the residents who inhabit it. Our neighborhood will loose much of its character.

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I, Lindsay Baker, am a resident of West Hollywood who will be severely impacted by the 7811 project.

I strongly object to its construction and agree with the foregoing statements.

Signed [Signature]

Dated 11/20/16

Address 1133 N. OGDEN DR #1

IF THIS PROJECT HAPPENS... I WILL BE MOVING OUT!!
THANK YOU ^{MIKE} FOR TAKING THE LEAD IN OPPOSTING
THIS PROJECT. I STRONGLY OPPOSE, SINCE THE
MOMENT I HEARD ABOUT IT. SOUNDS LIKE A
COMPLETE DISASTER FOR US!! -LINDSAY BAKER

781 I Santa Monica Boulevard Mixed-Use Project EIR - Scoping Meeting
November 16, 2016

City of West Hollywood

	Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?
1.	Andrew Rakos	Fountain Day School	1128 N. Orange Grove	WH, CA 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
2.	Nathan Brunskill	Resident	1175 N Ogden Drive	WH, CA 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
3.	Laura Boccaleri	Ogden resident	1145 N Ogden Dr.	WH 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
4.	Mike Jackson	Ogden	1188 N Ogden Dr	WH 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
5.	DAVID GOLDMAN	EXECUTIVE CAR LEASING	7807 SUN BLVD	WH 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
6.	Lois Bronson	SELE	1145 N. Ogden Dr	WH 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
7.	Michael Dolan	4PFC	7280 1/2 FOUNTAIN	WH 90046	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
8.	JEFF FEUER	self	3095. CAMDEN AVE	BH 90212	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
9.	Chad Blain		1245 N FORTRESS AVE	WH 90046	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
10.	Alexandra Kousari	Resident	1133 n. Queen ave	WH 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
11.	Celia Arinjan	Resident	7501 Lexington Ave	WH 90046	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
12.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
13.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
14.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
15.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>

7811 Santa Monica Boulevard Mixed-Use Project EIR - Scoping Meeting
November 16, 2016

City of West Hollywood

	Name	Agency/Organization	Address	City, State, Zip Code	Add me to the mailing list?
31.	MICHAEL LIJTKIELEWICZ		1060 N SERRA DONATA AVENUE	WEST HOLLYWOOD CA 90046	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
32.	CATHY BLAVAS		1143 N Vista St	WEST HOLLYWOOD 90046	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
33.	SHAWN MINIBS		1206 N DETROIT ST	WEST HOLLYWOOD 46	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
34.	Carlos Florez		1209 N. Formosa Ave. #3	WEHO CA 90046	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
35.	JEFF MEYER		1201 N Ogden dr		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
36.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
37.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
38.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
39.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
40.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
41.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
42.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
43.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
44.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>
45.					Yes: <input type="checkbox"/> No: <input type="checkbox"/>

**781 I Santa Monica Boulevard Mixed-Use Project EIR
Scoping Meeting Comments**

(please hand in to City staff at the meeting or mail back by Wednesday, November 30, 2016)

Name: Andrew Rakos
Agency/Organization: Fountain Day School
Address: 1128 N. Orange Grove Ave
City, State, Zip Code: LA CA 90046
Phone (optional): 323-654-8958
E-mail (optional): Boithird@aol.com
Would you like to remain on our mailing list to receive future project updates? Yes No

Comments: We are pro development but we will be severely impacted by this development
We are looking to negotiate mitigation to
ease - traffic
- parking
- noise
- dirt/dust
- loss of income
- shading on property

Comment Card

Name: Jeff Foyer
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: David Solomon
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: SHAWN MUMBS
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Andrew Rakos Fountain Day School
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Shirley Johnson
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name: Kathy Reimel
(Please print clearly)

Comments will be limited to 3 minutes.

Comment Card

Name:

(Please print clearly)

Michael Dalton

Comments will be limited to 3 minutes.

Comment Card

Name:

(Please print clearly)

Brad Blawie

Comments will be limited to 3 minutes.

Comment Card

Name:

(Please print clearly)

Michael Dalton

Comments will be limited to 3 minutes.

Comment Card

Name:

(Please print clearly)

Jason Elloulian

Comments will be limited to 3 minutes.

781 I Santa Monica Boulevard Mixed-Use Project

Scoping Meeting Verbal Comments November 16, 2016

- Affects to neighboring school: traffic concerns, traffic safety concerns, parking, traffic flow on Orange Grove
- Suggestion of valet parking
- Concerns regarding hazardous materials in soil from neon lighting
- Construction-related concerns (dust) on nearby sensitive receptors
- Traffic safety on Ogden (traffic speeds, left turns)
- Concern that streetlight on Ogden does not solve traffic safety issues
- Parking issues at nearby auto leasing lots
- Concerns regarding size of project and number of units along Ogden
- Support for design of project
- Suggestion for smaller units at a higher density
- Concern regarding retail spaces that do not serve or are not accessible to local businesses
- Concerns regarding traffic flow and parking – concern that there is not enough parking to support the proposed residences.
- Concern that the proposed parking is not sufficient (underparked)
- Concern that the project will take parking away from the surrounding neighborhood
- Ingress/egress from project – concern regarding creation of bottlenecks at entrances and exits
- Concern regarding loss of existing housing and displacement of existing residences
- Concern regarding affordable housing
- Concern regarding public outreach to existing residents on the project site
- Concern regarding changes in traffic from existing traffic along Ogden
- Affects to existing residents along Ogden
- Concern regarding increased development intensity at the project site
- Access through residential neighborhood
- Traffic in nearby residential neighborhood
- Concern regarding impacts of overall development in West Hollywood on infrastructure
- Concern regarding proposed land uses and scale (height and massing) and visual affects to surrounding residential neighborhoods
- Concern regarding design of ingress/egress and traffic flow
- Relationship between existing land uses and proposed land uses, as well as surrounding land uses
- Concern regarding hazardous materials in soil related to surrounding auto uses
- Relationship between existing and proposed number of parking spaces
- Suggestion for architectural variation (setbacks at higher levels)
- Support for proposed hotel land use -- support for bringing business to the east side of West Hollywood
- Parking concerns
- Proximity of a restaurant serving alcohol to a school
- Affects to public services (emergency response, traffic effects to emergency response)
- Intersection affects
- Affects to neighborhood character
- Increased truck traffic (delivery trucks, trash trucks)
- Shade/shadow concerns and blocking views

- Concerns regarding scale of proposed project
- Difficulty exiting neighborhood onto nearby major roadways
- Loss of existing residences and affordable units
- Loss of street parking spaces and increased illegal parking issues
- Parking for Whole Foods patrons – potential for encroachment into residential neighborhoods