Addendum to the General Plan and Climate Action Plan
Final Program Environmental Impact Report

City of West Hollywood
2021 Climate Action and Adaptation Plan

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FINAL DOCUMENT

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Addendum to the General Plan and Climate Action Plan Final Program EIR City of West Hollywood 2021 Climate Action and Adaptation Plan

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Acronym / Symbol	Full Phrase or Description
AB	Assembly Bill
BAU	Business As Usual
BAP	Business As Planned
CAP	Climate Action Plan
CAAP	Climate Action and Adaptation Plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	Methane
City	City of West Hollywood
CLG	Climate Leadership and Governance
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CVA	Climate Vulnerability Assessment
EIR	Environmental Impact Report
EN	Energy
EO	Executive Order
GHG	Greenhouse Gas
GPC	Global Protocol for Community-scale GHG Emissions Inventories
GWP	Global Warming Potential
HFC	Hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
IRC	Infrastructure, Resources, Conservation
LCFS	Low Carbon Fuel Standard
Metro	Los Angeles County Metropolitan Transit Authority
MT	Metric Ton
$MTCO_2e$	Metric Ton of Carbon Dioxide Equivalent
NE	Natural Environment
NF_3	Nitrogen Trifluoride
N_2O	Nitrous Oxide
p. /pp.	Page/Pages
PFC	Perfluorocarbon
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse

Acronym / Symbol	Full Phrase or Description
SCS	Sustainable Communities Strategy
SP	Service Population
SR	State Route
SF_6	Sulfur Hexafluoride
TM	Transportation, Mobility, and Public Realm
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
WeHo	West Hollywood
Yr	Year
ZW	Zero Waste
%	Percent

1 INTRODUCTION

The City of West Hollywood (City) is an urbanized area located at the base of the Hollywood Hills, in western Los Angeles County. In September 2011, the City adopted its most recent comprehensive General Plan update (2035 General Plan). This comprehensive General Plan update identified the policies and tools the City and community of West Hollywood developed to guide land use decisions in the City through the year 2035. A key tool and implementing action of the 2035 General Plan is the City's Climate Action Plan (CAP), which the City adopted concurrently with its 2035 General Plan.[1] The CAP supports the City's fight against climate change by describing and identifying measures that reduce West Hollywood's greenhouse gas (GHG) emissions by 20% to 25% below 2008 levels by 2035. Since 2011, the City has made substantial progress in implementing its CAP and is now proposing to adopt an updated Climate Action and Adaptation Plan (CAAP) that will reduce GHG emissions by 69% below 2018 levels by 2035.

1.1 BACKGROUND AND OVERVIEW

Since 2011, the City has made significant progress in implementing its CAP. The City has implemented more than 75% of the discreet GHG reduction measures in its CAP and has surpassed the CAP's GHG emission reduction goal more than 15 years ahead of schedule (City of West Hollywood, 2017 and 2021A). As a nationally recognized leader in sustainability and climate action, the City is committed to creating a healthier future for all residents, continuing to reduce the City's contribution to global climate change, and adapting to the effects of climate change. The City, therefore, is proposing to replace its existing CAP with an updated CAAP – also known as WeHo Climate Action. The updated CAAP establishes an aspirational and achievable path to meeting the challenges of a changing climate. It contains new GHG

[1] Since the City evaluated its 2035 General Plan and associated CAP in the same EIR, and adopted the 2035 General Plan and associated CAP at the same time, any reference to the City's General Plan or 2035 General Plan also includes the associated CAP.

emissions inventories and reduction goals, identifies new measures and actions to reduce GHG emissions to achieve carbon neutrality by 2035, and describes how the City will adapt to the effects of a changing climate. Importantly, the CAAP is a people-centered document that prioritizes equity and champions local actions that will empower the community to play an active role in creating a vibrant and sustainable future for the City and community of West Hollywood.

The City evaluated the potential environmental effects of its 2035 General Plan and CAP in a Program Environmental Impact Report (EIR), which the City certified in September 2011 (State Clearinghouse [SCH] #2009091124).[2] The Program EIR provides a first-tier assessment of the general environmental impacts resulting from the development of land uses and implementation of policies established within the General Plan and CAP. The existing CAP is considered an implementation measure of the General Plan intended by the General Plan to be maintained and regularly updated to ensure the City's climate protection efforts reflect current legislation and emerging best practices. The updated CAAP reflects continued implementation of the General Plan; however, the City's adoption of the CAAP is subject to review under the California Environmental Quality Act (CEQA). As set forth below and in Chapter 3, an Addendum to the General Plan EIR is the appropriate level of CEQA review for the CAAP.

The City's updated CAAP is described and summarized in Chapter 2. Refer to Chapter 3 for regulatory guidance on the City's CEQA review of the CAAP.

1.2 PURPOSE OF ADDENDUM

The purpose of this Addendum to the City's certified General Plan EIR is to evaluate the potential environmental effects of the City's changes to General Plan Implementation Action IRC-A.17, which requires the City to adopt a CAP that includes measures intended to reduce

[2] The Final Program EIR is dated October 2010. The City Council adopted the 2035 General Plan and certified the corresponding EIR for the General Plan on September 19, 2011 (Resolution No. 11-4320). In this document, any reference to "General Plan EIR" refers to the City's 2035 General Plan and CAP EIR.

GHG emissions within City operations and the community at-large. As explained in Section 1.1, the City adopted its original CAP in 2011 and is now proposing the adoption of an updated CAAP.

Pursuant to CEQA Guidelines Section 15162(a), the City of West Hollywood has reviewed the CAAP and the certified Final EIR for the General Plan and CAP to determine:

1) The extent to which the potential impacts resulting from the CAAP have been addressed by the previously certified General Plan EIR.

2) Whether the CAAP creates new significant or more severe impacts than identified in the previously certified General Plan EIR.

3) Whether new circumstances or new information creates new significant or more severe impacts than identified in the previously certified General Plan EIR or requires new analysis of potential environmental effects.

4) Whether any identified new significant or more severe impacts are adequately addressed by previously approved mitigation in the certified General Plan EIR.

The City has determined that the CAAP would have similar or reduced environmental impacts from those described in the certified EIR. There are no new significant environmental impacts or previously identified significant impacts made more severe by project changes, new circumstances, or new information.

This Addendum modifies and augments the project description and environmental impact analysis contained in the certified General Plan EIR. The scope of the Addendum is limited to 1) identifying CAAP changes, 2) presenting environmental analysis of new CAAP features or new information not previously addressed, and 3) evaluating and modifying, if necessary, mitigation measures to reflect proposed CAAP changes and new information.

1.3 DOCUMENTS INCORPORATED BY REFERENCE

CEQA Guidelines Section 15150 permits an EIR or Negative Declaration to incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. When another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR under consideration, and the incorporated document itself must be made available to the public for inspection at a public place or public building. In addition, when an EIR uses incorporation by reference, it shall briefly summarize the incorporated part of the referenced document where possible, or briefly describe the referenced document if the data or information cannot be summarized, and described the relationship between the incorporated part of the referenced document and the EIR.

This Addendum incorporates by reference the City's General Plan EIR and updated CAAP in their entirety, unless modified by new information presented in Chapter 4 of this document in a manner consistent with CEQA Guidelines Section 15150. The physical and digital location where the General Pan EIR and CAAP may be reviewed is shown in Table 1-1.

Table 1-1: General Plan EIR (SCH #2009091124) and CAAP Review Location

Physical Location	Digital Location
City of West Hollywood Long Range Planning Division 8300 Santa Monica Boulevard West Hollywood, CA 90069	https://www.weho.org/city-government/download-documents/-folder-626 https://www.weho.org/city-government/city-departments/planning-and-development-services/long-range-planning/sustainability/climate-action-plan/climate-action-and-adaptation-plan

1.4 ADDENDUM ORGANIZATION

This document is organized as follows:

- Chapter 1, Introduction, provides an introduction and overview describing the intended use of this Addendum to the General Plan EIR for the City of West Hollywood CAAP.
- Chapter 2, Project Description, describes the project location, objectives, and characteristics.
- Chapter 3, describes the supplemental environmental review methodology used to prepare this Addendum.
- Chapter 4, Environmental Analysis, contains an analysis of environmental topic areas that were addressed in the City's General Plan EIR and their relationship to the proposed CAAP GHG emission reduction measures and actions.
- Chapter 5, Preparers and References, provides a list of references and identifies the individuals who were involved in the preparation of this document.
- Appendices A and B provide supporting technical information for this document.

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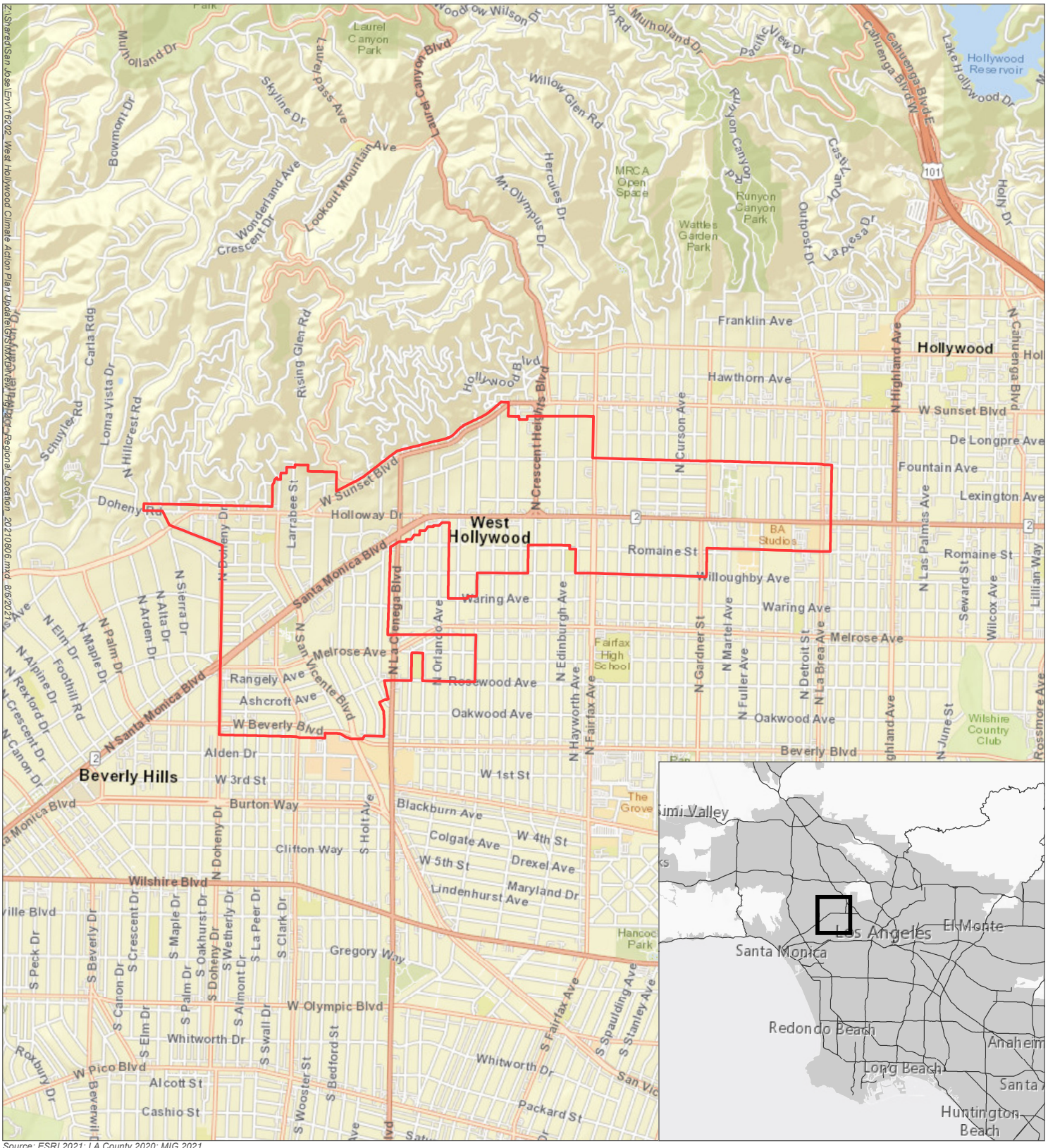
2 PROJECT DESCRIPTION

This chapter provides a detailed description of the City of West Hollywood's proposed CAAP. Please refer to Chapter 4, Environmental Analysis, for the evaluation of the potential environmental effects of this project in relation to the City's certified General Plan EIR.

2.1 PROJECT LOCATION AND SETTING

The City of West Hollywood is located in western Los Angeles County, approximately eight miles northwest of downtown Los Angeles. The City is a highly urbanized area located at the base of the Hollywood Hills. The City is bordered by the City of Los Angeles to the north, south, and east and by the City of Beverly Hills to the west (see Figure 2-1, Regional Setting). Major transportation facilities serving the City include Sunset Boulevard (State Route [SR] 2). The closest highway, U.S. 101, is located approximately two miles east of the City. The City is also served by several bus lines operated by the Los Angeles County Metropolitan Transit Authority (Metro) and the City (the Cityline bus system).

From a historical perspective, the City is located on unceded Tongva/Kizh territory that contained freshwater marshes, wetlands, and land that provided food and shelter and served as a significant site for ceremonies. The City incorporated in 1984. It has one of the highest population densities in Los Angeles County, with more than 36,000 people residing within its approximately 1.9 square mile territory. This density, however, supports a compact urban form that contributes to the City's walkability and allows the City's residents to generally have a lighter environmental footprint relative to the surrounding communities.



Source: ESRI 2021; LA County 2020; MIG 2021

0 0.5 1 2 Miles

Map Features

City of West Hollywood

Figure 2-1 Regional Location

Addendum to the General Plan and Climate Action Plan Final Program EIR: 2021 CAAP

2.2 2035 GENERAL PLAN

California state law requires each city and county to adopt a comprehensive, long-term general plan for the physical development of the city or county and any land outside its boundaries that bears relation to its planning (California Government Code Section 65300). The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. A city or county's zoning, specific plans, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan.

In accordance with California Government Code Section 65302, a general plan must address eight issue areas. These issue areas, typically addressed as general plan elements, are: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. California Government Code Section 65300.5 specifically requires that the elements and associated policy provisions are internally consistent and that no one element or provision of a general plan carries greater weight than another.

The City of West Hollywood's 2035 General Plan identifies the City's development tools and polices relative to the distribution of future land uses, provides a basis for local governmental land use decisions, and informs citizens, developers, and decision-makers of the guidelines for development in the City. The City adopted and certified the 2035 General Plan and corresponding General Plan and CAP EIR, respectively, on September 19, 2011. The 2035 General Plan was a comprehensive update that addressed all elements except Environmental Justice, which was not a required element at the time the General Plan was adopted in 2011. In 2013, the City updated the General Plan to incorporate the City's 2013-2021 Housing Element. The City anticipates updating the General Plan again by February 2022 to incorporate the new 2021-2029 Housing Element Update (City of West Hollywood, 2021B).

2.2.1 GENERAL PLAN SUSTAINABILITY AND CLIMATE ACTION PLAN

Environmental sustainability was a key guiding principle in the development of the 2035 General Plan. The General Plan contains numerous policies related to sustainability strategies

intended to reduce GHG emissions and improve the environment. Most of the General Plan's sustainability-related policies support the CAP by reducing GHG emissions and/or planning for climate change, and none of the General Plan's sustainability-related policies contradict policies in the CAP. Refer to Appendix A for a summary of policies contained in the 2035 General Plan that are related to the City's climate action planning processes and GHG emissions reductions.

As stated in the General Plan (pg. 1-7), "Policies to reduce [GHG] emissions and adapt to climate change are found throughout the West Hollywood General Plan. These include policies for multi-modal transportation in the Mobility and Land Use Chapters; for more energy efficiency, waste reduction, and water conservation in the Infrastructure, Resources, and Conservation (IRC) Chapter; and for more trees and open space in the Parks and Recreation Chapter." The 2035 General Plan also committed the City to maintaining and regularly updating a CAP as follows:

- **Goal IRC-6:** Reduce the City's contribution to global climate change, and adapt to its effects.
    - **Policy IRC-6.3:** Maintain and regularly update West Hollywood's greenhouse gas emissions inventory, greenhouse gas emissions reduction target, and [CAP] to track reduction of greenhouse gas emission from the community and from municipal operations.
- **Implementation Action A.17:** The City shall adopt a [CAP] that includes measures intended to reduce [GHG] emissions within City operations and the community at large. Overall, the goal of the CAP is to reduce West Hollywood's community-wide GHG emissions by 20 to 25% below 2008 levels. The CAP establishes a comprehensive, community-wide GHG emissions reduction strategy for West Hollywood with regard to seven elements [as follows]: a) community leadership and engagement; b) land use and community design; c) transportation and mobility; d) energy use and efficiency; e) water use and efficiency; f) waste reduction and recycling; g) green space and open space. The CAP defines community strategies and GHG reduction measures through text and maps

and recommends implementation actions for each quantified GHG reduction measure. The recommended actions serve as the basis for future programming decisions, subject to the availability of staff and funding.

Pursuant to Policy IRC-6.3 and Implementing Action IRC-A.17, the City adopted its CAP concurrently with its 2035 General Plan (in September 2011). The CAP included municipal and community-wide baseline GHG emissions inventory (for year 2008) and community-wide business-as-usual (BAU) GHG emissions projections (for years 2020 and 2035) without the implementation of any General Plan policies or CAP GHG reduction measures.[3] The CAP established a goal for the City to reduce GHG emissions by 20% to 25% below 2008 baseline levels by 2035. To accomplish this goal, the CAP identified 7 overarching emission reduction strategies, 35 GHG emissions reduction measures, and 108 discrete GHG emission reduction actions that, in combination with State legislation and regulations intended to reduce GHG emissions, would achieve West Hollywood's GHG emission reduction goal to reduce community-wide GHG emissions by 20% to 25% below 2008 baseline levels by 2035. The key metrics from the City's 2011 CAP are summarized in Table 2-1. Metrics are presented in terms of metric tons of carbon dioxide equivalents ($MTCO_2e$) per year (yr) or $MTCO_2e$ per service population (SP) per year.[4]

[3] As described on page 2-2 of the CAP, emissions reductions from State programs and regulations such as vehicle fuel efficiency standards, low carbon fuel standards, and renewable energy portfolio requirements were not included in the CAP's 2020 and 2035 BAU emissions projections.

[4] Service population is defined as the sum of the number of residents and number of jobs supported by the City.

Table 2-1: Summary of Key Metrics from the 2011 CAP			
Metric/Information	**2008**	**2020**	**2035**
Service Population (SP)			
Population	37,348	40,385	44,182
Employment	22,911	24,934	28,705
Total SP	60,259	65,319	72,887
GHG Emissions without CAP (Baseline Scenario)			
Annual GHG Emissions ($MTCO_2e$/yr)	583,213	646,232	712,451
Annual GHG Emissions Efficiency ($MTCO_2e$/SP/yr)	9.7	9.9	9.8
GHG Emissions Reduction Target			
% Reduction from 2008 Baseline[A, B,C]	N/A	15%	25%
Annual GHG Emissions Reduction Target ($MTCO_2e$/yr)	N/A	495,731	437,410
GHG Emissions with CAP[D]			
GHG Emissions with CAP ($MTCO_2e$/yr)	N/A	484,562	434,601
GHG Emissions Reductions with CAP ($MTCO_2e$/yr)	N/A	-161,670	-277,850
% Reduction from 2008 Baseline	N/A	-16.9%	-25.5%
CAP GHG Emissions Efficiency ($MTCO_2e$/SP/yr)	N/A	7.4	6.0

Source: City of West Hollywood, 2011, Table 2-1, Table 3-2, and Appendix B.

(A) Due to rounding and the presentation of emissions data in this document, (as opposed to the CAP), there are minor differences in reported numbers. For example, the 2011 CAP (page [p.] 2-3) refers to a 2035 GHG emissions reduction target of "approximately 437,000 $MTCO_2e$." These minor reporting differences do not modify the overall contents or conclusions of this Addendum.

(B) Although not an explicit goal, the CAP acknowledges its GHG reduction measures would enable the City to meet AB32 goals by exceeding a 15% reduction below 2008 baseline GHG emissions levels by 2020.

(C) The CAP establishes a goal to reduce GHG emissions by 20% to 25% below 2008 baseline levels by 2035. The 20% reduction from 2008 baseline emissions levels equals 466,570 $MTCO_2e$/yr.

(D) GHG emissions with the CAP includes emissions reductions from CAP measures and State legislation and regulations such as, but not limited to, the Low Carbon Fuels Standard (LCFS).

The CAP's 35 discrete GHG emissions reduction measures add implementation details for most of the policies in the 2035 General Plan that further sustainability strategies and achieve the City's GHG emission reduction goals. While not all of the General Plan's sustainability-related policies are intended to result in GHG emissions reductions, most support the City's climate action planning efforts. Refer to Appendix A for a list of the General Plan's sustainability-related policies that are fully or partially implemented by the City's CAP.

Since 2011, the City has made significant progress in implementing the CAP's comprehensive, community-wide strategy to reduce GHG emissions and improve community sustainability. The City's most recent CAP Annual Progress Report indicates that 81 of the 108 action items (75%)

contained in all GHG reduction measures and strategies were in progress or already completed (City of West Hollywood, 2018). In particular, reductions in water-, energy-, and transportation-related GHG emissions have facilitated the City's ability to make significant progress towards its CAP GHG emission reduction goal. Whereas the CAP sets a goal to reduce GHG emissions by 20% to 25% below 2008 baseline levels by 2035, the City estimates that, as of 2018, it had already achieved a 31% reduction in GHG emissions below 2008 baseline levels (City of West Hollywood, 2021A, p. 26). This success is primarily attributed to the City's Green Building Program, increases in solid waste diversion, new pedestrian and bicycle infrastructure, enhanced urban forest programs, and the City's 2018 Transportation Demand Management (TDM) Ordinance.

2.2.2 2035 General Plan EIR

The City adopted and certified its 2035 General Plan and corresponding General Plan and CAP EIR, respectively, on September 19, 2011. The EIR provided a program-level assessment of the general environmental impacts resulting from the development of land uses and implementation of policies established within the General Plan. As described in the EIR (pg. ES-1 and 3.8-8), the land uses envisioned under the 2035 General Plan could result in an increase of 4,274 dwelling units and approximately 2,613,129 square feet of non-residential building floor area over existing conditions. The General Plan's goals, policies, and implementation actions serve as a blueprint for future development in the City and provide the City and community with a solid basis for decisions related to land use and development in the City. As described above and summarized in Appendix A, the General Plan includes many goals and policies that directly or indirectly guide the City's approach to climate change. Although the CAP is considered an implementation action of the General Plan, it was developed simultaneously with the General Plan and its comprehensive, community-wide GHG emissions reduction strategy also guides future development and land use decisions in the City.

The CAP's recommended GHG emission reduction strategies, measures, and action items were evaluated for potential environmental impacts as part of the General Plan EIR certified in

2011;[5] however, as an implementation measure for the General Plan, the City's CAP is a separate document that may be updated numerous times throughout the life of the General Plan, as conditions change and different reduction strategies are implemented.

2.3 UPDATED CAAP (WEHO CLIMATE ACTION)

As envisioned in the 2035 General Plan, the City has updated its existing CAP to reflect changing climatic conditions, new State legislation, and recent best practices for addressing climate change. The updated CAAP – also known as WeHo Climate Action – is the City's latest comprehensive effort to plan for, address, and adapt to the impacts of climate change based on the latest scientific evidence available to the City. It represents the continued implementation of General Plan Policy IRC-6.3 (see Section 2.2.1) and associated Implementation Actions IRC-A.17 and IRC-A.18, as well as other General Plan policies and implementation actions related to sustainability, reducing GHG emissions, and improving the environment (see Appendix A). The CAAP supports the State's most recent GHG emissions reductions goals and will help the City grow efficiently, ensure long-term resiliency to a changing environmental and economic climate, and improve transportation. The updated CAAP would also serve as a Qualified GHG Reduction Strategy under CEQA (see Section 3.5), potentially simplifying development review for new projects that are consistent with the 2035 General Plan and CAAP.

The City initiated the development of the CAAP in late 2019. To develop the CAAP, the City and its consultant team, led by Buro Happold, assessed existing City plans and policies related to climate action, identified trends in local GHG emissions (for West Hollywood and other regional cities), evaluated different emission reduction scenarios and GHG reduction pathways, and conducted a climate vulnerability assessment (CVA). The City team also conducted an extensive engagement process, led by Pueblo Planning and Inner and Outer Engagement. The City team, community members, and regional climate experts provided insight into priorities and concerns

[5] For example, page 1-2 of the General Plan EIR states, "This Program EIR is not a City of West Hollywood policy document; it does, however, discuss the impacts of development pursuant to the General Plan and the associated CAP . . .".

related to climate change and sustainability. Specific emphasis was placed on engaging with specific segments of the population that will experience climate change impacts "first and worst," including, older adults, low-wealth households, immigrants, Tongva and non-Tongva Urban Indigenous peoples, people experiencing houselessness, and LGBTQIA+ youth. As a result of this engagement, the CAAP is a people-centered document that prioritizes equity and quality of life outcomes for the community of West Hollywood while championing local actions that meet the challenges of a changing climate.

As explained in more detail in the following sections, the CAAP:

- Establishes more aggressive GHG emissions reduction targets than the current CAP;
- Explores strategies to prepare for and recover from adverse climate impacts such as, but not limited to, drought, extreme heat, and flooding;
- Empowers the WeHo community to play an active role in creating a sustainable future; and
- Continues to support WeHo as a vibrant and sustainable city for current and future generations.

As explained in Section 1.3, the CAAP is incorporated by reference into this document. Please refer to Section 1.3 for the physical and digital location where the CAAP may be reviewed.

2.3.1 BASELINE GHG EMISSIONS INVENTORIES

Development of the CAAP began with adapting the City's existing 2008 baseline GHG emission inventory and developing a new 2018 baseline GHG emissions inventory that provides the benchmark from which the CAAP's GHG reduction goals are established.[6] The City developed

[6] The 2011 CAP estimated community-wide GHG emissions using a different protocol, different GWP values, and different methodologies than the 2021 CAAP. To ensure consistency in comparing emissions the 2021 CAAP reorganizes and adapts the 2008 inventory using the Global Protocol employed for the 2021 CAAP to the extent possible.

these baseline inventories using the Global Protocol for Community-scale GHG Emissions Inventories (GPC), created by the World Resources Institute, C40 Cities Climate Leadership Group, and ICLEI – Local Governments for Sustainability. When the GPC was released in 2014, it became a globally recognized standard that hundreds of cities across the globe now use to report their GHG emissions. The GPC increases the accuracy of the City's GHG emissions inventories by incorporating the GHG accounting and reporting methodology improvements that have occurred since 2011, while allowing for consistency with other inventories that use this framework. The CAAP baseline inventories were generated using the protocol's City-induced BASIC+ Framework and global warming potential (GWP) values from the Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report for the following seven GHG: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrous trifluoride (NF_3).[7,8]

[7] The protocol's City-induced Basic+ framework measures GHG emissions attributable to activities and sources within a geographic boundary and covers select scope 1, 2, and 3 emissions from each sector. Refer to Appendix A, Part I of the CAAP for a detailed description of this methodology.

[8] The potential for a particular GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is carbon dioxide (CO_2), which has a GWP of one. By comparison, methane has a GWP of 28, which means that one molecule of methane has 28 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined GWP to be expressed in terms of mass CO_2 emissions equivalents.

The baseline GHG emissions inventory focuses on GHG emissions generated by certain activities occurring within the City of West Hollywood's limits, including:[9]

- **Stationary Energy:** Natural gas and electricity use in residential, commercial, and institutional buildings and facilities.
- **Transportation:** Fuel combustion and electricity consumption in on-road passenger vehicles, light-duty and medium-duty trucks, and public transit systems (based on vehicle miles travelled, or VMT, for trips that begin and/or end within the City).
- **Product Use:** Emissions of HFCs used in aerosols, foams, refrigerants, and other products used for residential and commercial purposes.
- **Waste:** Emissions generated at landfills from the disposal and decomposition of waste as well as biological treatments (e.g., composting).
- **Water and Wastewater:** Emissions from wastewater treatment plants (process and direct biogenic emissions). The CAP also includes "other" water consumption and wastewater treatment process emissions (electricity consumption and stationary combustion of digester gas) which the City does not have direct control over.
- **Urban Trees:** emissions "sinks" that produce CO_2 during photosynthesis and store it as biomass.

The CAAP's 2008 and 2018 baseline GHG emissions inventories are summarized in Table 2-2. The CAAP baseline inventories shows significant reductions in stationary energy, on-road transportation, and water/wastewater treatment emissions between 2008 and 2018. In

[9] As explained in Section 2.3.6, the CAAP includes both municipal and community-wide GHG emissions inventories. References to GHG emissions or GHG emissions inventories in this document refer to the CAAP's community-wide emissions estimates unless otherwise specifically noted.

addition, the CAAP's adapted 2008 baseline emissions inventory is lower than the 2011 CAP's baseline emissions inventory (due to changes in inventory accounting and methodology).

Table 2-2: Summary of 2011 CAP and 2021 CAAP Baseline GHG Emissions Inventories

GHG Emissions Category	Annual GHG Emissions ($MTCO_2e$/yr)			
	2008 (Original)[A]	2008 (Adapted)[B]	2018	% Change[C]
Stationary Energy	186,575	186,575	127,824	-31%
On-Road Transportation	361,350	89,443	66,194	-26%
Product Use	N/A	8,077	13,090	+62%
Solid Waste	8,543	8,543	7,021	-18%
Water/Wastewater[D]	26,745	26,705	7,487	-72%
Urban Trees	N/A	-255	-255	0%
Total GHG Emissions ($MTCO_2e$/yr)[E]	583,213	319,088	221,361	-31%
GHG Emissions Metric	**Annual GHG Emissions Efficiency ($MTCO_2e$/capita)**			
	2008 (Original)[A]	2008 (Adapted)[B]	2018	% Change
Total GHG Emissions ($MTCO_2e$/yr)	583,213	319,088	221,361	-31%
Population	37,348	34,681	36,854	+6%
GHG Efficiency ($MTCO_2e$/capita)	15.6	9.2	6.0	-35%

Source: City of West Hollywood, 2011, Table 2-1 and Table 3-2; 2021A, Appendix A, Tables 1 to 6.

(A) The 2011 CAP uses different emissions categories. Emissions have been combined and reorganized for comparison to 2021 CAAP data.

(B) Adapted for the 2021 CAAP. See footnote 3.

(C) Percent change represents change between 2008 adapted and 2018 baseline conditions.

(D) This category includes Scope 1, Scope 2, and other Scope 3 emissions. Refer to CAAP, Appendix A, Part I for details on other Scope 3 water and wastewater emissions.

(E) Due to rounding and the presentation of emissions data in this document, (as opposed to the CAAP), there are minor differences in reported numbers of approximately 1 $MTCO_2e$ for the solid waste sector. For example, the solid waste sector is reported above to have annual GHG emissions of 7,487 MTCO2e in 2018, whereas in CAAP Appendix A, Tables 4 and 6, the listed annual GHG emissions sum to 7,486 MTCO2e; however, the total GHG emissions values reported above and in the CAAP are the same (221,361 $MTCO_2e$ in 2018). These minor reporting differences do not modify the overall contents or conclusions of this Addendum.

2.3.2 GHG Emissions Reduction Targets

The updated CAAP outlines the City's intended path to dramatically reduce GHG emissions and adapt to the impacts of a changing climate. The CAAP sets an overarching goal to achieve

community-wide carbon neutrality by 2035 and to have net negative emissions thereafter. This goal aligns with Executive Order(EO) B-55-18, issued in 2018, which set a target for statewide carbon neutrality by 2045 and to maintain net negative emissions thereafter.

To further align with State GHG reduction goals, the CAAP also ensures interim GHG emission reduction levels in 2025 and 2035 will be tracked to meet or exceed the State's other GHG reduction targets for 2030 and 2050, including:

- **EO S-3-05 9 (2005):** In June 2005, Governor Arnold Schwarzenegger issued EO S-3-05 establishing the State's GHG emission targets for 2010 (reduce GHG emissions to 2000 levels), 2020 (reduce GHG emissions to 1990 levels), and 2050 (reduce GHG emissions to 80% below 1990 levels).

- **Senate Bill (SB) 32 (2016):** Governor Brown signed SB 32 on September 8, 2016. SB 32 made the GHG reduction target established in EO B-30-15 (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal.

The CAAP's GHG reduction goals align with the latest scientific consensus regarding the need to minimize climate change induced risks, while allowing the West Hollywood community to build equity-based climate adaptation and resilience.

2.3.3 GHG Emissions Projections

After establishing the City's 2018 community-wide baseline inventory, data were gathered to evaluate how emissions within the city limits would change in the future. Using the 2018 community-wide GHG emission inventory and growth projections that are consistent with the 2035 General Plan, emission forecasts were developed for the years 2025 and 2035.[10]

[10] The population projection contained in the CAAP does not exceed the estimate contained in the 2035 General Plan and CAP. The CAAP would not alter City zoning regulations and therefore would not change non-residential building floor area estimates contained in the 2035 General Plan.

A GHG emissions forecast predicts future emissions levels based on the continuation of current trends and activities in GHG emissions sectors and accounting for population and employment growth. GHG emissions forecasts provide a basis for determining the amount of GHG emissions reductions needed to achieve GHG reduction targets. The CAAP contains two emissions forecasts:

- The "business-as-usual" (BAU) projection – This forecast estimates what GHG emissions would be if the West Hollywood community continued to act as it currently does as it grows and takes no actions to reduce emissions. The CAAP BAU projection assumes population will increase between 2018 and 2040 and result in a corresponding increase in GHG emission from the GHG emissions sectors evaluated in the CAAP (e.g., Stationary Energy, On-Road Transportation, etc.).

- The "business-as-planned" (BAP) projection –This forecast accounts for legislative actions adopted after 2018 (or resulting in GHG emission reductions after 2018) that would reduce future GHG emissions regardless of whether or not the City adopted the updated CAAP. This forecast demonstrates a more realistic emission trajectory as it accounts for State and local actions that are already in the pipeline.

Table 2-3 summarizes the CAAP's BAU and BAP forecasts. As shown in Table 2-3, legislative actions taken by the State will greatly reduce GHG emissions in the near future; however, absent additional, local action, the City would not meet its 2035 carbon neutrality goal, nor stay on track and demonstrate substantial progress towards meeting State GHG reduction goals for 2030 and 2050. The CAAP, therefore, identifies 20 measures and 60 discreet actions to reduce GHG emissions below the established interim targets, and puts the city on a path forward to meeting its carbon neutrality goal by 2035. These 20 GHG reduction measures are described in Section 2.3.4.

Table 2-3: CAAP BAU / BAP GHG Emissions Projections			
GHG Emissions Project Scenario	**Annual GHG Emissions ($MTCO_2e$/yr)**		
	2018	**2025**	**2035**
BAU GHG Emissions Projection			
Stationary Energy	127,824	126,606	129,156
On-Road Transportation	66,194	69,129	75,337
Product Use	13,090	16,210	19,093
Solid Waste	7,021	7,249	7,726
Water/Wastewater(A)	7,487	6,763	3,876
Urban Trees	-255	-255	-255
Total GHG Emissions ($MTCO_2e$/yr)(B)	221,361	225,702	234,933
% Change from 2018 Baseline	--	+2.0%	+6.2%
GHG Efficiency ($MTCO_2e$/capita)	6.0	5.9	5.8
BAP GHG Emissions Projection			
Stationary Energy	127,824	56,790	58,968
On-Road Transportation	66,194	67,900	72,568
Product Use	13,090	16,210	19,093
Solid Waste	7,021	5,887	4,807
Water/Wastewater(A)	7,487	5,742	3,266
Urban Trees	-255	-255	-255
Total GHG Emissions ($MTCO_2e$/yr) (B)	221,361	152,274	158,447
% Change from 2018 Baseline	-	-31%	-54%
GHG Efficiency ($MTCO_2e$/capita)	6.0	4.0	3.9

Source: City of West Hollywood, 2021A, Appendix A, Tables 16 to 21 and Tables 22 to 26.

(A) This category includes Scope 1, Scope 2, and other Scope 3 emissions. Refer to CAAP, Appendix A, Part I for details on other Scope 3 water and wastewater emissions.

(B) Due to rounding and the presentation of emissions data in this document, (as opposed to the CAAP), there are minor differences in reported numbers of approximately 1 $MTCO_2e$ for the solid waste sector between the table above and the CAAP; however, the total GHG emissions values reported above and in the CAAP are the same for the years listed above. These minor reporting differences do not modify the overall contents or conclusions of this Addendum.

2.3.4 CARBON NEUTRALITY SCENARIO

The CAAP recommends 20 different climate measures organized across five (5) focus areas: City Leadership and Governance (CLG); Energy (EN); Transportation, Mobility, and the Public Realm

(TM); Zero Waste (ZW); and Natural Environment (NE). The 20 climate measures contain 60 discrete actions that define the direction the City will take to realize its vision of a sustainable, resilient, and equitable West Hollywood. Due to the integral relationship between the General Plan and the CAAP (i.e., the 2011 CAP and the 2021 CAAP are both General Plan implementation actions), many of the CAAP's updated GHG reduction measures reflect current best practices for the policies already contained in the 2011 CAP and 2035 General Plan. Table 2-4 shows the 20 proposed GHG reductions measures contained in the updated CAAP and presents the estimated GHG reductions attributable to the measure. Table 2-5 summarizes how the GHG reduction measures combine with the BAP forecast to reduce GHG emissions in the City. The CAAP's GHG reduction measures, including subactions, are contained in full in the main CAAP document (see Section 1.3). Refer to Appendix B for a summary of CAAP GHG reduction measures and subactions, the potential physical environmental changes resulting from these policies, and the relationship between CAAP GHG reduction measures and previously adopted General Plan and 2011 CAP policies and measures related to climate change. As shown in Table 2-4, the implementation of GHG reduction measures identified in the CAAP would reduce 2035 BAP GHG emissions by 88,553 MTCO2e/year. With the CAAP, community-wide GHG emissions in 2035 are predicted to be 69,894MTCO2e/year, an approximately 69% reduction below 2018 baseline emissions levels (221,361 MTCO2e/yr). The CAAP would reduce community-wide GHG emissions to levels that meet the State's 2030 GHG emissions reduction requirement and demonstrate substantial progress towards the State's 2050 GHG emissions reduction goal. The City also aims to achieve carbon neutrality by 2035, ten years ahead of the State's target, and may purchase certified carbon credits under CARB's Compliance Offset Program to address residual emissions. While the CAAP would achieve significant GHG emissions reductions by 2035, it would not achieve full carbon neutrality. It is noted the CAAP's GHG emissions reductions by 2035 (69% below 2018 levels, resulting in a GHG efficiency of 1.7 $MTCO_2e$ per capita), are consistent with – and less than - the State's recommended local GHG efficiency metric of 2.0 $MTCO_2e$ per capita by 2050 contained in the 2017 Climate Change Scoping Plan.

Table 2-4: CAAP GHG Emissions Reduction Measures		
CAAP Focus Areas and GHG Emissions Reduction Measures	**Annual GHG Emission Reductions ($MTCO_2e$)**	
	2025	**2035**
City Leadership and Governance (CLG)		
CLG-1: Institutionalize carbon reduction and climate resilience in City government	Supporting measure	
CLG-2: Reduce GHG emissions in City facilities and bolster the resilience of City operations	See EN-1	
CLG-3: Lead by example in addressing consumption-based emissions	Supporting measure	
CLG-4: Foster regional partnerships to accelerate climate action and adaptation	Supporting measure	
CLG-5: Develop communications and outreach assets for climate action and adaptation	Supporting measure	
Focus Area Subtotal	0	0
Energy (EN)		
EN-1: Improve energy performance, decarbonize and improve energy resilience of the existing building stock	8,998	4,691
EN-2: Promote, support, and expand the use of local solar power and battery energy storage	See EN-1	
EN-3: Decarbonize the future building stock and implement best practices in sustainable and resilient new construction	14,319	46,949
EN-4: Enhance community energy resilience	Supporting measure	
EN-5: Promote electric vehicle readiness	See TM-2	
Focus Area Subtotal	23,317	51,640
Transportation and Mobility (TM)		
TM-1: Increase sustainable mode share in West Hollywood	2,213	2,270
TM-2: Promote zero and near zero carbon transportation	6,573	27,760
TM-3: Rethink curb space and parking assets	Supporting measure	
TM-4: Implement TDM solutions	2,660	3,462
Focus Area Subtotal	11,446	33,491
Zero Waste (ZW)		
ZW-1: Improve source reduction and recycling	Supporting measure	
ZW-2: Divert organic waste	1,192	3,156
Focus Area Subtotal	1,192	3,156
Natural Environment (NE)		
NE-1: Protect and expand the urban tree canopy	0	6
NE-2: Nurture green spaces, biodiversity, and wildlife habitat	Supporting measure	
NE-3: Improve water management	147	260
NE-4: Encourage Green Infrastructure	Supporting measure	
Focus Area Subtotal	147	266
Total Reductions from CAAP Measures	**36,101**	**88,553**

Table 2-5: CAAP GHG Emissions Reductions Summary			
Forecast Scenario	**Annual GHG Emissions ($MTCO_2e$/yr)**		
	2018	**2025**	**2035**
BAP GHG Emissions Projection(A)	221,361	152,274	158,447
City GHG Emissions with CAAP Reductions	--	116,173	69,894
% Change from 2018 Baseline	**--**	**-47.6%**	**-68.4%**
GHG Efficiency with CAAP Reductions	**--**	**3.1**	**1.7**
Source: City of West Hollywood, 2021A, Appendix A, Table 26 and Table 37. (A) See Table 2-3.			

As summarized in Appendix B, all of the 60 discreet action items identified in the 2021 CAAP are built upon or related to previously adopted policies and actions in the City's General Plan and 2011 CAP, respectively. None of the updated CAAP's GHG reduction measures would require either an amendment to the existing General Plan or the addition of a new policy entirely to the General Plan. Since the GHG reduction measures proposed in the 2021 CAAP are directly tied to the policies contained in the adopted 2035 General Plan and 2011 CAP, the potential environmental effects of the updated GHG emission reduction measures have already been considered, to a large degree, in the 2035 General Plan EIR. This Addendum, therefore, evaluates the potential environmental effects associated with potential aspects of the CAAP GHG reduction measures that may be different than previous policy actions. This includes any potential new or more severe construction or operational-related impacts resulting from updated CAAP measures.

2.3.4.1 Carbon Offsets

The CAAP's Carbon Neutrality scenario builds on BAP projections and includes sector-specific pathways to reduce community-wide GHG emissions by 69% below 2018 levels by 2035. The main sources of residual emissions include fossil-fuel based transportation, HFC-based refrigerants, and methane from organic waste diverted to landfills. The City anticipates that additional technological advancements between now and 2035 will have the potential to reduce residual emissions; however, if these residual emissions cannot be reduced, the City will consider the purchase of certified carbon credits (offsets) to achieve carbon neutrality by 2035.

Such offsets would be additional, enforceable, and permanent pursuant to the latest carbon offset registry procedures established by the California Air Resources Board (CARB) and/or the U.S. Environmental Protection Agency (USEPA) at the time the credit is purchased. The City would also prioritize local and regional offsets if and when available.

As described in Section 2.3.5, the General Plan and CAAP include provisions for regular evaluation and reporting of CAAP progress as well as updates to the CAAP as needed to keep the City on track to achieve carbon neutrality and demonstrate substantial progress towards State GHG emissions reduction requirements. The City is not, at this time, proposing certified carbon credits as a GHG reduction measure in the CAAP and, therefore, this Addendum does not consider or evaluate the impacts or implementation procedures associated with carbon offsets. As set forth in the CAAP, the City will re-evaluate the need for offsets every five years as the CAAP is updated.

2.3.5 MONITORING AND TRACKING

General Plan Implementation Action IRC-A.18 requires the City to periodically update its GHG emissions inventories and assess the status of its climate action planning effort as follows:

- **IRC-A.18: Monitor GHG Reduction Targets**. Every 5 years, update the GHG emissions inventory and assess the Climate Action Plan actions to ensure that the City is meeting its GHG reduction targets.

As set forth in the CAAP (p. 112), the City will use various implementation methods such as code updates, financing and incentives, program development, education and outreach, and partnerships to accelerate climate progress. The Long-Range Planning Division will evaluate and monitor the effectiveness of CAAP measures and work with City Staff to amend the plan if it is not achieving the proposed GHG reduction and adaptation targets. The CAAP identifies the City will update its community-wide and municipal GHG inventories every three years, prepare annual internal evaluation reports for City Council, and share biennial progress reports through the City's CAAP website. Consistent with IRC-A.18, the CAAP is a living document that the City will update every five years to reflect and respond to changing federal and state regulations,

improvements in technology, and changes in market conditions and economic trends that relate to climate change.

2.3.6 MUNICIPAL GHG EMISSIONS

The updated CAAP also adapted the City's existing 2008 municipal GHG emissions inventory and developed a new 2018 baseline GHG emissions inventory. This information is presented in detail in CAAP Appendix A, Part I.

The City's municipal inventory includes emission from City-owned and operated buildings, streetlights and traffic signals, vehicle and transit fleet (including public EV chargers), and other employee activities (such as commuting, business travel, waste generation, and water consumption). In 2018, municipal GHG emissions from the City of West Hollywood were 2,270 $MTCO_2e$, which is 24% lower than the City's 2008 baseline.

Although tracked separately, the City's municipal GHG emissions are a subset of the broader community-wide GHG emissions inventory information presented in the CAAP. The CAAP's City Leadership and Governance focus areas includes measures and actions that affirm the City's intent to lead by example with regards to reducing municipal and community-wide GHG emissions and adopting climate-responsive practices, work with partners across Southern California, and communicate climate-related concerns and initiatives.

2.3.7 CLIMATE VULNERABILITY

As explained in Section 2.3, development of the CAAP included a Climate Vulnerability Assessment (CVA) that identifies and facilitates understanding of the City's vulnerability and sensitivity to climate change risk, including at-risk infrastructure and populations, and potential adaptation strategies for addressing these risks. In general, the City of West Hollywood is less vulnerable to climate change risk than other communities in the Los Angeles region; however, the City is expected to experience increasing heat waves, intense rain events, wildfires, and drought. In addition to reducing GHG emissions, the CAAP's focus areas, measures, and actions also plan and provide for adapting to climate change risks through provisions for green

facilities, infrastructure, and equipment that protect physical assets from intense heat and rain events, conservation measures that ensure water is used efficiently, and a people-centered approach that reduces the vulnerability of at-risk populations to intense heat, rain, wildfire, drought, and other climate risks.

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

Similar to the 2035 General Plan and CAP, the City's updated CAAP is a program-level document that does not authorize or permit any specific development project. Accordingly, no permits or approvals are required from other agencies for the proposed CAAP. Nonetheless, the success of the CAAP relies on collaborative and dynamic partnerships with the private sector, community groups, other agencies, and stakeholders. Specifically, the following agencies and organizations are identified as example partners that will assist the City in implementing its updated CAAP:

- Athens Waste Services
- Clean Power Alliance
- Sacred Places Institute for Indigenous Peoples
- Southern California Edison
- South Coast Air Quality Management District
- Southern California Association of Governments
- West Hollywood City Commissions and Advisory Boards

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3 SUPPLEMENTAL ENVIRONMENTAL REVIEW METHODOLOGY

This Chapter describes the supplemental environmental review methodology used to evaluate the proposed CAAP and prepare this Addendum.

3.1 2035 GENERAL PLAN EIR

Refer to Sections 1.1 and 2.2 for pertinent background information on the City's certified General Plan and Climate Action Plan EIR.

3.2 PROGRAM EIR USE WITH LATER ACTIVITIES

In accordance with CEQA Guidelines Section 15168(c), the City must examine proposed activities and projects within its General Plan jurisdiction to determine whether additional environmental documentation is required. Pursuant to CEQA Guidelines Section 15168(c)(1), if the City determines a proposed activity or project would have effects that were not examined in the General Plan EIR, the City could need to evaluate the potential impacts of that activity under Public Resources Code Section 21166, which only requires subsequent CEQA review in certain circumstances. If, however, the City determines, pursuant to CEQA Guidelines Section 15168(c)(2), that the proposed activity or project is within the scope General Plan EIR, no further CEQA review would be required.

CEQA Guidelines Section 15162(a) provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the

involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR;

   b. Significant effects previously examines will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15163 provides that a Lead Agency can prepare a supplement to an EIR rather than a subsequent EIR if a subsequent EIR pursuant to CEQA Guidelines Section 15162 is required and only minor additions or changes are needed to make the previous EIR adequate to address the changed situation.

CEQA Guidelines Section 15164 provides that the Lead Agency may prepare an Addendum to a certified EIR if none of the conditions described in CEQA Guidelines Section 15162 have occurred. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 must be included in the Addendum, Lead Agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

3.3 ENVIRONMENTAL REVIEW PROCESS AND FINDINGS

Pursuant to CEQA Guidelines Section 15162(a), the City of West Hollywood has reviewed the CAAP, public comments received on the CAAP, and the certified Final EIR for the 2035 General Plan and 2011 CAP to determine:

1) The extent to which the potential impacts resulting from the CAAP have been addressed by the previously certified General Plan EIR.
2) Whether the CAAP creates new significant or more severe impacts than identified in the previously certified General Plan EIR.
3) Whether new circumstances or new information creates new significant or more severe impacts than identified in the previously certified General Plan EIR or requires new analysis of potential environmental effects.
4) Whether any identified new significant or more severe impacts are adequately addressed by previously approved mitigation in the certified General Plan EIR.

As described in Chapter 2, Project Description, the updated CAAP includes GHG emission reduction measures that are similar to existing policy direction and GHG reduction measures contained in the 2035 General Plan and CAP. The City has determined that the CAAP would have similar or reduced environmental impacts from those described in the certified EIR. There are no new significant environmental impacts or previously identified significant impacts made more severe by project changes, new circumstances, or new information. Therefore, the City has determined not to prepare a subsequent EIR pursuant to CEQA Guidelines Section 15162. Rather, the City has determined that an EIR addendum should be prepared as the appropriate CEQA document to address adoption of the CAAP in accordance with CEQA Guideline Section 15164. A description of the environmental checklist used to reach this determination is provided in Section 3.3.1.

CEQA Guideline Section 15164(c) provides that an addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration that constitute the prior environmental documentation record for the project.

3.3.1 PROPOSED PROJECT CHANGES

The proposed CAAP, as described and summarized in Chapter 2, would not result in new significant impacts or substantially more severe significant impacts. The environmental impacts associated with the updated CAAP would remain substantially the same as or less than the levels described in the certified General Plan EIR. No new mitigation is required for the project. A full discussion of the proposed CAAP's potential environmental effects is presented in Chapter 4.

3.3.2 CHANGES IN CIRCUMSTANCES

There are no changed circumstances involving new significant impacts or substantially more severe significant impacts. While the baseline conditions for GHG emissions in the proposed CAAP are different than those in the General Plan, this would not create significant impacts since the City's updated GHG emissions inventories and projections are lower than the estimated contained in the CAP and General Plan EIR. In addition, as described in Chapter 4, other minor changes to the baseline environmental and regulatory setting information presented in the General Plan EIR have occurred since 2011(e.g., new Specific Plans, changes to fire hazard severity zones, etc.); however, no substantial changes to baseline conditions used in the General Plan EIR have been identified that result in new significant or more severe impacts than identified in the General Plan EIR. As a result, the impacts of the proposed Project are within the scope of the certified General Plan EIR as documented in Chapter 4.

3.3.3 NEW INFORMATION

New information has been made available since certification of the General Plan EIR in the form of new CEQA Guidelines, Appendix G Environmental Evaluation Checklist. Most recently, the State Office of Planning and Research amended the checklist on December 28, 2018. This new checklist is presented in Chapter 4; however, for ease of reference and consistency with the General Plan EIR, the checklist also includes certain environmental review questions from the General Plan EIR.

In addition, as described in Chapter 4, new information has been made available on the environmental and regulatory setting of several resource topics evaluated in the certified General Plan EIR. For example, the City has adopted several new specific plans since 2011.

The new environmental checklist and other new information does not result in new significant impacts or increase the severity of known significant impacts, nor does it alter the feasibility of mitigation or alternatives previously considered in the certified General Plan EIR. There is no other new information that requires the evaluation of new mitigation measures or alternatives to the General Plan EIR.

3.3.4 ADEQUACY OF GENERAL PLAN EIR MITIGATION

The proposed CAAP does not result in new significant environmental impacts that have not been previously disclosed in the certified General Plan EIR. The General Plan EIR mitigation measures remain adequate to fully address the proposed CAAP's potential adverse environmental effects. No new mitigation is required for the CAAP.

3.4 ENVIRONMENTAL CHECKLIST EVALUATION CATEGORIES

The purpose of the environmental checklist presented in Chapter 4 is to evaluate whether any of the criteria enumerated in CEQA Guidelines Section 15162(a) requiring the preparation of a subsequent EIR are applicable to the proposed CAAP (i.e., changed circumstances, project changes, or new information of substantial importance that may result in a new or more severe impact than identified in the General Plan EIR; see Section 3.2). The checklist used in this Consistency Analysis was obtained from the CEQA Guidelines, Appendix G. The row titles of the checklist include the full range of environmental topics as presented in Appendix G of the State CEQA Guidelines, with some modifications made to reflect the specific impacts evaluations contained in the General Plan EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed

with mitigation measures in the EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the project were adequately addressed in the EIR, and the environmental impact significance conclusions of the EIR remain applicable.

The purpose of each column of the checklist is described below.

"Where was the impact analyzed in the General Plan EIR"

This column provides a cross-reference to the pages of the General Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic.

"Does the proposed CAAP Involve New and/or more severe significant impacts?"

This column indicates the significance of the environmental impacts of the project-specific features not considered in the General Plan and its EIR.

"Do new circumstances involving new and/or substantially more severe significant impacts?"

Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates whether there have been changes to the project site or the vicinity (the circumstances under which the project would be undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Neither CEQA nor the CEQA Guidelines define the term "substantial"; however, CEQA Guidelines Section 15382 defines the term "significant effect on the environment" as:

> ". . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a

> significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

"Does new information require new analysis or verification?"

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete is available, requiring an update to the analysis of the EIR to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of the environmental checklist review finds that the conclusions of the prior environmental document remains the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant

levels. (See River Valley Preservation Project v. Metropolitan Transit Development Board (1995) 37 Cal.App.4th 154, 168.)

"Do the previously adopted mitigation measures address/resolve impacts?"

This column indicates whether the prior environmental documents and adopted CEQA findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, the environmental checklist review concludes that there was no impact, or the impact was less than significant and, therefore, no mitigation measures are needed.

3.4.1 Updated Setting and Discussion of Effects

Updates setting information and a discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.5 TIERING AND STREAMLINING THE ANALYSIS OF GREENHOUSE GAS EMISSIONS

State CEQA Guidelines Section 15183.5 includes the following provisions for addressing GHG emissions:

(a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

(b) Plan for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to section 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidences, below which the contribution to greenhouse gas emission from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

This Addendum analyzes the potential environmental impacts that may result from the implementation of the CAAP. It can facilitate future environmental review of projects by

enabling them to tier from and/or incorporate by reference the analysis presented in the City of West Hollywood General Plan and Climate Action Plan EIR, inclusive of this EIR Addendum.

The CAAP meets all of the qualifications set forth in CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, by including the following components.

- A quantified inventory of GHG emissions resulting from activities within the City's boundaries for baseline year 2018 and projected year 2025 and 2035 (CAAP Chapter 4 and Appendix A, Greenhouse Gas Accounting and Projections Methodology).

- A level of emissions, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the General Plan would not be cumulatively considerable (CAAP Chapter 4, Chapter 6, and Appendix A, Greenhouse Gas Accounting and Projections Methodology).

- Identification and analysis of GHG emissions anticipated because of anticipated development and specific actions proposed in the CAAP (CAAP Chapter 4 and Appendix A, Greenhouse Gas Accounting and Projections Methodology).

- CAAP measures and sub-actions that can be implemented on a project by-project basis to achieve the target of carbon neutrality by 2035 (CAAP Chapter 6).

- Mechanisms to monitor the CAAP's progress toward achieving the City's GHG emissions levels and reduction targets and to require amendment if the CAAP is not achieving the specified GHG emissions levels (CAAP Chapter 8).

- Adoption in a public process following environmental review.

The CAAP outlines West Hollywood's plans to reduce its GHG emissions through climate measures in government operations, energy, transportation, waste, and the natural environment. The CAAP intends to implement its climate measures to meet interim GHG emissions goals for 2030 and to make substantial progress to becoming carbon neutral by 2035

and have net-negative emissions in the following years. These goals align with current State GHG reduction targets.

Following adoption, the City of West Hollywood will implement policies and programs outlined in the CAAP. The Long-Range Planning Division will monitor the implementation of CAAP measures, and work with City Staff to amend the CAAP if the measures are not effective in achieving emissions reduction and adaptation goals. The City will continue to work on the CAAP after it is adopted, with updates to the GHG inventories and the CAAP itself, along with evaluation reports and progress reports.

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4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

AESTHETICS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	pp. 3.1-7 to 3.1-8	No	No	No	Not Applicable[(A)]
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	p 3.1-8	No	No	No	Not Applicable[(A)]
c) In non-urbanized area, substantially degrade the existing views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict would applicable zoning and other regulations governing scenic quality?	p. 3.1-11	No	No	No	Not Applicable[(A)]

AESTHETICS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the Planning area or its surroundings?	pp. 3.1-9 to 3.1-11	No	No	No	Not Applicable(A)
e) Create a new source of shade or shadow that would adversely affect shade/shadow sensitive structures or uses?(B)	p. 3.1-11	No	No	No	Not Applicable(A
(A) The certified EIR did not have mitigation identified for this environmental issue. (B) This issue is specific to the General Plan EIR and is not contained in CEQA Guidelines Appendix G, Section I.					

4.1.1 UPDATED AESTHETICS SETTING

The City's aesthetics and visual resources environmental and regulatory setting is presented on Final EIR pp. 3.1-1 to 3.1-6. Since September 2011, the City has adopted several new plans that guide and shape the nature of development in West Hollywood, including:

- 2014 West Hollywood Design District Streetscape Master Plan;
- 2014 West Hollywood Overlay District and Design Guidelines;
- 2017 Eastside Communities Priorities Plan;
- 2017 Norma Triangle Overlay District and Design Guidelines; and
- 2019 amendments to the Sunset Specific Plan;

These new plans are consistent with the goals and policies contained in the 2035 General Plan. The City continues to be an urbanized areas, and development projects are subject to the City's zoning, General Plan, and other land use standards. While development has occurred in the City since 2011, the environmental and regulatory setting of the City remains substantially unchanged from that described in the 2035 General Plan EIR.

4.1.2 AESTHETICS DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the aesthetic issue areas identified above. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not alter any land use designations or development intensities established by the city, nor would it involve substantial new sources of light/glare or shade/shadow. As shown in Appendix B, there are 12 measures that could have potential low to moderate aesthetics impacts (CLG-2A, EN-1A, EN-3A, TM-1A, TM-1B, TM-1C, TM-1D, TM-1F, TM-2A, TM-2B, TM-2C, and NE-4A). Many of these impacts are due to temporary construction activities that would not permanently modify the visual character or quality of an area or result in new sources of light and glare. Other potential effects could occur from the installation of building energy systems, charging infrastructure, or complete streets infrastructure; however, this infrastructure would be sized according to each individual project's energy needs and designed to fit into each individual project's visual resource characteristics. For these reasons, and as outlined in Appendix B, the CAAP would not result in new or substantially more severe aesthetic impacts than identified in the General Plan EIR.

As described above, the aesthetics setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant aesthetics than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant aesthetics impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant aesthetics impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse aesthetics impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to aesthetics or visual resources.

For the reasons described above, the conclusions of the General Plan EIR relating to aesthetics remain valid. No additional CEQA analysis is required for the CAAP.

4.2 AGRICULTURE AND FORESTRY RESOURCES

AGRICULTURE AND FORESTRY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. *Would the project:*					
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?	p. 4-26	No	No	No	Not Applicable[(A)]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	p. 4-26	No	No	No	Not Applicable[(A)]

AGRICULTURE AND FORESTRY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
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))?	p. 4-26	No	No	No	Not Applicable(A)
d) Result in the loss of forest land or conversion of forest land to non-forest use?	p. 4-26	No	No	No	Not Applicable(A)
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?	p. 4-26	No	No	No	Not Applicable(A
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.2.1 UPDATED AGRICULTURE AND FORESTRY RESOURCES SETTING

The City's agriculture and forestry resources environmental and regulatory setting is presented on Final EIR p. 4-26. The City of West Hollywood is completely built out and is located in an urbanized area of Los Angeles County. Designated farmland or zoned agricultural lands do not exist in West Hollywood. There have been no changes to this setting information since the City certified the General Plan EIR in September 2011.

4.2.2 AGRICULTURAL AND FORESTRY RESOURCES DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the agriculture and forestry resources issue areas identified above. As described in above, the City of West Hollywood is an urbanized area that contains no designated agricultural or forestry lands. Since these resources do not exist in the City, the CAAP would have no potential to result in new or substantially more severe agricultural or forestry resources impacts than identified in the General Plan EIR. There are no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to agricultural and forestry resources.

For these reasons described above, the conclusions of the General Plan EIR relating to agricultural and forestry resources remain valid. No additional CEQA analysis is required for the CAAP.

4.3 AIR QUALITY

AIR QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. *Would the project:*					
a) Conflict with or obstruct implementation of the applicable air quality plan?	pp.3.2-23 to 3.2-26; pp. 3.2-35 to 3.2-37	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measures 3.2-1 to 3.2-5 to reduce potential emissions of non-attainment pollutants and exposure of sensitive receptors to
b) 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?	p. 3.2-28; pp. 4.13 to 4-14	No	No	No	

AIR QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
c) Expose sensitive receptors to substantial pollutant concentrations?	pp.3.2-29 to 3.2-31; pp. 3.2-37 to 3.2-38	No	No	No	toxic air contaminants. The General Plan EIR concluded these impacts would remain significant and unavoidable even with Mitigation Measures 3.2-1 to 3.2-5. Mitigation Measures 3.2-1 to 3.2-5 fully address impacts associated with the CAAP. No new mitigation is required.

AIR QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	pp.3.2-11 to 3.2-12; pp. 3.2-33 to 3.2-35	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.3.1 UPDATED AIR QUALITY SETTING

The City's air quality environmental and regulatory setting is presented on Final EIR pp. 3.2-1 to 3.2-20. In 2011, the South Coast Air Basin was classified as a Federal and State nonattainment area of ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$), as well as a Federal attainment/maintenance area of carbon monoxide (CO). Since September 2011, air quality in the South Coast Air Basin has generally improved due to more stringent mobile source emission standards enacted at the State level, and additional rules and regulations enacted by the South Coast Air Quality Management District (SCAQMD) on the regional level. Although air quality has improved, the South Coast Air Basin remains classified as a Federal and State nonattainment for ozone, PM_{10}, and $PM_{2.5}$, as well as a Federal attainment/maintenance area for CO (the same as in 2011). In late 2010, the USEPA designated the Los Angeles County portion of the South Coast Air Basin as nonattainment for 2008 lead air quality standards.

The General Plan EIR described that the applicable air quality plan was the SCAQMD's 2003 and 2007 Air Quality Management Plan (AQMP). The SCAQMD adopted its 2016 AQMP on March 3, 2017. The 2016 AQMP provides new and revised demonstration's for how the SCAQMD, in coordination with federal, State, regional and local governments will bring the SCAG region back into attainment for the following NAAQS: 2008 8-hour ozone; 2012 annual PM2.5; 2006 24-hour PM2.5; 1997 8-hour ozone; and 1997 1-hour ozone. The emission forecasts and demonstrations presented in the 2016 AQMP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land uses projections contained in SCAG's 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)[11], which incorporates growth projections from the City's 2035 General Plan.

4.3.2 AIR QUALITY DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in population growth that exceed SCAQMD and SCAG projections for the City and generate construction and operational emissions of non-attainment pollutants (except lead) that would exceed SCAQMD-recommended CEQA thresholds and potentially expose sensitive receptors to substantial pollutant concentrations. The General Plan EIR also concluded that the 2035 General Plan would not result in significant odor impacts.

The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not alter any land use designations or development intensities established by the city and,

[11] Adopted in 2017, the SCAQMD's 2016 AQMP is based on growth projections contained in the 2016 RTP/SCS. For information purposes, it is noted that on September 3, 2020, SCAG's Regional Council adopted "Connect SoCal", the 2020-2045 RTP/SCS, which is designed to meet the regional SCS GHG reduction targets established for SCAG by CARB.

therefore, would not cause or contribute to growth that exceeds current City projections included in the SCAQMD's latest 2016 AQMP. As summarized in Appendix B, the CAAP could result in minor, temporary demolition, trenching, grading, and other construction activities associated with the installation of infrastructure and equipment such as, but not limited to, zero net energy building systems (e.g., solar panels, heat pumps, battery energy storage systems), electric vehicle (EV) charging infrastructure, street and road mobility improvements, and transit infrastructure improvements. These construction activities would generate temporary emissions of nonattainment pollutants (excepting lead); however, such activities were contemplated and are consistent with the previous environmental analyses conducted for the General Plan and CAP. In addition, while the primary purpose of the CAAP is to reduce GHG emissions, it would also reduce long-term/operational emissions of non-attainment pollutants in the City through the implementation of measures and actions that increase mobility options, reduce vehicle miles travelled (VMT), reduce the amount of combustion vehicles on the roadway, and improve building energy efficiency in the City. The decrease in operational emissions associated with the CAAP's GHG reduction measures would likely offset any increase in short-term construction air quality emissions associated with the same measures and result in a net air quality benefit to the City and the South Coast Air Basin. The CAAP also would not involve any measures or actions that would generate sustained odors that could impact a substantial number of people. For these reasons, the CAAP would not result in new or substantially more severe air quality impacts than identified in the General Plan EIR.

As described above, the air quality setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant air quality effects than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.2-1 to 3.2-5 to reduce potential increase in construction and operational emissions associated with growth envisioned by the General Plan. These measures generally require the City to:

- Reduce fugitive dust during the construction of all projects (Mitigation Measure 3.2-1).

- Require each project applicant to reduce exhaust emissions from construction equipment (Mitigation Measure 3.2-2).

- Distribute public information regarding pollution impacts of two-stroke engines (Mitigation Measure 3.2-3).

- Work with the SCAQMD and the Southern California Association of Governments (SCAG) to implement the AQMP and meet all Federal and State air quality standards for pollutants. As part of this effort, the City shall implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources (Mitigation Measure 3.2-4).

- Implement measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution (Mitigation Measure 3.2-5).

The General Plan EIR concluded Mitigation Measures 3.2-1 to 3.2-5 would reduce emissions, but not to less than significant levels. The General Plan EIR concluded all feasible mitigation measures were incorporated into the project; no infeasible measures were identified.

The General Plan also considered three alternatives to the General Plan. The EIR concluded the No Project Alternative would be likely to increase the severity of identified air quality impacts, while the Two Transit Overlay Areas Only and Extensive TDM alternatives would be likely to lessen identified air quality impacts due to less development and growth and lower VMT/mobile source emissions associated with these alternatives, respectively. The No Project Alternative was found to be infeasible because it would adequately address the economic, environmental, and social needs of the City and community of West Hollywood. The Two Transit Overlay Areas Only Alternative was found to be infeasible because it would not meet two of the City's objectives for the General Plan and meet the three remaining objectives to a lesser extent than the proposed project. The Extensive TDM Alternative was also found to be infeasible because its effectiveness was largely predicated on extension of the Metro Redline to

West Hollywood, which would require a high level of regional coordination outside of the City's jurisdiction and control. Absent this extension the alternative would increase costs to the City and developments. The CAAP is distinct from these alternatives because it would be consistent with the General Plan and meet the economic, environmental, and social needs of the City and community of West Hollywood, and the implementation of CAAP measures and action items to increase mobility and reduce VMT and vehicle trips is not predicated on a Metro Extension, nor would it increase costs in a similar manner to the Extensive TDM alternative identified in the General Plan EIR.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant air quality effects not discussed in the General Plan EIR; 2) Significant air quality effects discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant air quality impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant air quality impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to air quality remain valid. No additional CEQA analysis is required for the CAAP.

4.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Have a significant 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?	p. 3.3-6	No	No	No	Not Applicable[(A)]

BIOLOGICAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
b) Have a significant adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	p. 3.3-6	No	No	No	Not Applicable[(A)]
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	p. 3.3-6	No	No	No	Not Applicable[(A)]

BIOLOGICAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
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?	pp. 3.3-6 to 3.3-7	No	No	No	Not Applicable(A)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation	p. 3.3-7	No	No	No	Not Applicable(A)
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?	pp. 3.3-7 to 3.3-8	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.4.1 UPDATED BIOLOGICAL RESOURCES SETTING

The City's biological resources environmental and regulatory setting is presented on Final EIR pp. 3.3-1 to 3.3-5. As an urbanized area, the City does not, in general, contain suitable habitat for sensitive plant and wildlife species, and there are no sensitive habitats (e.g., riparian habitat, sensitive natural communities) or major migration corridors in the City. The City published an Urban Forestry Management Plan in 2019 to establish and maintain healthy public trees. It was developed in part to comply with the General Plan's requirement for a street tree master plan and is consistent with the goals and policies contained in the 2035 General Plan. There have been no other substantial changes to the biological resources setting information since the City certified the General Plan EIR in September 2011.

4.4.2 BIOLOGICAL RESOURCES DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the biological resources issue areas identified above. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are new or substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not involve activities in or near sensitive habitats or have the potential to impact special-status plant and wildlife species because the City is an urbanized area that generally does not contain such habitat or species. The CAAP's Natural Environment focus area includes measures and actions that support healthy urban forests, re-establish small natural and green spaces, and pursue new wildlife habitat gardens. These actions would result in a beneficial impact on biological resources. For these reasons, the CAAP would not result in new or substantially more severe adverse biological resources impacts than identified in the General Plan EIR.

As described above, the biological resources setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or

substantially more severe significant biological resources effects than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant biological resources impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant biological resources impact. All CAAP activities would occur in compliance with Federal and State regulations that govern biological resources, including the Migratory Bird Treaty Act. As described above, the City of West Hollywood is an urbanized area that generally does not contain sensitive habitat or support special-status plant and wildlife species. Since activities would occur in compliance with regulations, and since the City generally does not contain sensitive biological resources, the CAAP would have no potential to result in new or substantially more severe adverse biological resources impacts than identified in the General Plan EIR. There are no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to biological resources.

For the reasons described above, the conclusions of the General Plan EIR relating to biological resources remain valid. No additional CEQA analysis is required for the CAAP.

4.5 CULTURAL RESOURCES

CULTURAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	pp. 3.4-17 to 3.4-19	No	No	No	Not Applicable(A)
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	pp. 3.4-19 to 3.4-20	No	No	No	Not Applicable(A)
c) Disturb any human remains, including those interred outside of formal cemeteries?	pp. 3.4-19 to 3.4-20	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.5.1 UPDATED CULTURAL RESOURCES SETTING

The City's cultural resources environmental and regulatory setting is presented on Final EIR pp. 3.4-1 to 3.4-15. The General Plan EIR identified the City contains many documented historic resources (including residential, hotel, and commercial buildings, and historic districts), but no documented prehistoric or historic archaeological resources. In general, due to the developed nature of the City, there have not been substantial changes to the General Plan EIR's setting

information. Due to the passage of time, however, additional buildings, structures, and other features of the City may now be eligible for evaluation and listing as a historical resource. In addition, there may continue to be previously undiscovered (i.e., unrecorded) archaeological resources in the City.

4.5.2 CULTURAL RESOURCES DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on cultural resources with the implementation of the City's General Plan policies, including the Historic Preservation Element. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The CAAP's Energy and Transportation and Mobility focus areas include measures and actions that may result in building envelopes, energy systems, or structural components, as well as streetscape and other transportation infrastructure improvements that could have the potential to impact recorded and unrecorded cultural resources. The CAAP, however, would be implemented in a manner consistent with the General Plan, including the Historic Preservation Element, which contains policies specifically written to address impacts to cultural, historic, and archaeological resources. For example, General Plan Policy HP-3.6 requires the suspension of development activities if archaeological resources are discovered, and requires the project sponsor to retain an archaeologist, who will be in coordination with appropriate agencies and representatives, to oversee handling of the resource. For these reasons, the CAAP would not result in new or substantially more severe adverse cultural resources impacts than identified in the General Plan EIR.

As described above, the cultural resources setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant cultural resources impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant cultural resources impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant cultural resources impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse cultural resources impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to cultural resources.

For the reasons described above, the conclusions of the General Plan EIR relating to cultural resources remain valid. No additional CEQA analysis is required for the CAAP.

4.6 ENERGY

ENERGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	pp. 3.2-22 to 3.2-23; pp. 3.12-54 to 3.12-57	No	No	No	Not Applicable[(A)]

ENERGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	p. 3.8-9; pp. 3.15-31 to 3.15-32	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.6.1 UPDATED ENERGY SETTING

The City's energy environmental and regulatory setting is presented on Final EIR pp. pp. 3.12-54 to 3.12-57 and 3.15-1 to 3.15-17. In general, the environmental setting with regards to energy infrastructure and utility suppliers has not changed substantially since the City certified the General Plan EIR in September 2011; however, in 2017, the City joined the Clean Power Alliance, a community-choice aggregation program that provides renewable and GHG-free electricity options to City residents and business. In February 2019, all residents and businesses were opted in to the 100% renewable, 100% GHG-free electricity option offered by the Clean Power Alliance unless they specially opted out of the program. In addition, several new regulations related to energy resources have been updated and or adopted, including:

- **Renewable Portfolio Standard (RPS) Program:** In 2018, SB100 revised the State's RPS program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

- **Low Carbon Fuel Standard (LCFS) Program:** In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector. Under the 2018 amendments, the LCFS regulation now requires a reduction of at least 20 percent in CI by 2030 and beyond.

- **California Building Code:** California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements; and extending Title 24 Part 6 to apply to healthcare facilities.

- **CEQA Amendments:** The 2019 CEQA Guidelines amendments incorporate a new subdivision (b) of Section 15126.2, Consideration and Discussion of Significant Environmental Impacts. While the existing Appendix F (revised in 2009) clarifies that analysis of energy impacts is mandatory, the Agency added subdivision (b) to section 15126.2 to remove any question about whether such an analysis is required. The revised CEQA Guidelines also add a new impact category – "Energy" – to Appendix G, incorporating the changes to Section 15126.2(b) discussed above.

- **Advanced Clean Cars (and related legislation):** In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions. Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars

and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

As noted, the major energy infrastructure in the City is substantially unchanged from 2011; however, energy consumption has decreased due to the increases in energy efficiency and other regulatory changes described above.

4.6.2 ENERGY DISCUSSION

The energy significance criteria listed above were not explicitly included in the General Plan EIR; however, the General Plan EIR concluded the General Plan and CAP would result in less than significant impacts related to energy infrastructure due to the City's Green Building Program and inclusion of policies in the General Plan and CAP intended to reduce the total and per capita energy consumption in the City. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The CAAP would not alter any land use designations or development intensities established by the city and, therefore, would not result in growth that could increase total or per capita energy consumption in the City. Rather, the CAAP includes numerous actions that would improve energy efficiency in the City as it strives to achieve carbon neutrality by 2035. The CAAP's Energy focus area, as well as the Natural Environment focus area, include measures and actions that improve building energy efficiency through implementation of infrastructure and buildings (e.g., zero net energy developments), advanced technologies (e.g., battery energy storage systems), and design features (e.g., green roofs). In addition, the CAAP's Transportation and Mobility focus area includes measures and actions that increase alternative mobility options and support the transition to electric vehicles, thereby reducing fuel combustion. While these actions would result in temporary construction activities that consume fuel, the long-

term improvement in energy efficiency and overall reduction in energy consumption would offset fuel use in construction activities. The CAAP's emphasis on decarbonization of buildings and numerous actions promoting City- and community-wide energy efficiency are consistent with State plans and policies, including the 2019 California Energy Efficiency Action Plan and the 2019 California Green Building Standards Code. The CAAP, therefore, would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. For these reasons, the CAAP would not result in new or substantially more severe energy impacts than identified in the General Plan EIR.

As described above, the energy setting in which the City would implement the CAAP has changed since the General Plan EIR was certified; however, these changes have generally improved energy efficiency and reduced total and per capita energy consumption in the City. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant energy impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant energy impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant energy impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse energy impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to energy impacts. For these reasons, the conclusions of the General Plan EIR relating to energy remain valid. No additional CEQA analysis is required for the CAAP.

4.7 GEOLOGY, SOILS, AND PALEONTOLOGY

GEOLOGY, SOILS, AND PALEONTOLOGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Not Applicable	No	No	No	Not Applicable[(A)]
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.	p. 3.5-2; pp. 3.5-20 to 3.15-21	No	No	No	Not Applicable[(A)]
ii) Strong seismic ground shaking?	pp. 3.5-22	No	No	No	Not Applicable[(A)]

GEOLOGY, SOILS, AND PALEONTOLOGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
iii) Seismic-related ground failure, including liquefaction?	pp. 3.5-22 to 3.5-23	No	No	No	Not Applicable(A)
iv) Landslides?	pp. 3.5-23	No	No	No	Not Applicable(A)
b) Result in substantial soil erosion or the loss of topsoil?	pp. 3.5-24 to 3.5-25	No	No	No	Not Applicable(A)
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, severe erosion, liquefaction or collapse?	pp. 3.5-25 to 3.5-27	No	No	No	Not Applicable(A)

GEOLOGY, SOILS, AND PALEONTOLOGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	pp. 3.5-25 to 3.5-27	No	No	No	Not Applicable(A)
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	p. 3.5-19	No	No	No	Not Applicable(A)

GEOLOGY, SOILS, AND PALEONTOLOGY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	p. 3.10-6	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measure 3.10-1 to reduce potential impacts to paleontological resources to a less than significant level. Mitigation Measure 3.10-1 fully addresses impacts associated with the CAAP. No new mitigation is required.
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.7.1 UPDATED GEOLOGY, SOILS, AND PALEONTOLOGY SETTING

The City's geology and soils environmental and regulatory setting is presented on Final EIR pp. 3.5-1 to 3.5-18. The General Plan EIR identified the City is located in a highly active seismic region that is could be subject to ground rupture and ground shaking from nearby faults, including the Hollywood Fault. Parts of the City are also prone to liquefaction, settlement and

lateral spreading, landslides/mudslides, and expansive soils. Due to the natural nature of these hazards, there have generally been no changes to this setting information since the City certified the General Plan EIR in September 2011. In January 2020, the City's Planning Commission amended the General Plan Safety and Noise Elements to include a new Fault Location and Precaution Zone Map pursuant to the State Alquist-Priolo Earthquake Fault Zoning Act (City of West Hollywood, 2020). This new map increased the area and number of properties in the City that are subject to specific requirements for investigation and addressing potential seismic-induced risks.

The paleontological resources environmental and regulatory setting is presented on Final EIR pp. 3.10-1 to 3.10-4. The City is located approximately one mile south of the La Brea Tar Pits and the General Plan EIR identifies that paleontological resources have been identified at several locations near the City at depths as shallow as 10 feet below ground surface. There has been no substantial change to this setting since the City certified the General Plan EIR in September 2011.

4.7.2 GEOLOGY, SOILS, AND PALEONTOLOGY DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on geologic and soils resources with the implementation of General Plan policies and federal, state, and local laws and regulations concerning seismic safety. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The CAAP includes measures and actions that may result in building and other infrastructure improvements; however, these improvements would occur in a manner consistent with the General Plan and in compliance with regulations that specifically address seismic safety. For these reasons, the CAAP would not result in new or substantially more severe adverse geology and soils impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on paleontological resources with the inclusion of Mitigation Measure 3.10-1, which establishes procedures to protect paleontological resources in the event such a resource is discovered during construction. The CAAP generally includes measures and actions that could result in construction activities that may encounter paleontological resources. The CAAP, however, would be implemented in a manner consistent with General Plan EIR Mitigation Measure 3.10-1, which would reduce potential impacts to paleontological resources to a less than significant level. For these reasons, the CAAP would not result in new or substantially more severe adverse paleontological resources impacts than identified in the General Plan EIR.

As described above, the geology, soils, and paleontology setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant geology, soils, or paleontological resources impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant geology and soils impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant geology and soils impact. The General Plan EIR concluded Mitigation Measure 3.10-1 would reduce potential impacts on paleontological resources to less than significant levels. The General Plan EIR did not identify any infeasible measures related to paleontological resources. In addition, none of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible (No Project Alternative, Two Transit Overlay Areas Only Alternative, and Extensive TDM Alternative) would be feasible as a result of the CAAP.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant geology, soils, or paleontological resources impacts not discussed in the General Plan EIR; 2) Significant paleontological resources impacts discussed in the General Plan EIR will be

substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant geology, soils, or paleontological resources impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant geology, soils, or paleontological resources impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to geology, soils, and paleontological resources remain valid. No additional CEQA analysis is required for the CAAP.

4.8 GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	pp. 3.13-21 to 3.15-31; pp. 3.15-32 to 3.15-35	No	No	No	Yes The General Plan EIR incorporated Mitigation Measures 3.2-1 to 3.2-5 and 3.15-1 to reduce potential GHG emissions associated with General
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of	pp. 3.15-31 to 3.15-35	No	No	No	

GREENHOUSE GAS EMISSIONS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
reducing the emissions of greenhouse gases?					Plan growth and development in the City. The General Plan EIR concluded these impacts would remain significant and unavoidable even with Mitigation Measures 3.2-1 to 3.2-5 and 3.15-1. Mitigation Measures 3.2-1 to 3.2-5 and 3.15-1 fully address impacts associated with the CAAP. No new mitigation is required.

4.8.1 UPDATED GREENHOUSE GAS EMISSIONS SETTING

The City's GHG environmental and regulatory setting is presented on Final EIR pp. 3.15-1 to 3.15-21. The General Plan EIR included estimates of potential construction and operational GHG emissions associated with the growth envisioned by the General Plan for informational and comparison purposes only since, at the time the EIR was prepared, neither CARB or the SCAQMD had adopted or recommended a quantifiable significance threshold for GHG emissions. The General Plan EIR (Table 3.15-3) identified that the buildout of the 2035 General Plan was expected to result in a net increase of 124,793 MTCO2e per year (in 2035).

Since September 2011, the City has made significant progress in reducing its municipal and community-wide GHG emissions levels. The CAAP estimates community-wide GHG emissions in 2018 are approximately 31% lower than in 2008 (see Section 2.3). This reduction in GHG emissions is due to State and local actions that improved fuel efficiency, reduced energy consumption, and resulted in GHG-free electricity through the Clean Power Alliance (see Section 4.6.1). In addition, several new regulations related to GHG emissions (in addition to the energy regulations described in Section 4.6.1) have been updated and/or adopted, including:

- **CARB Scoping Plan:** The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The second update to the scoping plan, the 2017 Climate Change Scoping Plan update, was adopted by CARB in December 2017. The primary objective for the 2017 Climate Change Scoping Plan is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under EO B-30-15 and SB 32.

- **Updated SCAQMD GHG Emissions Thresholds:** In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has

convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds (SCAQMD, 2010):

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a GHG reduction plan. If a project is consistent with a GHG reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
  - 3,000 $MTCO_2e$ per year for all land use types; or
  - 3,500 $MTCO_2e$ per year for residential;
  - 1,400 $MTCO_2e$ per year for commercial;
  - 3,000 $MTCO_2e$ per year for mixed use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
  - Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
  - Option 2: Early implementation of applicable AB 32 Scoping Measures; or

  - Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 MTCO2e/year/service population by 2020 and 4.1 MTCO2e/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 MTCO2e/year/service population for the 2020 and 2035 calendar years, respectively.

- **Senate Bill 375 (Sustainable Communities and Climate Protection Act):** In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035 (as compared to 2005 conditions). On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

As described in Section 2.3, the CAAP presents updated information on 2008, 2018, 2025, and 2035 GHG emissions levels in the city. This updated information shows that existing and projected future emissions associated with implementation of the General Plan would be less than estimated in the General Plan EIR. There have been no other changes to this setting information since the City certified the 2035 General Plan EIR in September 2011.

4.8.2 GREENHOUSE GAS EMISSIONS DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in a substantial net increase in GHG emissions and conflict with the State's ability to attain the GHG reduction goals contained in AB32 (reduce Statewide GHG emissions to 1990 levels by 2020). The General Plan EIR identified the City was adopting a CAP concurrently with the General Plan that was a comprehensive, community-wide GHG emissions reduction strategy for West Hollywood capable of reducing BAU 2020 GHG emissions by approximately 16.9% below 2008 emissions levels, which would meet State GHG emission reduction goals for 2020. The General Plan EIR, however, identified there was uncertainty regarding the degree to which the City's CAP would reduce GHG emissions. Due to this uncertainty, potential GHG emissions increases were considered a significant and unavoidable impact.

As described above, the City has successfully implemented its CAP since certification of the General Plan EIR. As shown in Table 2-5, adoption of the CAAP would reduce GHG emissions to levels that are below all estimates in the General Plan EIR. The CAAP would also achieve substantial GHG emissions reductions and comply with the State's GHG emissions reduction goals for year 2030 and 2050. For example, as shown in Table 2-5, the CAAP is expected to achieve a 48% reduction in GHG emissions by 2025 and a 69% reduction by 2035, which meets the State's target to reduce GHG emissions to 40% and 80% below 1990 levels by 2030 and 2050, respectively.[12] Furthermore, the CAAP strives to achieve carbon neutrality goals ten years ahead of the State's target year for carbon neutrality (2045). While substantial progress would be achieved, the potential remaining GHG emissions in years 2035 and 2045 would remain substantial because they would not achieve State and City goals for carbon neutrality. Thus, the

[12] These reductions would be achieved from baseline 2018 emissions levels. As shown in Table 2-2, the City's 2018 GHG emissions are approximately 31% below 2008 levels. While the State uses 1990 as its baseline year, local governments often do not have reliable GHG emissions data prior to year 2005. According to CARB, an annual GHG emissions goal of 15% below 2005 levels is comparable to a return to 1990 levels. Thus, the City's 31% reduction in GHG emissions between 2008 and 2018 results in GHG emissions that are already less than 1990 levels. The GHG emission reductions achieved by the CAAP would be even higher if reported to 1990 levels (instead of 2018 levels).

General Plan would continue to result in a significant and unavoidable impact even with the adoption of the CAAP, although the magnitude of this impact would be substantially lower than identified in the General Plan EIR.

As described above, the GHG emissions setting in which the City would implement the CAAP has changed since the General Plan EIR was certified; however, these changes have generally reduced total and per capita GHG emissions in the City. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant GHG impacts than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.2-1 to 3.2-5 to reduce potential increases in air quality and GHG emissions associated with growth envisioned by the General Plan (see Section 4.3.2) The General Plan also incorporated Mitigation Measure 3.15-1 to further reduce construction-related GHG emissions associated with growth envisioned by the General Plan. This measure required the development project applicants to all feasible measures for reduction GHG emissions associated with construction that are recommended by the City and/or SCAQMD, such as, but not limited to, reducing idling, using alternative or low-carbon fuels, recycling non-hazardous demolition and construction debris. The General Plan EIR concluded Mitigation Measures 3.2-1 to 3.2-5 and 3.15-1, as well as the City's CAP, would reduce GHG emissions, but not to less than significant levels. The General Plan EIR concluded all feasible mitigation measures were incorporated into the project; no infeasible measures were identified.

Similar to the air quality evaluation, the General Plan EIR concluded the No Project Alternative would be likely to increase the severity of identified GHG impacts, while the Two Transit Overlay Areas Only and Extensive TDM alternatives would be likely to lessen identified GHG impacts due to less development and growth and lower VMT/mobile source emissions associated with these alternatives, respectively. None of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible would be feasible as a result of the CAAP. None of the CAAP measures and action items to increase mobility and reduce VMT and vehicle trips are predicated on a Metro Extension, nor

would it increase costs in a similar manner to the Extensive TDM alternative identified in the General Plan EIR. Finally, there are no new or more severe GHG emissions impacts that require consideration of new mitigation measure or alternatives to the General Plan.

For the reasons described above, there is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant GHG impacts not discussed in the General Plan EIR; 2) Significant GHG impacts discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant GHG impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant GHG impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to global climate change remain valid. No additional CEQA analysis is required for the CAAP.

4.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3.6-18 to 3.6-20	No	No	No	Not Applicable[(A)]
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?	pp. 3.6-4 to 3.6-5	No	No	No	Not Applicable[(A)]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3.6-23 to 3.6-24	No	No	No	Not Applicable[(A)]

HAZARDS AND HAZARDOUS MATERIALS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
d) Be located on a site which 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?	p. 3.6-21	No	No	No	Not Applicable[(A)]
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 or excessive noise for people residing or working in the project area?	p. 3.6-4	No	No	No	Not Applicable[(A)]

HAZARDS AND HAZARDOUS MATERIALS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3.6-20	No	No	No	Not Applicable(A)
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	p. 3.6-4	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.9.1 UPDATED HAZARDS AND HAZARDOUS MATERIALS SETTING

The City's hazards and hazardous materials environmental and regulatory setting is presented on Final EIR pp. 3.6-1 to 3.6-16. The General Plan EIR identified there were approximately 40 contaminated sites in the City at various stages of remediation (i.e., under assessment, in remediation, or remedial activities completed). In addition, the General Plan EIR identified that a small area along the northernmost edge of the City (at the southern fringe of the Hollywood Hills) is located within a California Department of Forestry and Fire (CAL FIRE) Moderate Wildfire Hazard Severity Zone and adjacent to a Very High Wildfire Hazard Severity Zone. Finally, the General Plan EIR also identifies that parts of the City have shallow subsurface methane deposits. Since 2011, the CAL FIRE has updated its fire hazard severity zones. The City no longer contains any area with a Moderate Wildfire Hazard Severity Zone; however, the City

continues to be adjacent to a Very High Wildfire Hazard Severity Zone. In addition, in 2018, the City prepared an update to its Local Hazard Mitigation Plan (LHMP) , which the City Council adopted as an appendix to the General Plan's Safety and Noise Element in June 2019. The LHMP provides updated information on the City's risks from a variety of hazards, such as earthquake, flooding, high winds, wildfire, etc. The 2018 LHMP update did not contain significant new information regarding the City's risks and vulnerabilities to such hazards and was prepared in conformance with the goals and policies of the City's 2035 General Plan. There have been no other substantial changes to this setting information since the City certified the General Plan EIR in September 2011. A recent search of the State Water Resources Control Board's GeoTracker database identified 47 contaminated sites at various stages of remediation.

4.9.2 HAZARDS AND HAZARDOUS MATERIALS DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on hazards and hazardous materials with the implementation of General Plan policies and federal, state, and local laws and regulations concerning pertaining to the handling, storage, use, and transport of hazardous materials. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The CAAP includes measures and actions that may result in infrastructure and equipment that contains hazardous materials, such as battery energy systems. Construction activities associated with potential building and infrastructure improvements would also require construction activities that could encounter, or release, known and/or unknown contamination (e.g., asbestos-containing building materials, shallow methane deposits, and other potential contamination); however, the CAAP would be implemented in a manner consistent with the General Plan and in compliance with regulations that specifically address hazards and hazardous materials. In addition, the CAAP would not alter any land use designations or development intensities established by the city and thus would increase development in or near designated fire zones. For these reasons, the CAAP would not

result in new or substantially more severe adverse hazards and hazardous materials impacts than identified in the General Plan EIR.

As described above, the hazards and hazardous materials setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant hazards and hazardous materials impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant hazards and hazardous materials impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant hazardous and hazardous materials impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse hazards and hazardous materials impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to hazards or hazardous materials.

For the reasons described above, the conclusions of the General Plan EIR relating to hazards and hazardous materials remain valid. No additional CEQA analysis is required for the CAAP.

4.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	pp. 3.7-20	No	No	No	Not Applicable(A)
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	pp. 3.7-20	No	No	No	Not Applicable(A)

HYDROLOGY AND WATER QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	pp. 3.7-20 to 3.7-21	No	No	No	Not Applicable[(A)]
i) Result in substantial erosion or siltation on- or off-site;	pp. 3.7-20 to 3.7-21	No	No	No	Not Applicable[(A)]
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite	pp. 3.7-20 to 3.7-21	No	No	No	Not Applicable[(A)]

HYDROLOGY AND WATER QUALITY ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
iii) 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; or	pp. 3.7-20 to 3.7-21	No	No	No	Not Applicable(A)
iv) Impede or redirect flood flows?	pp. 3.7-20 to 3.7-21	No	No	No	Not Applicable(A)
d) Be located in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	pp. 3.7-21 to 3.7-22	No	No	No	Not Applicable(A)
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	pp. 3.7-17 to 3.17-20	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.10.1 UPDATED HYDROLOGY AND WATER QUALITY SETTING

The City's hydrology and water quality environmental and regulatory setting is presented on Final EIR pp. 3.7-1 to 3.7-15. In the City, stormwater flows are directed via underground storm drains into Ballona Creek, an impaired water body and a subwatershed of Santa Monica Bay. The City is in the Hollywood Groundwater Subbasin, an unadjudicated basin with groundwater generally located between 5 and 250 feet below ground surface. No areas of the City lie within a designated mandatory flood insurance zone; however, the City's southernmost and eastern edges are in dam inundation areas associated with the Greystone and Hollywood Reservoirs, respectively. There have been no substantial changes to this setting information since the City certified the 2035 General Plan EIR in September 2011.

4.10.2 HYDROLOGY AND WATER QUALITY DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on hydrology and water quality with the implementation of General Plan policies and federal, state, and local laws and regulations pertaining to water conservation and water quality. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. Construction activities associated with potential building and infrastructure improvements could result in soil erosion and/or accidental spills of fuel, oils, or other substances that can impair water quality; however, the CAAP would be implemented in a manner consistent with the General Plan and in compliance with regulations that specifically address stormwater quality from construction sites. In addition, the CAAP's Natural Environment focus area includes measures and actions that promote water conservation and improve water quality (e.g., permeable surfaces, rain barrels and cisterns, green infrastructure such as bioswales and other best practices). For these reasons, the CAAP would not result in new or substantially more severe adverse hydrology and water quality impacts than identified in the General Plan EIR.

As described above, the hydrology and water quality setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant hydrology and water quality impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant hydrology and water quality impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant hydrology and water quality impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse hydrology and water quality materials impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to hydrology and water quality.

For the reasons described above, the conclusions of the General Plan EIR relating to hydrology and water quality remain valid. No additional CEQA analysis is required for the CAAP.

4.11 LAND USE AND PLANNING

LAND USE AND PLANNING ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Physically divide an established community?	p. 3.8-8	No	No	No	Not Applicable[(A)]

LAND USE AND PLANNING ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3.8-9 to 3.8-14	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.11.1 Updated Land Use and Planning Setting

The City's land use and planning environmental and regulatory setting is presented on Final EIR pp. 3.8-1 to 3.8-6. As described in the General Plan EIR, the City is approximately 1.9 square miles in size and consists of a wide variety of residential, commercial, and public land uses. As explained in Section 4.1.1, since 2011 the City has adopted several new plans that guide and shape development in certain parts of the City. The City has also amended its Housing Element to account for regional housing needs. These actions are consistent with the goals and policies contained in the 2035 General Plan. The City continues to be an urbanized area with a mix of residential, commercial, and public land uses. There have been no other substantial changes to the City's land use and planning setting since the City certified its General Plan EIR in September 2011.

4.11.2 LAND USE AND PLANNING DISCUSSION

The General Plan EIR identified that development changes envisioned by the General Plan could increase the amount of dwelling units (from 24,573 to 28,847, or +4,274 units), nonresidential development square footage (from 11,336,761 to 13,949,860, or +2,613,129 square feet), and population (from 37,348 to 44,182, or +6,834). The General Plan EIR concluded the City's General Plan and CAP update would result in less than significant impacts on the land use and planning issue areas identified above. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not alter any land use designations or development intensities established by the City and would not physically divide an established community. Finally, the CAAP continues to implement measures related to increased mobility, reduced VMT, and smart growth, which is consistent with SCAG's latest RTP/SCS priorities (see Section 4.8.1). For these reasons, the CAAP would not result in new or substantially more severe land use and planning impacts than identified in the General Plan EIR.

As described above, the land use and planning setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant land use and planning impacts than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant land use and planning impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant land use and planning impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse land use and planning impacts than identified in the General Plan EIR.

There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to land use and planning. For these reasons, the conclusions of the General Plan EIR relating to land use and planning remain valid. No additional CEQA analysis is required for the CAAP.

4.12 MINERAL RESOURCES

MINERAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	p. 3.5-14; p. 3.5-27	No	No	No	Not Applicable(A)
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?	p. 3.5-14; p. 3.5-27	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.12.1 UPDATED MINERAL RESOURCES SETTING

The City's mineral resources environmental and regulatory setting is presented on Final EIR pp. 3.5-14 and 3.5-17. The City of West Hollywood is an urbanized area that does not contain

designated mineral resource zones; however, minor oil and gas extraction operations occur in the Salt Lake Oil Field located adjacent to the southwestern part of the City. There have been no changes to this setting information since the City certified the General Plan EIR in September 2011.

4.12.2 MINERAL RESOURCES DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the mineral resources issue areas identified above. As described above, the City of West Hollywood is an urbanized area that contains no designated state or local mineral resource zones, and City operations do not interfere with any mineral extraction operations. Since mineral resources do not exist in the City, the CAAP would have no potential to result in new or substantially more severe mineral resources impacts than identified in the General Plan EIR. There are no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to mineral resources. For these reasons, the conclusions of the General Plan EIR relating to mineral resources remain valid. No additional CEQA analysis is required for the CAAP.

4.13 NOISE

NOISE ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the	pp. 3.9-27 to 3.9-37; pp. 3.9-40 to 3.9-43	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measures

NOISE ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					3.9-1 to 3.9-5 to reduce potential construction and operational noise impacts to a less than significant level. Mitigation Measures 3.9-1 to 3.9-5 fully address impacts associated with the CAAP. No new mitigation is required.

NOISE ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
b) Generation of excessive groundborne vibration or groundborne noise levels?	pp. 3.9-37 to 3.9-43	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measure 3.9—6 to reduce potential construction vibration impacts to a less than significant level. Mitigation Measure 3.9-6 fully addresses impacts associated with the CAAP. No new mitigation is required

NOISE ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
c) For a project located within the vicinity of a private airstrip or 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?	p.3.9-37	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.13.1 UPDATED NOISE SETTING

The City's noise and vibration environmental and regulatory setting is presented on Final EIR pp. 3.9-1 to 3.9-25. The General Plan EIR identifies that West Hollywood is an urbanized community with numerous noise sources, with vehicle traffic on local roadways identified as the most prevalent noise source in the community. The community noise survey conducted for the General Plan measured short-term noise levels between approximately 68 dBA L_{eq} to 72 dBA L_{eq} and long-term Day-Night Noise Exposure Levels (DNL) between approximately 73.0 DNL and 77.0 DNL. In addition, although the City is not located within any noise impact contour associated with an airport, it is exposed to aircraft noise from overflights into and out of Hollywood Burbank Airport, Santa Monica Airport, and Los Angeles International Airport, as

well as local helipads. While it is common for noise levels, particularly traffic noise levels, to fluctuate on a daily, monthly, and or seasonal basis, it generally takes a doubling or halving of traffic volumes to increase or decrease noise levels by 3 dBA, respectively. While development has proceeded in the City since 2011, community noise levels are assumed to be substantially the same as described in the 2035 General Plan EIR.

4.13.2 NOISE DISCUSSION

The General Plan EIR concluded the General Plan and CAP could: 1) Generate construction noise levels that could impact noise sensitive land uses; 2) Expose new noise sensitive receptors to elevated noise levels that result in noise and land use compatibility conflicts; 3) result in new non-residential noise sources that exceed City standards; and 4) generate construction vibration levels that could annoy human begins and/or damage existing residential and commercial buildings. The General Plan concludes that the implementation of City noise and vibration standards and the incorporation of Mitigation Measures 3.9-1 to 3.9-6 would reduce these impacts to less than significant levels.

The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The CAAP would not alter any land use designations or development intensities established by the city and, therefore, would not result in new land uses that could introduce new sources of noise and vibration to the City. The CAAP could, however, result in construction activities that temporarily increase noise levels and result in groundborne vibrations. The CAAP could also lead to new temporary and permanent infrastructure (e.g., mobility and transit enhancing structures, public and private EV charging stations), equipment (battery energy storage systems that may require fans for cooling, and facilities (temporary cooling stations that may include passive or active cooling systems) that contain stationary noise sources. Potential construction activities and new stationary noise sources would be subject to review for compliance with City noise and vibration regulations and would be undertaken in a manner consistent with current General

Plan policies. The types of construction and stationary noise sources that could result from CAAP implementation are consistent with the noise sources evaluated in the General Plan EIR. Regarding vehicle traffic noise, the implementation of the CAAP would increase mobility options, reduce VMT, and support the transition to quieter EVs in both the private and public sectors. The CAAP, therefore, could support a reduction in vehicle traffic and traffic-related noise levels in the City. For these reasons, the CAAP would not result in new or substantially more severe noise or vibration impacts than identified in the General Plan EIR.

As described above, the noise setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant noise or vibration impacts than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.9-1 to 3.9-6 to reduce construction noise and vibration levels and exposure of sensitive receptors to elevated noise levels. These measures generally require the City to:

- Use specific thresholds to evaluate noise impacts under CEQA (Mitigation Measure 3.9-1).
- Require construction contractors to comply with the Municipal Code requirements for permissible work hours and reduce noise levels equipment controls and temporary barriers (Mitigation Measure 3.9-2).
- Develop noise impact analysis guidelines for acoustical studies (Mitigation Measure 3.9-3).
- Revise the City's noise ordinance to achieve limit the time, place, and/or noise level associated with certain activities, including, but not limited to, deliveries, commercial and industrial uses, refuse vehicles, and commercial heating, ventilation, and air conditioning (HVAC) machinery (Mitigation Measure 3.9-4).

- Warn residents of mixed-use areas about potential noise intrusion issues (Mitigation Measure 3.9-5).

- Require development projects to reduce the potential for annoyance and architectural/structural damage from construction-induced vibrations by limiting where pile driving can occur and surveying, monitoring, and protecting historic buildings from damage (Mitigation Measure 3.9-6).

The General Plan EIR concluded Mitigation Measures 3.9-1 to 3.9-6 would reduce all noise and vibration impacts to less than significant levels. The General Plan EIR concluded all feasible mitigation measures were incorporated into the project; no infeasible measures were identified. As explained above, there are no new or more severe noise and vibration impacts resulting from the CAAP that require consideration of new mitigation measures for General Plan noise and vibration impacts. The General Plan also considered three alternatives to the General Plan. The EIR concluded the No Project Alternative and the Extensive TDM Alternative would be likely to result in similar magnitude noise and vibration impacts, while the Two Transit Overlay Areas Only Alternative would be likely to lessen identified noise and vibration impacts due to less development. None of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible would be feasible as a result of the CAAP, and there are no new or more severe noise and vibration impacts identified in this analysis that require consideration of new alternatives to the General Plan.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant noise and vibration impacts not discussed in the General Plan EIR; 2) Significant noise and vibration impacts discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant noise and vibration impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the

previous EIR that would substantially reduce one or more significant noise and vibration impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to noise and vibration remain valid. No additional CEQA analysis is required for the CAAP.

4.14 POPULATION AND HOUSING

POPULATION AND HOUSING ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Induce significant 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)?	p. 3.11-6; to 3.11-7	No	No	No	Not Applicable(A)
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	p. 3.11-7; to 3.11-8	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.14.1 Updated Population and Housing Setting

The City's population and housing environmental and regulatory setting is presented on Final EIR pp. 3.11-1 to 3.11-5. The General Plan EIR identifies the City's population in 2008 was 37,348 and would grow to 39,821 by 2035. This information is based on California Department of Finance and SCAG data from 2008. SCAG projections from 2008 also showed the City to have 29,940 households and 34,719 employees by 2035. The General Plan envisioned the number of housing units, people, and jobs at build out in 2035 to be 28,847 units, 44,182 people, and 28,705 jobs.

The City adopted a new Housing Element in 2013 and anticipates adopting its 2021 – 2029 Housing Element by February 2022. SCAG's latest RTP/SCS, the 2020 – 2045 RTP/SCS, or Connect SoCal, estimates the City's households, population and employment to be 26,000 households, 36,700 people, and 21,700 jobs as of 2016. SCAG projects these values to increase to 30,100 households, 42,600 people, and 38,100 jobs by 2045.

4.14.2 Population and Housing Discussion

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the population and housing issue areas identified above because the General Plan's Infrastructure, Resources, and Conservation Element and Land Use and Urban Form Element includes policies to reduce impacts associated with population, housing, and employment growth and to avoid the displacement of substantial numbers of people or housing. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. The updated CAAP's 2018 baseline and future emissions projections are based on current demographic data adjusted upwards based on actual, historical levels of growth in the City. The CAAP would not alter any land use designations or development intensities established by the city, and thus would not affect the number of housing units, residents, or jobs in the City. For these reasons, the CAAP would not

result in new or substantially more severe population and housing impacts than identified in the General Plan EIR.

As described above, the population and housing setting in which the City would implement the CAAP has changed since the General Plan EIR was certified; however, this change does not result in new or substantially more severe adverse population and housing impacts than identified in the General Plan EIR (because growth projections have not been exceed). There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant environmental effects than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant population and housing impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant population and housing impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse population and housing impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to population and housing.

For the reasons described above, the conclusions of the General Plan EIR relating to population and housing remain valid. No additional CEQA analysis is required for the CAAP.

4.15 PUBLIC SERVICES

PUBLIC SERVICES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project					
a) 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:	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

PUBLIC SERVICES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
i) Fire protection?	pp. 3.12-28 to 3.12-29				The General Plan EIR incorporated Mitigation Measures 3.12-1 to 3.12-8 to reduce potential impacts to police and fire protection services to a less than significant level. Mitigation Measures 3.12-1 to 3.12-8 fully addresses impacts associated with the CAAP. No new mitigation is required.
ii) Police protection?	pp. 3.12-26 to 3.12-28				
iii) Schools?	pp. 3.12-29 to 3.12-31	No	No	No	Not Applicable(A)
iv) Parks?	p. 3.13-12	No	No	No	Not Applicable(A)

PUBLIC SERVICES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
v) Other public facilities?	p. 3.12-31; pp. 3.12-54 to 3.12-57	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.15.1 Updated Public Services Setting

The City's public services environmental and regulatory setting is described on Final EIR pp. 3.12-1 to 3.12-7 and pp. 3.13-1 to 3.13-9. The General Plan EIR describes public service providers, response times, service ratios and targets. In general, there have been no substantial changes to this setting information since the City certified the 2035 General Plan EIR in September.

4.15.2 Public Services Discussion

The General Plan EIR concluded the General Plan would result in growth that would require additional police and fire protection personnel and facilities and incorporated Mitigation Measures 3.12-1 to 3.12-8 to reduce potential to police and fire protection services. The General Plan EIR also concluded the General Plan would result in less than significant impacts to other public facilities, including schools and parks.

The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not alter any land use designations or development intensities established by the city and, therefore, would not cause or contribute to growth that would require additional public

services, including police and fire protection services. For these reasons, the CAAP would not result in new or substantially more severe public services impacts than identified in the General Plan EIR.

As described above, the public services setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant public service impacts than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.12-1 to 3.12-8 to reduce potential impacts on police and fire protection services. These measures generally require the City to:

- Update the assessment of impacts to police and fire services (Mitigation Measure 3.12-1)
- Evaluate the level of police and fire service and plan for upgrades (Mitigation Measure 3.12-2)
- Establish a public safety impact fee to fund police and fire services (Mitigation Measure 3.12-3)
- Update the West Hollywood Emergency Management Plan (Mitigation Measure 3.12-4)
- Continue public education programs for fire safety, crime prevention, and emergency preparedness (Mitigation Measure 3.12-5)
- Establish communication forums between police and fire department staff and the community (Mitigation Measure 3.12-6)
- Support and expand neighborhood watch programs(Mitigation Measure 3.12-7)
- Create design recommendations to reduce crime (Mitigation Measure 3.12-8).

The General Plan EIR concluded Mitigation Measures 3.12-1 to 3.12-8 would reduce impacts to police and fire protection services from implementation of the General Plan less than significant levels. The General Plan EIR concluded all feasible mitigation measures were incorporated into

the project; no infeasible measures were identified. As explained above, there are no new or more severe public service impacts resulting from the CAAP that require consideration of new mitigation measures for General Plan public services impacts.

The General Plan also considered three alternatives to the General Plan. The EIR concluded the No Project Alternative and the Extensive TDM Alternative would be likely to result in similar magnitude police and fire protection service impacts, while the Two Transit Overlay Areas Only Alternative would be likely to lessen identified police and fire protection impacts due to less development. None of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible would be feasible as a result of the CAAP, and there are no new or more severe public services impacts identified in this analysis that require consideration of new alternatives to the General Plan.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant public service impacts not discussed in the General Plan EIR; 2) Significant public services impacts discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant public services impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant public services impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to public services remain valid. No additional CEQA analysis is required for the CAAP.

4.16 RECREATION

RECREATION ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
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?	pp. 3.13-9 to 3.13-13	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measures 3.13-1 to 3.13-7 to reduce potential impacts to police and fire protection services to a less than significant level. Mitigation Measures 3.13-1 to 3.13-7 fully address impacts associated with the CAAP. No new mitigation is required.

RECREATION ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
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?	p. 3.13-12	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.16.1 Updated Recreation Setting

The City's recreation environmental and regulatory setting is described on Final EIR pp. 3.13-1 to 3.13-9. The General Plan EIR describes the City has approximately 15 acres of parks in total (not including green open space areas) and a park ratio of 0.41 acres per 1,000 residents in comparison to state recommendations of 3 acres per 1,000 residents. The City has open space community gardens, plazas, private recreation, and joint-use agreement public recreation lands and facilities. In general, there have been no substantial changes to this setting information since the City certified the 2035 General Plan EIR in September 2011.

4.16.2 Recreation Discussion

The General Plan EIR concluded the General Plan would result in growth that would increase use of existing City parks and other recreation facilities that could cause or accelerate the physical deterioration of these facilities and incorporated Mitigation Measures 3.13-1 to 3.13-7 to ensure the physical deterioration of recreational facilities would not be significant. The

General Plan EIR also concluded that the General Plan is not proposing new parks or recreation facilities and, therefore, would result in less than significant impacts from the construction of new recreation facilities.

The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not alter any land use designations or development intensities established by the city and, therefore, would not cause or contribute to growth that would increase use of park or recreational facilities. The CAAP's Natural Environment focus area includes measures and actions that would promote public spaces, green spaces, and community gardens. The construction of these facilities could result in temporary impacts to air quality, GHG, hydrology and water quality (soil erosion and construction storm water), noise, and traffic; however, the minor construction activities are consistent with construction and development assumptions contained in the General Plan and would not represent a new or more severe adverse impact than identified in the General Plan EIR. For these reasons, the CAAP would not result in new or substantially more severe recreation impacts than identified in the General Plan EIR.

As described above, the recreation setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant air quality effects than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.13-1 to 3.13-7 to reduce potential impacts on recreational facilities. These measures generally require the City to:

- Evaluate the City's park and open space needs, and identify land that can be purchased for open space (Mitigation Measure 3.13-1)
- Review park funding mechanisms (Mitigation Measure 3.13-2)
- Improve Plummer Park and West Hollywood Park (Mitigation Measure 3.13-3)

- Study the feasibility of adopting an ordinance to receive parkland fees from new development (Mitigation Measure 3.13-4)
- Implement a Parks Master Plan (Mitigation Measure 3.13-5)
- Establish joint-use agreements for neighborhood use of playgrounds (Mitigation Measure 3.13-6)
- Create an incentive program for developers to provide public open space as part of their development projects (Mitigation Measure 3.13-7).

The General Plan EIR concluded Mitigation Measures 3.13-1 to 3.13-7 would reduce impacts to parks and recreation facilities from implementation of the General Plan less than significant levels. The General Plan EIR concluded all feasible mitigation measures were incorporated into the project; no infeasible measures were identified. As explained above, there are no new or more severe recreation impacts resulting from the CAAP that require consideration of new mitigation measures for General Plan recreation impacts.

The General Plan also considered three alternatives to the General Plan. The EIR concluded the No Project Alternative and the Extensive TDM Alternative would be likely to result in similar magnitude recreation impacts, while the Two Transit Overlay Areas Only Alternative would be likely to lessen identified recreation impacts due to less development. None of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible would be feasible as a result of the CAAP, and there are no new or more severe recreation impacts identified in this analysis that require consideration of new alternatives to the General Plan.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant recreation impacts not discussed in the General Plan EIR; 2) Significant recreation impacts discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be

feasible that would in fact be feasible, and would substantially reduce one or more significant recreation impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant recreation impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to recreation remain valid. No additional CEQA analysis is required for the CAAP.

4.17 TRANSPORTATION

TRANSPORTATION ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	p. 3.14-50	No	No	No	Not Applicable[(A)]
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	p. 3.14-42-47, Appendix F	No	No	No	Not Applicable[(A)]

TRANSPORTATION ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	3.14-48	No	No	No	Not Applicable(A)
d) Result in inadequate emergency access?	p. 3.14-49	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.17.1 UPDATED TRANSPORTATION SETTING

The City's transportation environmental and regulatory setting is presented on General Plan EIR pp. 3.14-1 to 3.14-16. Since September 2011, plans and regulations have influenced West Hollywood's transportation goals and how transportation impacts are evaluated. These include:

- 2013 SB 743 Transportation Impacts
- 2017 West Hollywood Pedestrian and Bicycle Mobility Plan
- 2017 Transit Services Evaluation and Plan
- 2019 Vision Zero, Los Angeles County, A Plan for Safer Roadways

These new plans are consistent with the goals and policies contained in the 2035 General Plan.

4.17.2 TRANSPORTATION DISCUSSION

The General Plan EIR concluded the 2035 General Plan and CAP would result in less than significant impacts on transportation impact issues.[13] The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are new or substantially different from General Plan policy direction or existing CAP actions. The CAAP could result in changes such as the expansion of charging infrastructure and supportive transit infrastructure and improvements to the bike and pedestrian network, which would all match existing transportation policies. It also includes action items that aim to reduce VMT. For these reasons, the CAAP would not result in new or substantially more severe transportation impacts than identified in the General Plan EIR. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant environmental effects than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant transportation impacts that required mitigation under the updated CEQA guidelines. Mitigation measures and alternatives were evaluated to reduce the impact to the level of service at intersections, which is no longer an environmental impact considered by CEQA. The three alternatives that were discussed- the No Project Alternative, the Two Transit Overlay Areas Only Alternative, and the Extensive TDM Alternative- were all likely to result in similar or higher impacts when compared to the proposed General Plan for design hazards, air traffic hazards,

[13] At the time the EIR was certified, evaluation of LOS was included in Appendix G of the CEQA Guidelines as the required measure by which project transportation impacts were evaluated. On July 1, 2020, the provisions of CEQA Guidelines Section 15064.3, Subdivision (b) Criteria for Analyzing Transportation Impacts took effect. The updated CEQA Guidelines specify that, with exception to roadway capacity transportation projects (which the CAAP is not), a project's effect on automobile delay shall not constitute a significant environmental impact; rather, vehicle miles traveled (VMT) is the appropriate metric for evaluating a project's transportation impacts. As a result of this change to the CEQA Guidelines, adverse changes in LOS no longer constitute a significant environmental impact under CEQA. For this reason, this issue is not discussed in this Addendum.

emergency access, public transit, bicycle, and pedestrian facilities, and parking. The original transportation mitigation measure is no longer needed, and the alternatives discussed provide no environmental impact benefit under the new guidelines.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant transportation impacts not discussed in the General Plan EIR; 2) Significant transportation impacts discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant transportation impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant transportation impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to transportation remain valid. No additional CEQA analysis is required for the CAAP.

4.18 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	p. 3.4-6	No	No	No	Not Applicable[(A)]

TRIBAL CULTURAL RESOURCES ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	p. 3.4-6	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.18.1 UPDATED TRIBAL CULTURAL RESOURCES SETTING

The City's tribal cultural resources environmental and regulatory setting is presented on Final EIR p. 3.4-6 and pp. 3.4-12 to 3.4-13. The General Plan EIR identifies that the Native American Heritage Commission conducted a check of its Sacred Lands File that failed to identify the presence of Native American cultural resources in the City's planning area and noted that the

absence of documented resources does not preclude the possibility that Native American cultural resources exist within the planning area. Since the City adopted the General Plan in September 2011, AB 52, approved in 2014, created a formal role for California Native American tribes by creating a formal notification and consultation process and establishing that a substantial adverse change to a tribal cultural resource has a significant effect on the environment. Accordingly, changes to the CEQA Guidelines, Appendix G were approved to add the Tribal Cultural Resources issue areas identified above to the CEQA checklist. The City's General Plan EIR was certified in 2011, before the adoption of AB 52. In addition, AB 52 only requires consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project prior to the release of a negative declaration, mitigated negative declaration, or EIR. Since this Addendum is none of those document types, AB 52 notification and consultation does not apply to the City in this instance. Although AB 52 does not apply, the City, as part of the development of its CAAP, conducted outreach to Tongva and non-Tongva Urban Indigenous peoples as described below.

4.18.2 Tribal Cultural Resources Discussion

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on tribal cultural resources. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are new or substantially different from General Plan policy direction or existing CAP actions. The CAAP outreach process included engagement, through a partnership with the Sacred Places Institute for Indigenous Peoples, with Tongva and non-Tongva Urban Indigenous peoples. There was a tribal community information and listening session, a climate adaptation survey and needs assessment, and interviews. This outreach reduces the potential for adverse changes to recorded and unrecorded tribal cultural resources. In addition, the CAAP contains policies that may have a beneficial effect on tribal cultural resources impacts, including building relationship with local indigenous communities that will include ongoing collaboration, incorporating Tongva leadership, and working with the Tongva on items such as cultural fire

management advocacy, soil restoration, and restoring park landscapes. For these reasons, the CAAP would not result in new or substantially more severe adverse impacts on tribal cultural resources than identified in the General Plan EIR.

As described above, the tribal cultural resources setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant environmental effects than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant impacts to tribal cultural resources that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant tribal cultural resources impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse tribal cultural resources impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to tribal cultural resources.

For the reasons described above, the conclusions of the General Plan EIR relating to tribal cultural resources remain valid. No additional CEQA analysis is required for the CAAP.

4.19 UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	p. 3.12-51 to 3.12-54	No	No	No	Not Applicable(A)
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	p. 3.12-33 to 3.12-51	No	No	No	Yes. The General Plan EIR incorporated Mitigation Measures 3.12-9 to 3.12-13 to reduce water consumption.

UTILITIES AND SERVICE SYSTEMS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
					The General Plan EIR concluded impacts would remain significant and unavoidable even with Mitigation Measures 3.12-9 to 3.12-13. Mitigation Measures 33.12-9 to 3.12-13 fully address impacts associated with the CAAP. No new mitigation is required.
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve	p. 3.12-51 to 3.12-52	No	No	No	Not Applicable[(A)]

UTILITIES AND SERVICE SYSTEMS ISSUE AREAS	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
the project's projected demand in addition to the provider's existing commitments?					
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	p. 3.12-57 to 3.12-58	No	No	No	Not Applicable(A)
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	p. 3.12-57 to 3.12-58	No	No	No	Not Applicable(A)
A) The certified EIR did not have mitigation identified for this environmental issue.					

4.19.1 Updated Utilities and Service System Setting

The City's utilities and service systems environmental and regulatory setting is presented on General Plan EIR pp. 3.12-22 to 3.12-25. Since the City certified the General Plan EIR in 2011,

there have been updates to the California Fire Code, the Urban Water Management Plans, and the Integrated Waste Management program, although most of these effects have already taken place (e.g., requirements for solid waste diversion required by AB 341). There have been no other substantial changes to the utilities and service system setting since the City certified the General Plan EIR in 2011.

4.19.2 Utilities and Service System Discussion

The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP includes new measures for diverting organic waste, but these measures are consistent with previous waste diversion policies. The CAAP would not involve the implementation of measures or action items that are substantially different from General Plan policy direction or existing CAP actions. In addition, while the CAAP could result in new building energy systems that energy infrastructure (e.g., solar panels, EV charging infrastructure, battery energy storage systems), these systems would not require construction of large-scale, community-serving utility infrastructure, create utility capacity issues, or conflict with existing regulations and plans. The CAAP also would not alter any land use designations or development intensities established by the city, and therefore would not contribute to the population growth that required mitigation measures for impacts on water supply.

As described above, the utilities and service system setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant environmental effects than identified in the General Plan EIR.

The General Plan EIR incorporated Mitigation Measures 3.12-9 to 3.12-13 to reduce impacts on the water supply associated with growth envisioned by the General Plan. These measures require the City to:

- Create an enforcement plan to support the water conservation ordinance (Mitigation Measure 3.12-9).
- Create a master plan for retrofitting municipal facilities and public rights-of-way with fixtures and materials that reduce water consumption (Mitigation Measure 3.12-10).
- Update ordinances to achieve more stringent water reduction strategies (Mitigation Measure 3.12-11).
- Work with water providers to continue education efforts on water conservation (Mitigation Measure 3.12-12).
- Amend the Green Building Ordinance to promote reuse of sump pump water (Mitigation Measure 3.12-13).

The General Plan EIR concluded Mitigation Measures 3.12-9 to 3.12-13 would reduce emissions, but to levels that would still potentially, accounting for uncertainty in the future water supply, be significant and unavoidable. All feasible mitigation measures were incorporated into the project; no infeasible measures were identified.

The General Plan EIR also analyzed the impacts of three alternatives to the General Plan. The No Project Alternative would likely result in greater impacts to water supply, the Two Transit Overlay Areas Only Alternative would likely result in fewer impacts, and the Extensive TDM Alternative would likely result in similar impacts when compared to the proposed General Plan. The No Project Alternative was not feasible because it did not meet the objectives of the proposed General Plan. None of the three alternatives to the General Plan identified in the General Plan EIR and determined by the City Council to be infeasible would be feasible as a

result of the CAAP, and there are no new or more severe utility and service system impacts identified in this analysis that require consideration of new alternatives to the General Plan.

There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows any of the following: 1) The CAAP will have one or more significant utilities and service systems effects not discussed in the General Plan EIR; 2) Significant utilities and service systems effects discussed in the General Plan EIR will be substantially more severe than shown in the EIR; 3) There are mitigation measures or alternatives determined by the General Plan EIR not to be feasible that would in fact be feasible, and would substantially reduce one or more significant utilities and service systems impacts, but which the City is declining to adopt; or 4) There are mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR that would substantially reduce one or more significant utilities and service systems impacts, but which the City is declining to adopt.

For the reasons described above, the conclusions of the General Plan EIR relating to utilities and service systems remain valid. No additional CEQA analysis is required for the CAAP.

4.20 WILDFIRE

Wildfire Issues Areas	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, *would the project:*					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	p. 3.6-20	No	No	No	Not Applicable[(A)]
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	p. 3.6-21 to 3.6-23	No	No	No	Not Applicable[(A)]

Wildfire Issues Areas	Where was the impact analyzed in the General Plan EIR?	Does the proposed CAAP involve new and/or substantially more severe significant impacts?	Do new circumstances involve new and/or substantially more severe significant Impacts?	Does new information require new analysis or verification?	Do the previously adopted mitigation measures address/ resolve impacts?
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities), that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	3.6-21 to 3.6-23	No	No	No	Not Applicable(A)
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	p. 3.6-21 to 3.6-23; p. 3.7-23	No	No	No	Not Applicable(A)
(A) The certified EIR did not have mitigation identified for this environmental issue.					

4.20.1 UPDATED WILDFIRE SETTING

The City's wildfire environmental and regulatory setting is presented on General Plan EIR p. 3.6-4 and pp. 3.6-14 to 3.6-15. As described in Section 4.9.1, the General Plan EIR identified that a small area along the northernmost edge of the City (at the southern fringe of the Hollywood Hills) is located within a California Department of Forestry and Fire (CAL FIRE) Moderate Wildfire Hazard Severity Zone and adjacent to a Very High Wildfire Hazard Severity Zone. As discussed in Section 4.9.1,the City no longer contains any area within a Moderate Wildfire Hazard Severity Zone but continues to be adjacent to a Very High Wildfire Hazard Severity Zone. In addition, in 2018, the City updated its LHMP in conformance with the goals and policies of the City's 2035 General Plan. There have been no other substantial changes to this setting information since the City certified the General Plan EIR in September 2011.

4.20.2 WILDFIRE DISCUSSION

The General Plan EIR concluded the General Plan and CAP would result in less than significant impacts on the wildfire issue areas identified above. The CAAP includes measures and action items that refine implementation details for most of the sustainability-related policies contained in the General Plan (see Appendix B). The CAAP would not involve the implementation of measures or action items that are new or substantially different from General Plan policy direction or existing CAP actions. In addition, the CAAP would not conflict with emergency response plans or exacerbate fire risks. For these reasons, the CAAP would not result in new or substantially more severe wildfire impacts than identified in the General Plan EIR.

As described above, the wildfire setting in which the City would implement the CAAP has not changed substantially since the General Plan EIR was certified. There are no other new circumstances under which the City would implement the CAAP that involve new or substantially more severe significant environmental effects than identified in the General Plan EIR.

The General Plan EIR concluded the General Plan and CAP would not result in significant wildfire impacts that required mitigation and, therefore, did not discuss the feasibility of mitigation measures or alternatives specific to reducing a significant wildfire impact. There is no information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was certified, that shows the CAAP would have the potential to result in new or substantially more severe adverse tribal cultural resources impacts than identified in the General Plan EIR. There are also no changes in circumstances or new information that require the evaluation of mitigation measures or alternatives related to tribal cultural resources. For these reasons, the conclusions of the General Plan EIR relating to tribal cultural resources remain valid. No additional CEQA analysis is required for the CAAP.

For the reasons described above, the General Plan EIR's conclusions that there are no significant wildfire impacts are still valid, and no additional CEQA analysis is required for the CAAP.

5 PREPARERS AND REFERENCES

5.1.1 REPORT PREPARERS

This document was prepared under the direction and supervision of the City of West Hollywood. This document reflects the independent, objective, professional opinion of the City of West Hollywood and MIG, Inc. The following individuals were involved in the preparation and review of this report.

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5.1.2 REFERENCES

City of West Hollywood, 2010. Final Program Environmental Impact Report City of West Hollywood General Plan and Climate Action Plan, Vols. 1 and 2, SCH# 2009091124. West Hollywood, CA. October 2010.

_____2011A. West Hollywood General Plan 2035. West Hollywood, CA. September 6, 2011.

_____2011B. Resolution No. 11-4230. West Hollywood, CA. September 19, 2011.

_____2018. 2017 City of West Hollywood Climate Action Plan Annual Progress Report. West Hollywood, CA. May 2018.

_____2020A. Mid-Project Update on the Climate Acton and Adaptation Plan (CAAP). West Hollywood, CA. August 3, 2020.

_____2020B. General Plan Amendment: Earthquake Fault Zones Map. West Hollywood, CA. January 21, 2020.

_____2021A. WeHo Climate Action: City of West Hollywood Climate Action and Adaptation Plan. Prepared by Buro Happold. West Hollywood, CA. December 2021.

_____2021B. DRAFT City of West Hollywood Housing Element Technical Background Report. West Hollywood, CA. July 2021.

APPENDIX A: SUMMARY OF 2035 GENERAL PLAN SUSTAINABILITY POLICIES

The City's 2035 General Plan included specific goals and policies to guide the City's approach for planning, addressing, and adapting to climate change, as summarized in Table A-1.

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability

Goal	Policy	Relevant GHG Emissions Sector
Infrastructure, Resources, and Conservation (IRC) Element		
IRC-1: Provide functional, safe, and well maintained circulation and public infrastructure throughout the City.	IRC-1.6 As feasible, implement energy efficient lighting in the public right-of-way and on City-owned properties.	Energy
IRC-3: Reduce water use and ensure a long-term water supply	IRC-3.3 Regularly update water conservation regulations to ensure that current best practices are utilized.	Water, Energy
	IRC-3.4 Educate the public regarding water conservation, greywater use, and water storage and capture strategies.	Water
	IRC-3.5 Take steps to reduce water use from municipal operations.	Water, Energy
	IRC-3.6 Require all new buildings to meet [specific water consumption] standards.	Water, Energy
	IRC-3.7: Encourage existing residential and non-residential buildings to pursue strategies for water conservation.	Water, Energy
IRC-4: Reduce the total and per capita amount of energy used in the City.	IRC-4.1: Promote building energy efficiency improvements.	Energy
	IRC-4.2: Promote land use patterns and mobility decisions that result in reduced vehicle trips and therefore reduced overall energy use from the transportation sector.	Transportation
	IRC-4.3: Maximize the use of renewable energy in the City through [incentive and financing] strategies.	Energy

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
IRC-4: Reduce the total and per capita amount of energy used in the City.	IRC-4.4: As feasible, coordinate with available energy efficiency and conservation programs . . . to reduce energy use.	Energy
IRC-5: Administer an active and robust green building program.	IRC-5.1: As appropriate, updated West Hollywood's green building regulations regularly and continue to administer a Green Building Program and/or enforce green building requirements within the City.	Energy, Water, Waste, Natural Environment
	IRC-5.2: Showcase residential and commercial green building techniques at City Hall and seek to sponsor workshops demonstrating their success, educating the community about the feasibility of various green building techniques.	Energy
	IRC-5.3: Offer incentives for buildings to exceed the minimum Green Building Program requirements.	Energy
	IRC-5.4: On an ongoing basis and as feasible, train City staff to implement the Green Building Program and to provide advice and expertise about green building to the public.	Energy
IRC-6: Reduce the City's contribution to global climate change, and adapt to its effects.	IRC-6.1: Proactively consult with State and appropriate agencies to effectively implement climate change legislation, including the California Global Warming Solutions Act (AB32) and California Senate Bill 375.	Energy
	IRC-6.2: Lead by example in reducing municipal greenhouse has emissions.	Energy
	IRC-6.3: Maintain and regularly update West Hollywood's greenhouse gas emissions inventory, greenhouse gas emissions reduction target, and Climate Action Plan to track reduction of greenhouse gas emissions from the community and from municipal operations.	Energy, Transportation, Waste, Water, Natural Environment

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
IRC-6: Reduce the City's contribution to global climate change, and adapt to its effects.	IRC-6.4: Develop greenhouse gas emissions reduction strategies that are rationally related to the sources of emissions identified in the inventory.	Energy, Transportation, Waste, Water, Natural Environment
	IRC-6.5: Develop adaptation strategies to address the impacts of climate change upon the West Hollywood community and the Los Angeles Metropolitan Region.	Adaptation
	IRC-6.6 Expand the tree canopy citywide to provide relief from rising temperatures and the heat island effect, and to sequester atmospheric carbon and help purify the air from emissions related to smog formation.	Natural Environment, Adaptation
	IRC-6.7: Implement heat island reduction strategies, including but not limited to strategies to increase permeable surfaces in the streetscape and buildings, increased vegetation and shade, and the use of reflective materials in the streetscape and buildings.	Natural Environment
	IRC-6.8: IRC-6.8 Implement policies in the Urban Form and Land Use Chapter of this General Plan that reduce building and transportation-related greenhouse gas emissions.	Energy, Transportation
	IRC-6.9: In conjunction with policies in the Mobility Chapter of this General Plan, encourage a shift in travel from single-occupant autos to walking, biking, public transit, and ride-sharing, with a focus on policies that promote the following: • Increase walking and biking within the City • Increase transit use and reduce barriers to transit ridership • Increase ride-sharing • Promote alternatives to automobile ownership	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
IRC-6: Reduce the City's contribution to global climate change, and adapt to its effects.	IRC-6.10: Implement policies in this Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling, and solid waste, and facilities for City operations, including policies that accomplish [energy reduction].	Energy, waste, water, natural environment
	IRC-6.11: In conjunction with policies in the Parks and Recreation and Land Use and Urban Form Chapters of this General Plan, increase green spaces throughout the City and provide carbon capture through trees, vegetation, and open space.	Natural Environment
IRC-7: Improve air quality and reduce emissions of air pollution.	IRC-7.1: Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible.	Adaptation
	IRC-7.2: Support land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.	Transportation, Adaptation
	IRC-7.3: Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.	Transportation
	IRC-7.4: Prohibit combustion or gasoline powered engines in leaf blowers.	Energy
	IRC-7.5: Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.	Energy
	IRC-7.6: Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-4: Create a comprehensive bicycle network throughout the City	IRC-7.7: When possible, collaborate with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles	Transportation
IRC-8: Provide a wastewater system that protects the health, safety, ecology, and welfare of the community	IRC-8.4: Consider local options for wastewater and participate in regional wastewater recycling and utilization efforts.	Wastewater
	IRC-8.6 Educate the public about the ecological damage caused by disposing of chemicals such as paints, lubricants, pharmaceuticals, fertilizers and other petrochemicals and volatile organic compounds into the sewer system.	Wastewater
IRC-9: Provide safe, sanitary and environmentally sustainable stormwater management.	IRC-9.3: As feasible, maximize local actions to reduce, capture, and treat urban runoff.	Water
	IRC-9.4 Collaborate with other government agencies and the Santa Monica Bay and Ballona Creek Watersheds to reduce and remove contaminants in urban runoff.	Water
	IRC-9.5: Pursue programs that reduce the amount and improve the quality of stormwater runoff in a manner the meets or exceeds regional, state, and federal stormwater programs.	Water
	IRC-9.6: Reduce the amount and improve the quality of stormwater that leaves the City through best management practices, including stormwater reuse and the use of vegetation and permeable surfaces to capture and filter stormwater.	Water
	IRC-9.7: Encourage development projects to manage stormwater on site in accordance with the City approved Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.	Water

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
IRC-9: Provide a wastewater system that protects the health, safety, ecology, and welfare of the community.	IRC-9.8: Explore innovative ways of capturing and reusing stormwater for non-drinking water purposes to reduce the use of potable water.	Water
IRC-10: Use best practices to reduce and manage solid waste.	IRC-10.1: Aggressively seek to reduce West Hollywood's rate of waste disposal per capita.	Solid Waste
	IRC-10.2: Provide services for recycling and composting and expand these services over time, where appropriate.	Solid Waste
	IRC-10.3: Encourage all construction projects (regardless of size) to divert 80% of the construction waste debris away from landfills.	Solid Waste
	IRC-10.4: Provide ongoing education to residents and businesses about waste reduction, composting, and recycling.	Solid Waste
	IRC-10.5: Support or sponsor regular e-waste and hazardous materials disposal events.	Solid Waste
	IRC-10.6: Where feasible, provide streetside recycling containers alongside public trash receptacles.	Solid Waste
	IRC-10.7: Encourage the use of recycled building materials in public and private development projects.	Energy
	IRC-10.8: When appropriate, support legislation to reduce the creation of waste, including advocating for manufacturer responsibility for product waste, and banning problem materials.	Solid Waste
	IRC-10.9: As feasible, require the use of recycled paper and other recycled materials in all City operations.	Energy
	IRC-10.10: Collaborate with other government agencies to promote waste reduction.	Solid Waste

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal IRC-11: Provide high quality, safe, well-maintained and sustainable facilities for City operations.	IRC-11.2: Utilize green building techniques and promote sustainability, including energy and water conservation, in any new or renovated City buildings or facilities.	Energy, Water
	IRC-11.3: Seek to utilize advanced technology and green building techniques to operate and maintain City buildings and facilities.	Energy, Water
	IRC-11.4: Continue City Hall's role as a community resource and model for environmental sustainability in its operation, maintenance, and programming.	Energy, Water
	IRC-11.5: Encourage healthy food options at all City events and in vending machines on City property.	City Governance and Leadership
	IRC-11.6: As appropriate, utilize the City's resources, facilities and programs to educate the public about the benefits and availability of healthy foods.	City Government and Leadership
Land Use and Urban Form Element		
Goal LU-1: Maintain an urban form and land use pattern that enhances quality of life and meets the community's vision for its future.	LU-1.1 Maintain a balanced land use pattern and buildings to support a broad range of housing choices, retail businesses, employment opportunities, cultural institutions, entertainment venues, educational institutions, and other supportive urban uses within the City.	Transportation
	LU-1.3 Encourage new development to enhance the pedestrian experience.	Transportation
	LU-1.4 Continue to maintain regulations that encourage preservation of existing housing and development of new housing that accommodates households that are diverse in size, type and income.	City Government and Leadership, Transportation
	LU-1.6 As practical, encourage the retention of existing buildings for new uses by allowing for reductions or alternatives to the City's parking standards.	Energy, Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-1: Maintain an urban form and land use pattern that enhances quality of life and meets the community's vision for its future.	LU-1.8 Promote the establishment, retention, and expansion of businesses that provide employment for West Hollywood's residents and the surrounding region	City Government and Leadership, Transportation
	LU-1.11 Prohibit new land uses that harm the physical health and well-being of the community.	Adaptation
	LU-1.13 Seek to reduce the demand for motorized transportation by supporting land use patterns that prioritize pedestrian, bicycle, and transit mobility options, and mixed use development.	Transportation
	LU-1.14 Support the continuation of existing and new uses that enhance the social and health needs of residents.	Adaptation
	LU-1.16 Encourage the continuation and expansion of farmers' markets in West Hollywood.	City Government and Leadership, Adaptation
	LU-1.17 Encourage public and private schools serving West Hollywood residents to develop edible gardens.	Natural Environment
	LU-1.18 As financially feasible, seek opportunities to increase the network of community gardens throughout the City.	Natural Environment
Goal LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City.	LU-2.1 Direct the majority of new development to the City's commercial corridors served by high levels of existing or future public transit, with an emphasis on developing transit-supportive land use mixes and intensities near high frequency transit stops such as Santa Monica Boulevard near Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City.	LU-2.3 Allow residential mixed-use development in commercial corridors, including as described in adopted specific plans, except in the Commercial Neighborhood 2 land use designation and in the parcels on and near Santa Monica Boulevard shown in Figure 3-5.	Transportation
	LU-2.4 Implement a Transit Overlay Zone that allows for modifications to the development standards to encourage mixed-use development near major transit nodes. Transit Overlay Zones are indicated on the General Plan Land Use Designations map and are generally located along commercial boulevards and adjacent multi-family zoned parcels within 1/3 mile of major bus transfer points.	Transportation
	LU-2.5 Allow increases to permitted density/intensity and height for projects that provide affordable housing.	Transportation
	LU- 2.6 Implement a Mixed-Use Incentive Overlay Zone that focuses and incentivizes residential mixed-use projects to locate in certain key areas of the City. Projects with a mix of residential and commercial uses located in the identified Mixed-Use Incentive Overlay Zone will be allowed up to an additional 0.5 FAR and ten (10) feet in height. The Mixed-Use Incentive Overlay Zone should be applied to certain areas of the City that have the following characteristics: • Key transit nodes along commercial corridors • Areas that are encouraged to redevelop over the time horizon of the General Plan • Areas where new or expanded mixed-use districts can be created. For example, areas where multiple residential mixed-use projects are or could be expected to occur in the future	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-2: Maintain a balanced mix and distribution of land uses that encourage strategic development opportunities and mobility choices within the City	LU-2.10 Encourage the reuse of existing commercial structures through the use of incentives in order to maintain the scale of neighborhoods.	City Leadership and Governance
	LU-2.11 Modifications to the General Plan's permitted density, height, or other development standards may be considered near proposed regional rail transit stops after CEQA analysis for rail transit to the City is complete and a program for rail transit to the City is incorporated in the Metro Long Range Transit Plan.	Transportation
	LU-2.12 Consider modifications to development standards, not including increases in height, for development projects that meet exemplary green building standards.	Energy
Goal LU-3: Allow for public and private institutional uses throughout the City that are compatible with and complement adjacent land uses	LU-3.2 As practical, efficiently utilize all City-owned lands, encouraging the use of air rights above parking lots, consolidation of multiple public functions into single buildings, and joint use of public space by multiple agencies .	Energy, Transportation
Goal LU-4: Provide for an urban environment oriented and scaled to the pedestrian	LU-4.1 Implement land use patterns that locate a wide range of destinations within a short walk of every West Hollywood resident in order to encourage walking as a desirable mode of transportation.	Transportation
	LU-4.2 Continue to improve the pedestrian environment through a coordinated approach to street tree planting, sidewalk maintenance and enhancement, pedestrian amenities, and a focus on human-scale frontage design for building renovations and new development projects.	Transportation
Goal LU-4: Provide for an urban environment	LU-4.3 Continue to implement parking strategies and standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
oriented and scaled to the pedestrian.	LU-4.5 Require development projects to incorporate landscaping in order to extend and enhance the green space network of the City.	Natural Environment, Transportation
Goal LU-4: Provide for an urban environment oriented and scaled to the pedestrian.	LU-4.6 Require commercial development projects to provide for enhanced pedestrian activity in commercial areas through the following techniques: a. Minimizing vehicle intrusions across the sidewalk. b. Locating the majority of a building's frontages in close proximity to the sidewalk edge. c. Requiring that the first level of the building occupy a majority of the lot's frontage, with exceptions for vehicle access. d. Allowing for the development of outdoor plazas and dining areas. e. Requiring that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage. f. Requiring that ground floor uses be primarily pedestrian-oriented. g. Discouraging new surface parking lots.	Transportation
Goal LU-5: Encourage a high level of quality in architecture and site design in all construction and renovation of buildings.	LU-5.4 Encourage the use of high quality, permanent building materials that do not require excessive maintenance and utilize the design review process to evaluate such materials.	Energy
Goal LU-6: Create a network of pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the City.	LU-6.2 As practical, incorporate ADA requirements into all streets, with sidewalks, street trees where feasible, and street lighting that provides nighttime visibility for pedestrians.	Transportation
	LU-6.3 In commercial areas, strongly encourage attractive and consistent pedestrian amenities including items such as bus stop shelters, benches, trash receptacles, newspaper racks, bicycle racks, planters and other similar amenities.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-6: Create a network of pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the City.	LU-6.4 Strive for all new street lights in commercial areas to be pedestrian-oriented, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security.	Transportation
	LU-6.6 As opportunities arise, create new, smaller public open spaces throughout the City in the form of playgrounds, pocket parks, plazas, or community gardens.	Natural Environment
	LU-6.7 Continue to construct bulb-outs in commercial areas, where feasible.	Transportation
	LU-6.8 Allow the removal of parking stalls in high-volume pedestrian areas to accommodate widened sidewalks, additional landscaping, and street furniture.	Transportation
Goal LU-7: Seek to expand urban green spaces and sustainable landscapes	LU-7.1 Continue to enhance the network of green, pedestrian-friendly streets that connect parks and major destinations throughout the City in accordance with the City's Streetscape Master Plan.	Natural Environment, Transportation
	LU-7.2 Where feasible, widen sidewalks, expand parkway strips, and add landscaped medians on City streets.	Transportation
	LU-7.3 Require development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site, as sidewalk width permits, where such street trees do not currently exist or where replacement is needed.	Transportation, Natural Environment
	LU-7.5 Promote the use of drought-tolerant and native plants throughout the City.	Natural Environment
	LU-7.6 Encourage the use of permeable paving and reduce the use of impervious pavement.	Natural Environment
	LU-7.7 Encourage green roofs.	Natural Environment

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-8: Maintain and enhance residential neighborhoods.	LU-8.5 Allow certain home occupation uses in order to support small businesses and reduce vehicle trips.	Transportation
	LU-8.8 Encourage the location of neighborhood-serving businesses and amenities within walking distance of all residential neighborhoods.	Transportation
	LU-8.10 Continue to require landscaping and encourage permeable paving materials to reduce water runoff and the heat island effect.	Natural Environment, Water, Adaptation
	LU-8.11 Strive for all neighborhoods to have access to healthy foods by encouraging grocery stores and other food vendors in close proximity to all neighborhoods.	Adaptation
Goal LU-9: Encourage multi-family residential neighborhoods that are well maintained and landscaped, and include a diversity of housing types and architectural styles.	LU-9.3 Continue to require that development projects maximize the number of residential units in redevelopment of parcels in high-density zones.	Transportation
Goal LU-11: Expand the Melrose/Beverly District as a national and international destination for high-end arts and design studios, offices, and related businesses.	LU-11.4 Facilitate the transformation of Beverly Boulevard over time into a walkable, mixed-use boulevard that capitalizes on nearby planned fixed route transit service and the area's proximity to Cedars-Sinai Medical Center.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-11: Expand the Melrose/Beverly District as a national and international destination for high-end arts and design studios, offices, and related businesses.	LU-11.7 As feasible, maintain a beautiful and attractive pedestrian environment with wider sidewalks, benches, and street trees, and continue to enhance the pedestrian experience in the area by implementing the following building and public realm concepts: a. Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment. b. Support the overall experience of the streetscape through active and transparent ground floor frontages with main entries that face the street. c. Pursue pedestrian connections and paseos to improve pedestrian flow throughout the Greater Melrose Triangle Area. d. Improve pedestrian connections to better integrate the PDC into the adjacent commercial neighborhood. e. Improve pedestrian connections between West Hollywood Park and the rest of the district.	Transportation
	LU-11.9 Seek to create a park-once district for this area that allows for centralized, shared parking facilities from which customers and employees can then walk to and between multiple destinations.	Transportation
	LU-11.10 Allow for the transformation of the surface parking lot at Beverly and Robertson Boulevards into a park or plaza if it is determined to be surplus parking.	Natural Environment

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-12: Enhance Santa Monica Boulevard West as a destination for nightlife and entertainment, a focus of the LGBT community, and a center for neighborhood-serving retail and restaurants.	LU-12.1 Support the location of a rail transit station near the intersection of Santa Monica Boulevard and San Vicente Boulevard.	Transportation
	LU-12.2 Continue to allow and encourage a wide variety of commercial uses and services, with a mix of entertainment uses (e.g., clubs, bars, restaurants) and neighborhood-serving uses (e.g., supermarkets, cafes).	Transportation
	LU-12.5 Allow residential uses on the upper floors of all buildings in Area 2, except on certain parcels on Santa Monica Boulevard, and certain parcels adjacent to those fronting on Santa Monica Boulevard, generally between Almont Drive and Larrabee Street, where such uses may be incompatible with existing entertainment uses. Parcels where residential uses are prohibited are shown in Figure 3-5.	Transportation
	LU-12.7 As feasible, maintain an attractive pedestrian environment with wide sidewalks, benches, and street trees and continue to enhance the pedestrian experience in the area by implementing the following building and public realm concepts: a. Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment. b. Support pedestrian activity and business vitality – and the overall experience of the streetscape – through active and transparent ground floor frontages with main entries that face the street. c. Encourage projects to incorporate landscape elements into the design of building frontages or courtyards to continue the greening of the City's public spaces and streetscapes.	Transportation
	LU-12.10 Seek to create a park-once district for this area that allows for centralized, shared parking facilities from which customers and employees can then walk to and between multiple destinations.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-13: Support a vibrant, high-density transit-oriented commercial district centered around the intersection of Santa Monica Boulevard and Fairfax Avenue	LU-13.1 Support the location of a transit station near the intersection of Santa Monica Boulevard and Fairfax Avenue	Transportation
	LU-13.2 Allow residential uses on the upper floors of all buildings in Area 3.	Transportation
	LU-13.8 Seek to create a park-once district for this area that allows for centralized, shared parking facilities from which customers and employees can then walk to and between multiple destinations.	Transportation
	LU-13.9 As feasible, enhance pedestrian activity along Santa Monica Boulevard through the following building and streetscape improvements: a. Improve the streetscape with tree plantings, landscaping and public amenities such as benches. b. Locate buildings on or near the sidewalk edge to create an attractive and interesting pedestrian environment.	Transportation
Goal LU-14: Encourage a high-intensity, lively and vibrant transit oriented commercial area centered around the intersection of Santa Monica Boulevard and La Brea Avenue.	LU-14.1 Support the location of a transit station near the intersection of Santa Monica Boulevard and La Brea Avenue.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-14: Encourage a high-intensity, lively and vibrant transitoriented commercial area centered around the intersection of Santa Monica Boulevard and La Brea Avenue.	LU-14.3 Encourage ground-floor commercial and restaurant uses in all new development facing Santa Monica Boulevard and La Brea Avenue to capitalize on and serve the high volumes of pedestrian traffic and public transit and to activate public spaces. The following additional guidance applies: a. Retail uses that activate the street should be encouraged. b. Primarily neighborhood-serving uses are encouraged on the north side of Santa Monica Boulevard. c. Primarily regional-serving retail should be encouraged along La Brea Avenue and on the south side of Santa Monica Boulevard.	Transportation
	LU-14.7 Seek to create a park-once district for the area that allows for centralized, shared parking facilities and that enables visitors to park once and then walk to their destinations.	Transportation
	LU-14.8 Enhance pedestrian activity along Santa Monica Boulevard through the following building and public realm activities: a. Improve the streetscape with tree plantings, landscaping and public amenities such as benches. b. Locate buildings at or near the sidewalk edge to create an attractive pedestrian environment. c. Encourage projects to incorporate landscape elements into the design of buildings to enhance green space in the City. d. Support pedestrian activity and the experience along the streetscape through active and transparent ground floor frontages.	Transportation
	LU-14.9 Consider the requirement for transit station sites to include a public open space (such as a plaza) and uses that support high-volume pedestrian activity such as retail and restaurants for development projects immediately adjacent to the station entrance.	Transportation, Natural Environment

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
Goal LU-15: Maintain Sunset Boulevard as a regional, national, and international destination for entertainment, and the primary economic engine of the City.	LU-15.1 Continue to promote a great diversity of uses on Sunset Boulevard .	Transportation
	LU-15.4 Require high density development identified in the Sunset Specific Plan to support the economic development goals of the City.	Transportation
Mobility Element		
M-1: Develop a world-class transit system in West Hollywood.	M-1.1 Encourage the expansion of local and regional transit systems which serve or have alignments and stops within the City.	Transportation
	M-1.2 Work with transit providers to improve the quality of transit stations, transit stops, and transfer points by enhancing passenger amenities	Transportation
	M-1.3 Consider requiring development projects to include transit amenities and transit incentive programs..	Transportation
	M-1.4 As feasible, expand locally-provided transit services and work with regional transit providers to increase frequency, including extending frequent bus service into the evenings and on weekends.	Transportation
	M-1.5 As appropriate, work with regional transit providers to improve access to local and regional transit services, particularly for the following populations: • Seniors and persons with disabilities • Persons with low and moderate income • Students • The temporarily disabled • Transit-dependent populations	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-1: Develop a world-class transit system in West Hollywood.	M-1.6 Seek to maximize the target audience and the operating efficiency of the existing City internal transit system, including dial-a-ride, taxi coupon, bus pass, and CityLine programs.	Transportation
	M-1.7 Create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others, as feasible.	Transportation
	M-1.8 Engage in outreach and education to publicize transit options to City residents.	Transportation
	M-1.9 Seek to optimize traffic infrastructure and work with transit agencies to make bus travel times more competitive with automobile travel times.	Transportation
	M-1.10 Seek ways to reduce the emissions of greenhouse gases by transit vehicles.	Transportation
M-2: Collaborate on regional transportation solutions that improve mobility, quality of life, and environmental outcomes.	M-2.1 Participate in regional discussions, planning efforts, and advocacy to improve regional transportation solutions and to improve the efficiency, reliability, accessibility, quality, and frequency of transit service to and within the City.	Transportation
	M-2.2 Advocate for and cooperate with regional partners including Metro, the Westside Cities Council of Governments (WSCOG), and the Southern California Association of Governments (SCAG) to create an environmentally and financially sustainable, complete, and comprehensive regional transportation network connecting West Hollywood to other destinations.	Transportation
	M-2.3 Work with adjacent jurisdictions, regional transportation agencies, and others to pursue common interests relating to the City's transportation system and the mobility of West Hollywood's residents and visitors.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-2: Collaborate on regional transportation solutions that improve mobility, quality of life, and environmental outcomes.	M-2.4 Work with regional transportation agencies to establish Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs to improve regional transportation and reduce through travel within the City.	Transportation
	M-2.5 Develop programs and strategies that work to achieve greenhouse gas or VMT reduction standards established by regional, state, and/or federal agencies.	Transportation
	M-2.7 Pursue multi-jurisdictional car-sharing and bike-sharing programs with regional partners including the Westside Cities and SCAG.	Transportation
M-3: Maintain and enhance a pedestrian-oriented City.	M-3.1 Encourage and provide incentives and programs for people to walk more and drive less.	Transportation
	M-3.2 Seek to prioritize space for pedestrians and bicycles in the design and improvement of public rights of way.	Transportation
	M-3.3 Implement improvements indentified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available.	Transportation
	M-3.4 Where feasible, provide the following pedestrian amenities throughout the street network, consistent with the desired urban form and land use in this General Plan: • Wider sidewalks • Street trees and landscaping • Bulb-outs • Seating areas • Pedestrian-oriented lighting	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-3: Maintain and enhance a pedestrian-oriented City.	M-3.5 Utilize the City's planning processes, such as streetscape improvements or area plans, to identify areas where pedestrian improvements can be made, such as new pedestrian connections, increased sidewalk widths, improved crosswalks, pedestrian countdown signals, improved lighting, and new street furniture.	Transportation
	M-3.6 Continue to work with businesses and business groups to improve walkability on major corridors and support private investment into pedestrian-oriented amenities.	Transportation
	M-3.7 Limit the quantity and width of new curb cuts for vehicle access in order to improve the pedestrian network.	Transportation
	M-3.8 Seek to minimize the negative impacts of parking for the pedestrian realm and accommodate bicycles, carpool and carshare vehicles, and other modes of transit wherever possible in the design of public parking.	Transportation
	M-3.9 Require new commercial development to provide for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within the property being developed.	Transportation
	M-3.10 Require design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.	Transportation
	M-3.11 When possible, enhance pedestrian accessibility by providing bulb-outs where appropriate in order to minimize pedestrian crossing distances and improve visibility.	Transportation
M-4: Create a comprehensive bicycle network throughout the City.	M-4.1 Implement improvements identified in the adopted Bicycle and Pedestrian Mobility Plan (2003) as funding becomes available.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-4: Create a comprehensive bicycle network throughout the City.	M-4.2 As feasible, ensure that new development of commercial and multi-family residential uses enhance the City's bicycle network and facilities.	Transportation
	M-4.3 Where feasible, install bicycle amenities including parking, storage, dedicated bicycle lanes, and bicycle way-finding/signage along planned bicycle routes, throughout commercial areas, and at public facilities.	Transportation
	M-4.4 Explore the development of bicycle stations throughout the City and at major transit stops.	Transportation
	M-4.5 Utilize the City's planning processes, such as street improvements or area plans, to identify areas where better bicycle route connections can be implemented and increased bicycle parking can be provided.	Transportation
	M-4.6 Require major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle-transit centers in nearby locations.	Transportation
	M-4.7 Utilize outreach and public education activities to increase bicycling for recreation, commuting, and shopping. This may include City-sponsored bike festivals, maintenance classes, and route maps, among others.	Transportation
M-5: Create an environmentally and financially sustainable transportation network that provides for the mobility and	M-5.1 Maintain a Streetscape Master Plan that balances the needs of pedestrians, bikes, public transit, passenger vehicles, and commercial vehicles.	Transportation
	M-5.2 Prioritize property access to promote transit, walking, and bicycling over auto access.	Transportation
	M-5.5 Secure street dedication for pedestrian and bicycle facilities and/or street improvements.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
livability needs of West Hollywood residents, businesses, and visitors.	M-5.6 Where appropriate, allow alleys to be improved with public art, green space, or other amenities, where improvements do not conflict with access.	Transportation
	M-5.7 Seek to undertake a capital improvement program to green the street network for the enjoyment of residents, businesses, and visitors, to establish the street network as part of the park and open space system of West Hollywood.	Transportation
	M-5.8 Allow for the collection of fees from developers to undertake the following infrastructure projects to support new development: • Sidewalk improvements • Landscaping • Bicycle infrastructure • Traffic calming devices • Traffic signals • Other improvements that promote/maintain the pedestrian-oriented character of the community (i.e. traffic calming devices and TDM programs).	Transportation
	M-5.10 Encourage the concept of shared streets in residential areas.	Transportation
M-6: Utilize Transportation Demand Management strategies to reduce auto travel.	M-6.1 Maintain and periodically update a Transportation Demand Management (TDM) Ordinance to reduce auto trips associated with new development.	Transportation
	M-6.3 Consider implementing multimodal performance measures to analyze the impact of new development.	Transportation
	M-6.4 Consider requiring new residential and commercial development to provide a partial transit subsidy for employees and/or residents of the new development.	Transportation
	M-6.5 Regularly study the community's travel characteristics to identify actions and techniques for reducing travel demand.	Transportation
	M-6.6 Measure changes in VMT, trip generation, and parking demand in the City over time.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-6: Utilize Transportation Demand Management strategies to reduce auto travel.	M-6.7 Support carpool, rideshare, and telecommuting programs in partnership with the City's business community, and strive for increased participation rates.	Transportation
	M-6.8 Implement car-sharing and bike-sharing programs for City employees.	Transportation
	M-6.9 Respond to changes in demand by replacing auto infrastructure with other types of transportation infrastructure. For example, the City may replace some auto parking with bicycle parking as bicycle use grows, or designate auto lanes for public transit only.	Transportation
M-7: Protect and preserve residential neighborhoods from intrusion of non-residential traffic.	M-7.4 Manage traffic speeds and volumes on neighborhood streets to reduce cutthrough traffic.	Transportation
M-8: Manage parking supply to serve residents, businesses and visitors.	M-8.3 Encourage, promote, and allow shared and off-site parking arrangements in all commercial areas.	Transportation
	M-8.4 Pursue strategies to reduce circling for parking by visitors.	Transportation
	M-8.7 Encourage shared parking and seek to create a program to pool shared public and private parking spaces in key commercial districts to help create "park once" environments.	Transportation
	M-8.8 Consider requiring new commercial developments to place their parking spaces in shared parking pools.	Transportation
	M-8.11 Consider requiring all new multi-family residential development located along commercial corridors and in Transit Overlay Zones to unbundle parking.	Transportation
	M-8.12 Consider unbundling parking requirements for new development in multifamily residential areas.	Transportation

Table A-1: Summary of 2035 General Plan Policies Related to Sustainability		
Goal	**Policy**	**Relevant GHG Emissions Sector**
M-8: Manage parking supply to serve residents, businesses and visitors.	M-8.13 When feasible, allow reductions in parking standards and/or unbundling of parking to encourage the construction of affordable housing, senior housing, special needs housing and housing near high-frequency regional transit services.	Transportation
	M-8.14 Maintain demand-responsive pricing of all public on- and off-street parking in commercial corridors.	Transportation
	M-8.16 Encourage building owners and/or managers of new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.	Transportation
M-9: Facilitate sustainable, effective, and safe movement of goods and commercial vehicles.	M-9.1 Establish and designate a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.	Transportation
	M-9.3 Utilize alleys for access to parking, delivery loading/unloading and trash collection and, where possible, provide additional green space and pedestrian amenities.	Transportation
	M-9.4 Encourage operators of commercial vehicles doing business in West Hollywood to utilize technologies that minimize air pollution, fuel use, and greenhouse gas emissions.	Transportation
	M-9.5 Prohibit commercial vehicles from excessive idling during deliveries and while parked.	Transportation

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APPENDIX B: SUMMARY OF CAAP GHG REDUCTION MEASURES POTENTIAL FOR PHYSICAL CHANGES TO THE ENVIRONMENT

The City's CAAP includes 20 measures and 60 specific actions to reduce GHG emissions from municipal operations and the community at-large. The potential for these measures and actions to result in a potential physical change to the environment that requires evaluation under the California Environmental Quality Act (CEQA) is summarized in Table B-1.

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions

2021 CAAP Action	Potential for Physical Change to the Environment	Related General Plan Policy / 2011 CAP Measure
Climate Leadership and Governance (CLG)		
CLG-1: Institutionalize carbon reduction and climate resilience in City government.		
CLG-1A: Create a team of sustainability staff to liaise and work collaboratively with City departments to implement the CAAP and other sustainability programs.	None. The hiring or assignment of staff for specific duties does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other GHG reduction measures.	General Plan Policies: IRC-5.4 CAP Measures: CL-1.1
CLG-1B: Formalize sustainability and resilience priorities in City operations, budgeting, processes, and performance management.	None. The formalization of priorities is a planning process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other GHG reduction measures.	General Plan Policies: IRC-6.10 CAP Measures: CL-1.1, CL-1.2

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-1C: Cultivate a relationship with the Tongva in order to foster indigenous-led stewardship and reciprocity in the City's climate practices.	None. The cultivation of relationship with the Tongva regarding climate protection practices is a coordination and engagement process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other GHG reduction measures.	General Plan Policies: G-1.5 CAP Measures: N/A
CLG-2: Reduce GHG emissions in City facilities and bolster the resilience of City operations.		
CLG-2A: Develop a net zero building framework for city facilities, city-owned real property development, and city-funded projects.	Low to moderate. The development of a net zero energy policy framework for city-assets could result in new or modified infrastructure that would involve minor temporary construction and development activities (e.g., solar panels, heat pumps).	General Plan Policies: IRC-6.2, IRC-11.3 CAP Measures: CL-1.2
CLG-2B: Benchmark water use in City facilities and grounds on an annual basis in ENERGY STAR Portfolio Manager.	None. Benchmarking water use is a data collection process that does not result in a physical change to the environment.	General Plan Policies: IRC-6.3 CAP Measures: CL-1.2, CL-1.3

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-2C: Establish one or more resilience hubs in collaboration with external partners (community-based organizations, environmental organizations) to support community members, coordination communication, distribute resources, reduce carbon pollution, and serve as centers for preparedness, rapid response, and recovery.	Low. This action would primarily involve continued support and funding for community resiliency resources. The establishment of temporary or permanent resiliency hubs would occur in collaboration with City partners and would likely involve the use of existing resources (e.g., facilities, staff).	General Plan Policies: SN-7.4 CAP Measures: N/A
CLG-2D: Continue to coordinate cooling center hours and operations across community-serving facilities to support the needs of their visitors, particularly vulnerable population groups, during high heat and hazardous air quality events.	Low. This action would primarily involve continued support and funding for cooling centers in the City during high heat and hazardous air quality events. Temporary cooling centers may create noise and consume energy on a temporary basis.	General Plan Policies: IRC-6.5 CAP Measures: N/A
CLG-2E: Adopt alternative fuel guidelines for facilities and vehicles in West Hollywood.	Low. The adoption of guidelines is a planning exercise that does not directly result in physical changes to the environment. New alternative fuel guidelines may lead to new or modified infrastructure that would involve minor temporary construction and development activities at existing City facilities involving fueling equipment (e.g., new or replacement alternative fuel tank at a maintenance yard).	General Plan Policies: IRC-7.3, M-9.4 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-2F: Establish a sustainable purchasing program and an internal administrative regulation.	None. This action would primarily involve support and funding for a program intended to purchase and use environmentally-friendly products in the City.	General Plan Policies: SN-2.1 CAP Measures: CL-1.1
CLG-2G: Develop a zero-waste policy for City-hosted events.	None. This action would divert waste currently generated at City-hosted events from entering a landfill, thereby reducing GHG emissions.	General Plan Policies: IRC-10.1, IRC-10.8, IRC-10.3, IRC-10.9 CAP Measures: CL-1.1
CLG-2H: Install energy submeters at municipal facilities and expand the use of smart energy controls.	Low. This action would involve minor changes to existing utility delivery and metering infrastructure.	General Plan Policies: IRC-6.10 CAP Measures: CL-1.2
CLG-3: Lead by example in addressing consumption based emissions		
CLG-3A: Engage with City departments on increasing the use of low carbon materials in adaptive reuse, multifamily retrofit projects, and public infrastructure projects in the City.	None. This action could result in lower carbon materials carbon in the City's building stock (as compared to current/standard building materials).	General Plan Policies: ED-10.3, IRC-10.7 CAP Measures: E-3.2
CLG-3B: Pursue an embodied carbon assessment for West Hollywood's building stock to generate awareness of GHG emissions created from the supply chain of building materials from cradle to grave.	None. This action could result in lower embodied carbon in the City's building stock.	General Plan Policies: IRC-6.3, IRC-6.4: CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-4: Accelerate climate action, adaptation, and resilience strategies through regional partnerships.		
CLG-4A: Establish a WeHo Green Business Program to promote energy and water efficiency, waste reduction, green building materials, and sustainable and/or local purchasing with the City's business community.	None. The establishment of a Green Business Program is a planning, coordination, and engagement process that does not result in a physical change to the environment. This action would primarily involve support and funding for a program intended to purchase and use environmentally-friendly products in the City. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-3.4, IRC-3.7, IRC-4.1, IRC-5.2, IRC-10.4 CAP Measures: CL-1.1, E-1.1, SW-1.3
CLG-4B: Advocate for the integration of tribal-influenced fire management practices, in particular cultural burning, by LA County Fire and neighboring jurisdictions, in order to mitigate nearby wildfires.	None. Advocating for the integration of tribal-influenced fire management practices is a planning and coordination process that does not result in a physical change to the environment. This action would primarily involve support and funding for a program intended to improve fire management in Los Angeles County.	General Plan Policies: SN-7.4 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-4C: Coordinate with neighboring jurisdictions to adopt climate-adapted water management practices that reduce reliance upon imported water.	None. Working with neighboring jurisdictions to reduce reliance on water imports is a planning and coordination process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-3.3, IRC-3.5 CAP Measures: W-1.1
CLG-4D: Foster continued collaboration with neighboring jurisdictions and regional partners (Westside Cities, LADOT, Metro, LA County, etc.) on efforts to improve regional public transit (bus, rail, emerging microtransit, and dockless mobility options) and support zero emission mobility options within Southern California.	None. Working with neighboring jurisdictions and regional partners to improve regional public transit and zero emission mobility options is planning and coordination process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: M-2.2, M-2.3, M-2.4 CAP Measures: T-2.1, T-3.1, T-3.2, T-3.3, T-3.4, T-4.2
CLG-5: Develop communications and outreach assets for climate action and adaptation		

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
CLG-5A: Develop a community climate action toolkit that includes: • resource conservation tips • information about how to prepare for and respond to climate-related emergencies (including heat waves, power outages, drought, flash flooding, and wildfires) • Tongva history and relations with people, places, and the land	None. The development of a community action toolkit is a planning process that does not result in a physical change to the environment. This action would primarily involve support and funding for a program intended to reduce GHG emissions in the City. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-5.2, SN-7.4 CAP Measures: E-1.1, E-2.1, W-1.1

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
Energy (EN)		
EN-1: Improve energy performance, decarbonize and improve energy resilience of the existing building stock.		
EN-1A: Establish mandatory minimum energy performance requirements for existing buildings with considerations for: • Energy benchmarking • Technical and financial assistance programs • Promotion of incentives (financial and programmatic) for energy efficiency retrofits • Use of rebate and system replacement programs	Low to moderate. The establishment of specific energy performance standards could lead to new or modified on- or off-site building energy systems (e.g., rooftop solar, underground heat pump, battery energy storage systems, etc.). The physical effects associated with the modification or installation of such new systems would depend on the project-specific characteristics that are not currently known; however, such systems are not anticipated to be substantial since this action establishes performance standards for individual buildings only.	General Plan Polices: IRC-4.1, IRC-4.3, IRC-5.1, IRC-5.3 CAP Measures: E-1.4, E-2.2, E-3.1

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-1B: Explore the creation of a Retrofit Accelerator program, offering technical and financial assistance, utility rebate matching, and resources for existing building retrofits, including: • Energy and water conservation measures, including envelope improvements, lighting upgrades, high efficiency appliances, building management and automation, low-flow fixtures, leak detection, and greywater recycling • Electrification measures, including panel upgrades, electric water heaters and heat pumps, and replacement of gas-fired appliances with high efficiency electric appliances • Passive and low energy cooling strategies, including weatherization and insulation, ceiling fans for circulation, smart temperature controls, and high efficiency HVAC system replacements • Seismic retrofits	Low. The development of a Retrofit Accelerator program could support and/or fund modifications to existing building envelops, energy systems, and structural features. The physical effects associated with such retrofits would depend on the project-specific characteristics that are not currently known; however, the retrofits are not anticipated to be substantial since this action establishes a voluntary program for specific, targeted improvements to existing, individual buildings.	General Plan Policies: IRC-4.1, IRC-5.3 CAP Measures: E-1.2, E-1.5, W-1.1

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-2: Promote, support, and expand the use of local solar power and battery energy storage.		
EN-2A: Continue to promote and support the Go Solar WeHo program and encourage the pairing solar systems with battery energy storage systems.	Low. This action would primarily involve continued support and funding for the Go Solar WeHo program, which provides information and resources to residential and commercial property owners considering installing solar energy. The pairing of battery energy storage systems would not result in substantial additional activities because such systems would be on-site and sized to support the individual solar array installed at the property.	General Plan Policies: IRC-4.3 CAP Measures: N/A
EN-2B: Leverage Clean Power Alliance and Southern California Edison programs to encourage the adoption of solar, battery energy storage, smart inverters, and smart thermostats.	None. Working with Clean Power Alliance and Southern California Edison to encourage energy efficiency, conservation, and storage improvements is a planning and coordination process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-4.1, IRC-4.3, IRC-4.4 CAP Measures: E-3.3, E-3.4

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-3: Decarbonize the future building stock and implement best practices in sustainable and resilient new construction.		
EN-3A: Adopt energy reach codes and/or resiliency codes that exceed State requirements.	Low to moderate. The adoption of energy reach and/or resiliency codes that exceed State requirements could lead to additional physical infrastructure (e.g., energy generation or storage systems) and/or design features (e.g., retaining walls, enclosures for energy systems) for individual projects. This additional infrastructure would be sized according to each individual project's characteristics and would constructed, installed, or otherwise developed as a component of the overall construction and development process.	General Plan Policies: IRC-6.1 CAP Measures: E-2.2
EN-3B: Develop educational resources and guidelines for sustainable construction material selection.	None. The development of local education and information resources and guidelines is a planning and coordination process that could lead to the use of more environmentally friendly building materials and products (as compared to standard materials and products) in temporary construction projects in the City. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-10.7 CAP Measures: E-1.1, E-2.1, E-3.2

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-3C: Develop educational resources and guidelines around electric vehicle chargers, battery energy storage, and all-electric appliances.	Low. The development of local education and information resources and guidelines is a planning and coordination process that could lead to the installation of new or modified energy conservation, efficiency, or storage systems in existing or new projects in the City that would be sized to meet each individual project's needs. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-3.4 , IRC-5.2, IRC-8.6, IRC-10.4, IRC-11.6, IRC-7.4, IRC-7.5, IRC-7.6 CAP Measures: N/A
EN-3D: Promote and support the adoption of clean and resilient energy technologies in affordable housing, schools, and other critical facilities.	None. This action would primarily involve continued support for the use of clean and resilient technologies in affordable housing, schools, and other critical facilities. resources. The promotion and support for specific technologies is not an action that results in a physical change to the environment.	General Plan Policies: IRC-7.5, IRC-11.3 CAP Measures: E-3.3, E-3.4

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-4: Enhance community energy resilience.		
EN-4A: Implement heat preparation and response measures, prioritizing areas with higher proportions of older adults and low-wealth individuals, and deploy such measures at different scales, including: • Building (passive cooling design, cool/green roofs, weatherization, and low-energy active cooling systems) • Citywide (additional shade canopies and shade trees, etc.), and • Community-serving facilities (cooling centers, pools, drinking water fountains and filling stations, etc.).	Low. This action would primarily involve continued support and funding for heat preparation and response measures. Such measures could be provided at the building, City, or community-level. Measures would generally be passive or low energy and temporary in nature (e.g., passive cooling systems, low-energy active cooling systems, shade canopies, water filling stations). Cooling centers with active cooling systems (e.g., air conditioning units) may create noise and consume energy on a temporary basis.	General Plan Policies: IRC-6.6, IRC-6.7 CAP Measures: G-1.1, G-1.2

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-5: Promote electric vehicle readiness.		
EN-5A: Increase access to electric vehicles through shared mobility services, expanded options for public and shared charging, and continued advocacy and support for the conversion of private vehicle fleets.	Low. The expansion of charging infrastructure would require temporary construction activities to install new such infrastructure (conduits, servicing equipment, etc.). Providing education and information resources on shared mobility services and charging infrastructure and advocating for fleet conversion to electric vehicles is a planning, coordination, and information dissemination process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-7.6 CAP Measures: N/A
EN-5B: Support new technologies, incentives, and programs that accelerate the adoption of EV charging in existing multifamily residential buildings.	Low. Support for new technologies, incentives, and programs that accelerate EV charging in multifamily residential buildings could lead to new or modified electrical systems; however, these residential scale systems would not require substantial construction or building modification activities to install. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: IRC-7.6 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
EN-5C: Incentivize EV charging infrastructure, prioritizing publicly accessible areas and existing parking spaces, in partnership with Southern California Edison and the Clean Power Alliance.	Low. Partnering with Southern California Edison and the Clean Power Alliance to incentives EV charging infrastructure in publicly accessible areas and existing parking spaces could lead to new or modified electrical systems and minor ground disturbing activities to support such systems. The reduction fuel combustion and tailpipe emissions is likely to offset temporary construction emissions and any additional maneuvering or driving by combustion vehicles searching for a parking stall.	General Plan Policies: IRC-7.6 CAP Measures: N/A
Transportation and Mobility		
TM-1: Increase sustainable mode share in West Hollywood (Walking, Bicycling, Transit)		
TM-1A: Increase pedestrian mode share in West Hollywood by creating convenient and attractive street environments, including seating and shading infrastructure to support universal access and use of the sidewalk network.	Low to moderate. The improvement of streets and other mobility corridors to increase pedestrian access would result in temporary construction activities.	General Plan Policies: IRC-6.9, LU-1.3, LU-1.13, LU-4.2, LU-4.3. LU-4.5, LU-6.2, LU-6.3, LU-6.4, LU-6.7, LU-6.8, LU-7.2, LU-11.7, LU-12.7, LU-13.9, M-3.3 CAP Measures: T-1.1
TM-1B: Develop a long-range plan for improving public life and public spaces throughout the city, with measurable performance criteria and recommendations that are responsive to the needs of community members of all ages and abilities.	Low to moderate. The development of a long-range plan that contains measurable performance criteria for improving public life and public spaces could lead temporary construction activities in the City.	General Plan Policies: PR-1.14 CAP Measures: M-3.5, M-4.5, M-5.1

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
TM-1C: Explore opportunities for activating side streets, alleys, and excess road space into public spaces such as paseos or play streets.	Low to moderate. The improvement or conversion of side streets, alleys, and other excess space into public areas would result in temporary construction activities.	General Plan Policies: LU-6.6, M-5.6, M-9.3 CAP Measures: T-1.1
TM-1D: Accelerate implementation of the multi-modal improvements to the pedestrian and bicycle networks as recommended in the Pedestrian & Bicycle Mobility Plan, Rail Integration Study, Vision Zero, and future mobility planning efforts.	Low to moderate. Multi-modal improvement to existing infrastructure and facilities result in temporary construction activities and new infrastructure and buildings.	General Plan Policies: LU-1.3 LU-1.13, LU-6.2, LU-6.7, LU-6.8, M-1.1, M-3.4 CAP Measures: T-1.1, T-2.1, T-2.2
TM-1E: Continue to advocate for the Crenshaw-LAX rail extension project.	None. This action continues the City's advocacy for the Crenshaw-LAX rail extension. The City's advocacy for this extension does not result in a physical change to the environment.	General Plan Policies: M-2.3 CAP Measures: N/A
TM-1F: Explore opportunities to improve surface bus transit and enhance supportive infrastructure (e.g., bus stops and shelters, transit and mobility lanes, traffic signal prioritization, etc.).	Low to moderate. The improvement or conversion of transit infrastructure would result in temporary construction activities and new, minor transit infrastructure.	General Plan Policies: M-1.2, M-4.4 CAP Measures: T-3.1, T-3.2, T-3.3, T-3.4

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
TM-2: Promote zero and near zero carbon transportation		
TM-2A: Electrify West Hollywood's municipal and public transportation fleets with plug-in electric vehicles (e.g., Ambiance, Cityline, the Pickup, Dial-a-Ride services, etc.	Low to moderate. The conversion of municipal and public transportation fleets to electric vehicles would require temporary construction activities to install electric vehicle charging infrastructure (conduits, servicing equipment, etc.). The increase in electric vehicles would also increase electricity consumption. The transition to electric vehicles would avoid tailpipe emissions and may reduce fleet-transportation noise levels in the City.	General Plan Policies: IRC-6.2, M-1.6 CAP Measures: N/A
TM-2B: Expand publicly accessible on-street and off-street EV charging infrastructure (for light, medium, and heavy-duty vehicles).	Low to moderate. The expansion of on- and off-street EV charging infrastructure would require temporary construction activities to install new such infrastructure (conduits, servicing equipment, etc.).	General Plan Policies: IRC-7.6 , PR-1.14 CAP Measures: N/A
TM-2C: Explore, encourage, and/or require electric options for: • Last-mile delivery including , e-cargo bikes, scooters, autonomous devices, etc. • Car share vehicles • Ride hail vehicles • Vanpool and microtransit vehicles • Private point-to-point shuttles • Parking enforcement vehicles	Low to moderate. The support for or requirement to install electric mobility options could result in temporary construction activities to install electric vehicle charging infrastructure (conduits, servicing equipment, etc.).	General Plan Policies: IRC-7.6, M-6.7 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
TM-3: Rethink curb space and parking assets		
TM-3A: Explore opportunities for: • Increasing EV only parking (on-street) • Piloting dynamic parking pricing • Providing lockers or shared storage spaces for delivery services • Increasing loading zones for delivery vehicles	Low. The consideration of opportunities to increase local EV only parking, establish pilot dynamic parking pricing programs, and/or provide shared storage spaces for delivery services could result in minor temporary construction activities to install infrastructure or equipment.	General Plan Policies: LU-11.9 CAP Measures: T-4.3
TM-3B: Evaluate minimum parking requirements across all land uses and provide alternatives that meet current and future parking needs.	Low. The evaluation of parking requirements is a planning exercise that could result in a reduction in local parking availability or alternative solutions to current and future parking needs.	General Plan Policies: LU-1.6, LU-6.8, ED-3.2 CAP Measures: T-4.3
TM-4: Implement transportation demand management (TDM) solutions		
TM-4A: Establish a transportation management organization to implement, manage, & monitor the TDM ordinance.	None. The establishment of a transportation management organization is a planning process that does not result in a physical change to the environment. This action will support GHG reductions and other co-benefits achieved by other CAAP measures.	General Plan Policies: M-2.4, M-6.1 CAP Measures: T-4.3
TM-4B: Explore the creation of a Micro Transit pilot program as a first-and-last mile solution to promote use of electric public transit, prioritizing access for older adults and persons in need of additional mobility support.	Low. The consideration and/or creation of a Micro Transit pilot program to support local use of public transit could result in minor infrastructure or equipment to support such a program.	General Plan Policies: IRC-6.9, M-2.4, M-2.5 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
Zero Waste (ZW)		
ZW-1: Improve source reduction and recycling		
ZW-1A: Develop a single-use plastics and/or reusable foodware ordinance.	None. This action would support the use of reusable products in the City that are more environmentally friendly and reduce solid waste generation (compared to current single use products).	General Plan Policies: SW-1.3 CAP Measures: N/A
ZW-1B: Establish a target for achieving zero waste at major public events (i.e. LA Pride and Halloween).	None. This action would divert waste currently generated at major public events from entering a landfill, thereby reducing GHG emissions.	General Plan Policies: IRC-10.1 CAP Measures: N/A
ZW-2: Divert organic waste		
ZW-2A: Support educational programming on organics recycling, including the supply of materials and tools to encourage behavior change (e.g. compost bins, signage, etc.).	None. The development of education and information materials could result in local recycling activities that divert waste from entering a landfill, thereby reducing GHG emissions.	General Plan Policies: IRC-10.4 CAP Measures: N/A
ZW-2B: Develop and phase in organic waste reduction requirements in accordance with CalRecycle mandates (SB 1383), including municipal code updates, customer education & outreach materials, food recovery capacity, compliance & enforcement protocols, monitoring & reporting, etc.	None. The development and implementation of organic waste reduction requirements would result in local recycling activities that divert waste from entering a landfill, thereby reducing GHG emissions.	General Plan Policies: SW-1.1 CAP Measures: N/A

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
ZW-2C: Implement curbside organics collection program.	Low. The implementation of a curbside organics collection program would result in local recycling activities that divert waste from entering a landfill, thereby reducing GHG emissions. Additional organics collection servicing by trucks could result, which may increase emissions.	General Plan Policies: IRC-10.2 CAP Measures: N/A
Natural Environment (NE)		
NE-1: Protect and expand the urban tree canopy		
NE-1A: Implement actions necessary to advance the Urban Forest Management Plan, including: • Assessing the state of West Hollywood's urban forest, including an establishment study of young trees and a tree condition assessment. • Expanding future tree planting areas, where possible, to allow for greater soil volume that will support larger, mature trees in the city. • Prioritized planting in locations with lower tree canopy and greater exposure to health and environmental burdens (i.e. Eastside neighborhoods).	Low. Actions that advance the Urban Forest Management Plan could result in new or expanded vegetation/tree planting, maintenance, and monitoring activities that require the use of equipment and staff vehicles.	General Plan Policies: IRC-6.6 CAP Measures: G-1.1

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
NE-1B: Continue to develop educational and outreach programs and incentives to encourage tree planting/preservation, green roofs and roof gardens in existing buildings.	Low. The development of education and informational materials, programs, and incentives that encourage tree planting and green roofs is a planning and outreach process that could result in local tree planting and roof conversion activities.	General Plan Policies: LU-1.17, LU-7.7 CAP Measures: G-1.1, G-1.2
NE-1C: Explore policies that allows for flexible development standards that favors tree canopy preservation, protection, and replacement, as well as dedicated green spaces.	None. This action would primarily support the retention and preservation of existing tree canopies and other green spaces.	General Plan Policies: IRC-6.6, LU-7.3 CAP Measures: G-1.2
NE-1D: Support innovative technologies (e.g. Silva cells) that have long-term environmental & life cycle benefits.	None. The support of innovative technologies that have long-term environmental benefits is not an activity that results in an adverse physical change to the environment.	General Plan Policies: IRC-11.3 CAP Measures: N/A
NE-2: Nurture green spaces, biodiversity, and wildlife habitat		
NE-2A: Explore opportunities to re-establish natural and green spaces on parcels, streets, alleys, and interstitial spaces, collaborating with the Tongva and environmental nonprofits to incorporate soil restoration and native and climate-adaptive vegetation as opportunities are identified.	Low. The consideration of opportunities to re-establish natural and green spaces on developed lands could require minor demolition, grading, and restoration activities. Collaboration with the Tongva and environmental organizations on soil restoration actions is a planning and coordination process that does not result in an adverse physical change to the environment.	General Plan Policies: LU-6.6 , LU-7.2 , LU-7.3, LU-7.5 CAP Measures: G-1.3

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
NE-2B: Encourage opportunities for community gardens in public and private locations, including affordable & supportive housing sites, to foster environmental stewardship, soil health, local food production, educational & wellness programming, community-based partnerships, & social cohesion.	None. The City's support for community gardens is not an action that results in an adverse physical change to the environment.	General Plan Policies: IRC-6.11, LU-1.17, LU-1.18, HS-4.4 CAP Measures: G-1.2
NE-2C: Work with the Tongva to transition park landscapes to native and edible landscapes that can be places of gathering, ceremony, and sustenance.	Low. The City's coordination and collaboration with the Tongva to transition park landscapes to native and edible landscapes could result in minor landscape restoration or conversion activities.	General Plan Policies: LU-7.5 CAP Measures: N/A
NE-2D: Explore opportunities to create and maintain NWF Certified Wildlife Habitat gardens and gardens that support monarchs and other local pollinators.	None. The City's consideration and support for creating and maintaining certified gardens is not action that results in an adverse physical change to the environment.	General Plan Policies: LU-1.18 CAP Measures: N/A
NE-2E: Pilot permeable and cool surfaces, such as permeable walkways and high-albedo road and parking lot surfaces, particularly in areas with higher proportions of older adults and low-wealth individuals.	Low. Pilot projects for permeable or cool surfaces could result in minor demolition, grading, and paving/concrete installation. Such features would be constructed, installed, or otherwise developed as a component of the overall temporary construction and development process for individual projects.	General Plan Policies: IRC-6.7, LU-7.6, LU-8.10 CAP measures: G-1.3

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
NE-2F: Conduct a biodiversity assessment to identify local wildlife and plant species, with the inclusion of key indicators as to monitor the health of our ecosystems.	None. Conducting a survey for biodiversity in the City does not result in an adverse physical change in the environment.	General Plan Policies: PR-3.3 CAP Measures: N/A
NE-3: Improve water management		
NE-3A: Continue to promote water conservation measures (e.g., rain barrels, cisterns, limited outdoor water use) that reduce dependency on imported water, including stormwater reuse.	Low. The City's promotion and support for water conservation measures could lead to the installation of equipment or infrastructure that would involve minor temporary construction activities.	General Plan Policies: IRC-3.4, IRC-3.7, IRC-9.3, IRC-9.5, IRC-9.8, PR-3.4 CAP measures: E-2.1, W-1.1, W-1.2
NE-4: Encourage green infrastructure		
NE-4A: Create a communitywide green infrastructure plan that is integrated with other relevant local plans and includes: • Upgraded public spaces, public buildings, green streets, green parking lots, green alleys and interstitial spaces based upon locally adopted or recognized best practices in green infrastructure • Creation of partnerships with key community groups and other stakeholders to encourage green infrastructure practices • Working with the Tongva to restore native plants alongside other improvements to public spaces, and cultivate spaces where the Tongva and West Hollywood can grow food.	Low to moderate. The City's creation of a communitywide green infrastructure plan could lead to infrastructure improvements that involve demolition, trenching, grading, and other temporary construction activities. This infrastructure would be sized according to each individual project's characteristics and may or may not be constructed, installed, or otherwise developed as a component of a larger construction and development process.	General Plan Policies: LU-7.1 CAP measures: G-1.3

Table B-1: Summary of Potential Physical Changes to the Environment from CAAP Measures and Actions		
2021 CAAP Action	**Potential for Physical Change to the Environment**	**Related General Plan Policy / 2011 CAP Measure**
• Incentive programs to encourage landowners to adopt interconnected green infrastructure practices • A green infrastructure monitoring program and follow-up reports on the status of desired outcomes		