The Bond Project

Revised Draft Environmental Impact Report

State Clearinghouse No. 2016101063

PREPARED BY

City of West Hollywood, 8300 Santa Monica Boulevard, West Hollywood, California 90069.

JANUARY 2023

PREPARED WITH ASSISTANCE FROM

DUDEK
38 North Marengo Avenue
Pasadena, California 91101

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACM	asbestos-containing material
ADT	average daily traffic
AF	acre-feet
AFY	acre-feet per year
amsl	above mean sea level
ANSI	American National Standards Institute
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
bgs	below the ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
California Environmental	California Environmental Geologists & Engineers Inc.
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAAP	Climate Action and Adaptation Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CC2	Commercial, Community 2
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
cfs	cubic feet per second
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of West Hollywood
CIWM	California Integrated Waste Management
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	community noise equivalent level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
Cogstone	Cogstone Resource Management Inc.
CPUC	California Public Utilities Commission

Acronym/Abbreviation	Definition
CRHR	California Register of Historical Resources
dB	decibels
dBA	A-weighted decibel
DOF	Department of Finance
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
EDR	environmental database records
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPS	emissions performance standard
ESA	Environmental Site Assessment
FAR	floor-to-area ratio
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GWP	global warming potential
HAP	Hazardous Air Pollutant
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HTP	Hyperion Treatment Plant
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I	Interstate
IPCC	Intergovernmental Panel on Climate Change
IRC	Infrastructure, Resources, and Conservation
IRP	Integrated Water Resources Plan
IS	Initial Study
ITE	Institute of Transportation Engineers
kBTU	thousand British thermal units
kWh	kilowatt-hour
LAA	Los Angeles Aqueduct
LACFD	Los Angeles County Fire Department
LACHD	Los Angeles County Health Department
LACM	Natural History Museum of Los Angeles County
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
L_{dn}	day–night average noise level

Acronym/Abbreviation	Definition
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent noise level over a given period
L_n	statistical sound level
LOS	level of service
LST	localized significance threshold
M&I	municipal and industrial
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mpg	miles per gallon
MPO	metropolitan planning organization
MT CO_2e	metric tons of CO_2 equivalent
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NRHP	National Register of Historic Places
O_3	ozone
OPR	Governor's Office of Planning and Research
Pb	lead
PFC	perfluorocarbon
PM_{10}	particulate matter 10 microns or less than in diameter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RDEIR	Revised Draft Environmental Impact Report
REC	recognized environmental concern
RFS	renewable fuel standard
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board

Acronym/Abbreviation	Definition
Sanitation Districts	Sanitation District No. 4 of Los Angeles County
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
sf	square feet
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SO_x	sulfur oxides
SRA	Source-Receptor Area
STC	Sound Transmission Class
SVP	Society of Vertebrate Paleontology
TAC	toxic air contaminant
TCE	tetrachloroethylene
TDM	transportation demand management
TIA	Transportation Impact Analysis
TIS	traffic impact study
ULARA	Upper Los Angeles River Area
UNFCCC	United Nations Framework Convention on Climate Change
US 101	U.S. Highway 101
USGS	U.S. Geological Survey
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound
WHMC	West Hollywood Municipal Code
ZEV	zero-emissions vehicle

Executive Summary

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

ES.1 Introduction

This RDEIR has been prepared by the City of West Hollywood (City) to evaluate potential environmental effects that would result from development of the revised project. This RDEIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (PRC Section 21000 et seq., as amended) and implementing guidelines (14 CCR Section 15000 et seq.), and the RDEIR is being recirculated consistent with CEQA Guidelines Section 15088.5. The City is the lead agency under CEQA.

ES.2 Project Location and Setting

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

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

ES.3 Project Description

The applicant, 1125 North Ogden LLC, proposes to construct a mixed-use structure of approximately 212,508 square feet (sf) in gross building area with a maximum height of 71.5 feet. The structure would consist of a 45-room hotel, a restaurant, 95 residential units (including at least 16 affordable housing units), and an art gallery. Construction of the revised project would involve demolition of the existing 10,000-square foot commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the parking lot currently leased by the City that is located along Orange Grove Avenue, and the multi-family residential building located on the parcel along Ogden Drive.

The proposed building would include approximately 36,132 sf of hotel and commercial space with a total of 45 hotel rooms, 86,722 sf of residential space (95 residential units), 14,272 sf of common open space area, and 74,011 sf of parking area (145 parking spaces). Of the 95 residential units, at least 16 units would be affordable housing units, including eight very low-income units and eight moderate-income units. The residential units would be composed of 13 three-bedroom units, 15 two-bedroom units, 21 one-bedroom units, and 46 studio units. The building heights of the revised project would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with two subterranean levels of parking. The proposed project would have a Floor Area Ratio (FAR) of 3.06.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. The revised project would be accessible for hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive.

ES.4 Project Objectives

The primary objectives of the revised project include the following:

1. Create an economically viable mixed-use project along Santa Monica Boulevard in the City of West Hollywood, providing a full-service boutique hospitality use in the vicinity of complementary studio and creative office uses on the east side of the City of West Hollywood, thereby enhancing the east side's appeal as a visitor destination;
2. Provide a contemporary, high-quality design that exemplifies thoughtful urban in-fill development and contributes to the context of existing and future development;
3. Provide replacement public parking spaces in addition to required parking to serve existing community needs;
4. Provide housing and hospitality uses near alternative means of transportation, including mass transportation, with accessibility for commercial patrons arriving to the project site via a driveway on Santa Monica Boulevard in furtherance and implementation of the goals of Senate Bill (SB) 375 (Steinberg 2008);
5. Recognizing the housing crisis that exists in California as demonstrated by the recent adoption of SB 330 and recent revisions to California's Housing Accountability Act (Government Code 6589.4), provide additional housing opportunities and contribute to the residential development of mixed-use areas by incorporating residential uses into an existing core of nearby community facilities, employment centers, retail goods and services, and restaurants to enhance the area's overall urban character;
6. Create a mixed-income development by providing market rate units of various sizes while also increasing the City's rental housing stock for very low and moderate-income families;
7. Create a consistent pattern of development and uses along Santa Monica Boulevard that serves project residents and the surrounding community by redeveloping an underutilized site;
8. Provide jobs convenient to the existing labor pool living in and around the City and maximize the number of new permanent jobs generated by the new hotel and restaurant, helping to secure a strong and continuous tax base;
9. Create temporary construction jobs necessary to build the proposed project;
10. Maximize the site's economic value to the City by redeveloping and revitalizing an underperforming site with a mixed use project containing hospitality uses;

11. Maximize new City revenues generated and contribute to its fiscal health with new sales, property and hotel occupancy taxes, thereby maximizing the direct and indirect fiscal and economic benefits for the City and the surrounding area;
12. Create a wide range of unit sizes, including affordable housing units, in close proximity to employment resources and public transportation;
13. Minimize the impact to the environment through the redevelopment of previously developed parcels;
14. Develop and encourage bicycle access and pedestrian-oriented uses by employing design features that improve the landscape and streetscape, making the area more pedestrian friendly, while ensuring necessary vehicular access in and out of the project site;
15. Provide adequate common open space and internal access within the project site to meet the needs of the proposed uses and users;
16. Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools);
17. Promote sustainability, including measures to increase the efficient use of water and energy and the use of renewable resources while decreasing use of nonrenewable energy;
18. Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED) Silver certification for the buildings within the project site.

ES.5 Areas of Controversy

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

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

- Potential impacts to aesthetics from tall buildings and lack of sunlight (Section 3.1, Aesthetics)
- Potential impacts to air quality, pollution, dust and debris (Section 3.2, Air Quality)
- Potential impacts to increased population (Appendix A, Initial Study)
- Potential impacts to privacy from construction and operation sites that look down at open-air patios (Section 3.1)
- Potential impacts to groundwater during construction (Appendix A)
- Potential impacts to utilities during construction (Section 3.9)
- Potential impacts to police and potential need for new staff (Section 3.7)
- Potential impacts related to water use at the site (Section 3.9)
- Potential impacts to tribal cultural resources (Section 3.12, Tribal Cultural Resources)
- Potential impacts to homes from ground disturbance during construction (Appendix A)

The Draft EIR was circulated for a 55-day public review period, beginning on August 14, 2019 and ending on October 7, 2019. During the public review period, comments from members of the public and the City Planning Commission questioned the absence of both a Land Use and Planning section and a Tribal Cultural Resources section within the Draft EIR. As such, and in response to these concerns, and to address changes to the project, this RDEIR is being circulated and, in addition to updates to all other EIR sections, new Land Use and Planning and Tribal Cultural Resources sections are included.

ES.6 Summary of Environmental Impacts

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

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

ES.7 Alternatives to the Project

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

Alternative 1 – No Project

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

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

Alternative 2 – Increased Hotel/Commercial Density Bonus

The Increased Hotel/Commercial Density Bonus Project Alternative would result in the construction of approximately 186,254 square feet of total gross building area with a maximum height of 71.5 feet. The structure would consist of a 69-room hotel, restaurant, 73 residential units, and an art gallery. Construction of Alternative 2 would involve demolition of the existing 10,000-square-foot commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, and the City-operated parking lot located along Orange Grove Avenue. However, in contrast to the proposed project, Alternative 2 would not include demolition of the existing multifamily structure fronting Ogden Drive, which is located on the eastern portion of the project site.

The proposed building would include approximately 47,274 sf of hotel space with a total of 69 hotel rooms, 45,501 sf of residential space, and 13,638 sf of common areas. Of the 73 residential units (60 studios; 13 one-bedroom), 22 units would be affordable housing units, including 11 very low-income units and 11 moderate-income units. Alternative 2 would have an FAR of 3.0, slightly reduced relative to the proposed project and less than what is allowed for the project site. Approximately 118 parking spaces, at ground level and in two subterranean parking levels, would be available to serve the residential and commercial uses, with approximately 32 flexible parking spaces available for public parking, totaling 150 provided parking spaces.

Access to the project site under Alternative 2 would be available from two separate driveways: one on Santa Monica Boulevard and one on Orange Grove Avenue. Alternative 2 would be accessible for hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue. Pedestrians could access the site via Orange Grove Avenue or from Santa Monica Boulevard.

Alternative 3 – No Hotel

Alternative 3 would involve construction and operation of a mixed-use structure of approximately 247,876 sf with a maximum height of 71.5 feet. The building would consist of residential units, an art gallery, and restaurant uses. No hotel rooms would be constructed.

The proposed building would include approximately 122,854 sf of residential space, approximately 21,115 sf of residential common area, approximately 3,756 sf of restaurant space, and 1,381 sf of art gallery space. Of the 157 residential units (121 studios; 27 one-bedroom; nine two-bedroom), 30 units would be affordable housing units, including 15 very low-income units and 15 moderate-income units. The building heights for the No Hotel Alternative would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with three subterranean levels of parking. Alternative 3 would have an FAR of 3.19, greater than the proposed project but slightly less than what is allowable for the project site. Because of the removal of the hotel component, parking requirement

reductions for commercial uses would be removed; and rooftop hotel amenity space would be identified as residential lobby/recreation. Approximately 180 parking spaces, at ground level and in three subterranean levels, would be available to serve residential and commercial uses, with 44 parking spaces available for flexible parking, totaling 224 parking spaces.

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

Construction of Alternative 3 would involve demolition of the existing 10,000 sf commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the City-operated parking lot located along Orange Grove Avenue, and the multifamily structure located on the parcel along Ogden Drive.

Alternative 4 – Prior Project

As discussed previously within this RDEIR, the original Draft EIR for the previous proposed project was circulated by the City for a 55-day public review and comment period from August 14, 2019, to October 7, 2019. Since the original Draft EIR was circulated, the project applicant has made several revisions to the project description, which are fully analyzed in this RDEIR. As such, the Alternative 4 has been included to represent the previous proposed project (or "Prior Project"), to allow the public and decision makers to compare the impacts of the "revised project" that is analyzed in this RDEIR to the previously analyzed "Prior Project."

Alternative 4 would involve construction and operation of a mixed-use structure of approximately 214,483 sf with a maximum height of 71.5 feet, similar to the proposed project. The building would consist of an 86-room hotel, restaurant, art gallery, and 70 residential units. The proposed building would include approximately 63,104 sf of hotel and commercial space (i.e., restaurant and art gallery), 62,750 sf of residential space, and 14,368 sf of common areas. Of the 70 residential units (38 studios; 23 one-bedroom; nine two-bedroom; no three-bedroom units), 13 units would be affordable housing units (7 very-low income and 6 moderate-income units). The building heights for Alternative 4 would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with two subterranean levels of parking. Alternative 4 would have an FAR of 3.13, greater than the proposed project but slightly less than what is allowable for the project site. Approximately 130 parking spaces would be available to serve the residential and commercial uses, with approximately 45 flexible parking spaces, totaling 175 parking spaces.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. Alternative 4 would be accessible for hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive. The entrance on Santa Monica Boulevard would provide a point of ingress for commercial patrons arriving at the project site. Pedestrians could access the site via Orange Grove Avenue, Santa Monica Boulevard, or Ogden Drive.

Construction of Alternative 4 would involve demolition of the existing 10,000-sf commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the City-operated parking lot located along Orange Grove Avenue, and the multifamily structure located on the parcel along Ogden Drive.

Environmentally Superior Alternative

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

A comparative summary of the environmental impacts associated with each alternative is provided in Table 6-5. As shown, Alternative 1 (No Project Alternative) would be the environmentally superior alternative, as it would result in no new environmental impacts and would eliminate the potentially significant (but mitigable) construction impacts related to air quality, cultural resources, and noise. Among the remaining alternatives, Alternative 4 would have impacts that are primarily comparable to or greater than those of the proposed project. Alternative 2 generally reduces construction impacts but increases operational impacts, and Alternative 3 generally increases construction impacts but reduces operational impacts. Construction impacts are temporary in nature. The operational effects of the project, which would be reduced by Alternative 3, would occur throughout the life of the project and would thus be considered longer-term and relatively permanent impacts. For this reason, Alternative 3 (which reduces the operational impacts of the project) would be considered the environmentally superior alternative.

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics[1]			
AES-1. Would the project substantially degrade the existing visual character or quality of public views of the site and surroundings? Would the project conflict with applicable zoning and other regulations governing scenic quality?	N/A	N/A	N/A
AES-2. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	N/A	N/A	N/A
AES-3. Would the project create a new source of shade or shadow that would adversely affect shade/ shadow sensitive structures or use?	N/A	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Air Quality			
AQ-1. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	N/A	N/A
AQ-2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	N/A	N/A
AQ-3. Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	**MM-AQ-1.** Prior to the commencement of construction activities for the project, the applicant shall require its construction contractor to: (1) use California Air Resources Board (CARB)-certified Tier 4 Final engines for all diesel-powered equipment pieces that are 25 horsepower or greater and (2) use of electric-powered air compressors and welders. In the event of changed circumstances (e.g., changes in the availability of specific types of construction equipment), the applicant may submit a request to the City of West Hollywood Planning and Development Services Department to apply an equivalent method of achieving project-generated construction emissions that fall below the numeric cancer risk standards established by the SCAQMD. Documentation shall be furnished to the City of West Hollywood Planning and Development Services Department demonstrating that estimated project-	Less than Significant

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		generated construction emissions would not exceed the applicable SCAQMD cancer risk threshold with the alternate construction methods. (This shall be demonstrated using industry-standard emission estimation methodologies.) If the documentation successfully demonstrates that project-generated construction emissions will remain below the applicable SCAQMD cancer risk threshold, then the City of West Hollywood Planning and Development Services Department Director may approve the alternate construction methods, at the Director's discretion. Required construction equipment fleet and methodologies approved by the City shall be included in the contract specifications for the applicant's construction contractor.	
AQ-4. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	N/A	N/A
Cultural Resources			
CUL-1. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant	N/A	N/A
CUL-2. Would the project cause a substantial adverse change in the significance of an	Potentially Significant	**MM-CUL-1. Inadvertent Discovery of Archaeological Resources** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's	Less than Significant

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
archaeological resource pursuant to CEQA Guidelines Section 15064.5?		Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. The purpose of an archaeological treatment plan is to outline a program of treatment and mitigation as well as the proper protocols and procedures to be followed in the case of an inadvertent discovery of cultural resources. Pursuant to CEQA and standard archaeological practice, should an archaeological resource be discovered, both the horizontal and vertical extent should be delineated through subsurface testing as well as determining the significance of the resource as defined by CEQA. If the resource is determined significant in accordance with CEQA criteria and the resource cannot be feasibly avoided, mitigation will be necessary and may include data recovery excavations to recover a representative sample of data from the resource.	
CUL-3. Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	**MM-CUL-2. Inadvertent Discovery of Human Remains** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	Less than Significant
CUL-4. Would the project directly or indirectly destroy a unique paleontological resource or site or	Potentially Significant	**MM-CUL-3. Paleontological Mitigation Program** Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist or their representative, subject to the review and approval of the City's Building Official or qualified designee, to serve as the Paleontological Monitor. The qualified paleontologist shall attend the preconstruction meeting and be on site during all rough grading	Less than Significant

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
unique geologic feature?		and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths of 5 to 10 feet below the ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the Paleontology Monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the Paleontological Monitor will remove the rope and allow grading to recommence in the area of the find. The Paleontological Monitor shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010).	
Greenhouse Gas Emissions			
GHG-1. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	N/A	N/A
GHG-2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	N/A	N/A
Hazards and Hazardous Materials			
HAZ-1. Would the project create a significant hazard to	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
the public or the environment through the routine transport, use, or disposal of hazardous materials			
HAZ-2. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	N/A	N/A
HAZ-3. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Noise			
NOI-1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	*Construction* **MM-NOI-1. Construction Noise Barriers** The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project: ▪ Prior to commencing demolition activities, an enhanced noise / dust control barrier shall be erected along the entire southern property boundary of the Fountain Day School property. The barrier shall be a minimum height of 15 feet above street level and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. The construction contractor shall coordinate with Fountain Day School so, if possible, this sound wall construction occurs while the school is closed. This sound barrier shall be maintained for the duration of project construction and be removed only to allow landscape installation when all other project construction is complete. ▪ Prior to commencing demolition activities, an enhanced noise / dust control barrier shall be erected along the entire northern and western property boundary of the multi-family residences immediately adjacent to the south of the project site (on North Ogden Drive). The barrier shall be a minimum height of 15 feet above street level and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. This sound barrier shall be maintained for the duration of project construction and be removed only to allow landscape installation when all other project construction is complete.	Less than Significant

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ As soon as the minimum amount of demolition has occurred to allow access of a drill rig for pile installation, an enhanced noise / dust control barrier shall be erected along the entire remaining northern property boundary of the subject property. The barrier shall be a minimum height of 15 feet above street level and shall consist of at least two layers of sound blankets possessing a minimum acoustic rating of STC 29 (apiece). The layers shall be installed with joints staggered between the layers, to avoid gaps in the sound blanket coverage. A single auger-style drill rig may be used for installation of the piles necessary to support the sound barrier. This sound barrier shall be maintained for the duration of project construction and may be removed only to allow landscape installation when all other project construction is complete. ▪ As soon as exterior wall framing allows at each individual level of the structure, northern building facades (i.e., those facing the Fountain Day School), and portions of the eastern and southern building facades (i.e., those facing the North Ogden Drive residences) shall either be covered with temporary sound blankets possessing a minimum acoustic rating of STC 29, or the exterior sheathing of the building shall be installed on the framing. **MM-NOI-2. Construction Equipment Restrictions** The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project: ▪ The construction contractor shall use a backhoe instead of an excavator until the sound walls are in place; the construction contractor shall also limit use of heavy equipment such as excavator/forklift/loader such that no duplicative units are operating **MM-NOI-3. Construction Activity Conditions** The City of West Hollywood shall require the Applicant's construction contractor to implement the following measures as a condition of approving the project (West Hollywood General Plan EIR MM 3.9-2): ▪ Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e. mufflers, silencers, wraps, etc.). ▪ Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.	

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ Construction operations and related activities associated with the project shall comply with the operational hours outlined in the West Hollywood Municipal Code (WHMC) Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards. ▪ Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors. ▪ Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment. ▪ Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant (see MM-NOI-1, which provides noise barrier specifics for the Bond Project). ▪ Music from a construction site shall not be audible at off-site locations. **MM-NOI-4. Stationary Construction Equipment Location/Shielding** The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project: ▪ Temporary electricity generators used for construction shall be located as far as possible from the Fountain Day School and North Ogden Drive residences, and temporary electrical power connections to the electrical utility provider shall be established at the earliest feasible point in the construction to preclude the further need for or use of generators. ▪ Within the second and higher building levels, until the sound blankets or exterior cladding is installed on the building facades facing the Fountain Day School and North Ogden Drive residences, stationary construction equipment (e.g., compressors, welders, etc.) that generates noise that exceeds 58 dB(A) at the property boundaries shall be individually shielded with a barrier that meets a STC rating of 29.	

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-NOI-5. Construction Noise Compliance Verification Reports The City of West Hollywood shall require the Applicant's construction contractor to adhere to the following measures as a condition of approving the project: ▪ 8-hour noise measurements shall be conducted at the Fountain Day School and North Ogden Drive residences, at the ground level and behind the temporary noise barrier, not less frequently than one construction day per month. The measurement results will be presented each month to the City in a brief memorandum that compares measured noise levels to the threshold of not greater than 10 dBA L_{eq} over ambient noise levels. ▪ Should the verification report in any month indicate construction noise levels in excess of the allowable limit, an acoustical consultant shall be retained by the contractor to devise additional noise control methods, such methods shall be implemented, and the noise measurements shall be performed again to verify the new controls are effective. *Operation* **MM-NOI-6. Loading Dock Hours** Loading dock activities shall be limited to between the hours of 8 a.m. and 10 p.m. **MM-NOI-7. Outdoor Amplification System** The outdoor speaker system shall be designed so speakers aim toward the audience/guest area and away from the off-site noise sensitive receptors. Prior to certificate of occupancy, the restaurant and pool deck sound systems shall be calibrated for the outdoor uses so as to not exceed the noise level standards. The amplified sound system sound output shall be measured, verified, and documented by a qualified acoustical engineer to meet the exterior noise standard during daytime hours (8 a.m. to 10 p.m.) of 55 dBA L_{eq} based on the West Hollywood General Plan 2035 Safety and Noise Element (City of West Hollywood 2011). In addition, the project's outdoor amplified sound system shall be calibrated such that between the hours of 10:00 p.m. and 8:00 a.m. the sound levels shall be 5 dBA below the lowest measured background sound level (L_{90}) at the property line of the affected noise sensitive receptor. **MM-NOI-8. Mechanical Equipment**	

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Prior to approval of the plans and specifications for the project, the Project applicant shall retain an acoustical specialist to review the Project's construction-level plans to ensure that the equipment specifications and plans for HVAC, kitchen and pool mechanical equipment incorporate features to ensure that operational noise will not exceed relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Such features could include, but not be limited to, the specification of quieter equipment, relocation of equipment to be of greater distance from adjacent noise-sensitive uses, and/or the provision of acoustical enclosures. The acoustical specialist shall certify in writing to the City that the equipment specifications and plans will achieve the City's relevant noise standards.	
NOI-2. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	N/A	N/A
Public Services			
PUB-1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
a. Fire protection?	Less than Significant	N/A	N/A
b. Police protection?	Less than Significant	N/A	N/A
c. Schools?	Less than Significant	N/A	N/A
Transportation			
TRANS-1. Would the project conflict with	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			
TRANS-2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	Less than Significant	N/A	N/A
TRANS-3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	N/A	N/A
Utilities and Service Systems			
UTL-1. Would the project require or result in the relocation or construction of new or expanded water, wastewater	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
conveyance, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?			
UTL-2. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	N/A	N/A
UTL-3. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
demand in addition to the provider's existing commitments?			
UTL-4. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant	N/A	N/A
UTL-5. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	N/A	N/A
Energy			
ENG-1. Would the project result in potentially significant environmental impact due to	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			
ENG-2. Would the project conflict with existing or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant	N/A	N/A
Land Use and Planning			
LU-1. Would the project physically divide an established community?	Less than Significant	N/A	N/A
LU-2. Would the project 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	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
environmental effect?			
Tribal Cultural Resources			
TCR-1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	Less than Significant	N/A	N/A
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public	Less than Significant	N/A	N/A

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

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
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?			

Notes: Aesthetics is addressed in this EIR for information purposes only. Pursuant to Senate Bill 743 (Public Resources Code Section 21099(d)(1)), the proposed project's aesthetic impacts are not considered significant impacts on the environment.

ES.8 References Cited

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

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

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1 Introduction

1.1 Recirculation

This document comprises the Revised Draft Environmental Impact Report (RDEIR) for the revised Bond Project ("proposed project" or "revised project"). The original Draft EIR for the previous proposed project was circulated by the lead agency (City of West Hollywood) for a 55-day public review and comment period from August 14, 2019 to October 7, 2019, in compliance with the California Environmental Quality Act (CEQA) Guidelines Section 15085. During this time, a number of comment letters were received from government agencies, interested parties, and private individuals. Based on comment letters and additional information received, the City determined that two additional sections should be included in the Draft EIR: Land Use and Planning and Tribal Cultural Resources. As such, the recirculated Draft EIR includes these two additional EIR sections related to Land Use and Planning and Tribal Cultural Resources analyses that were not included in the original document. In addition, and as described in further detail below, since the original Draft EIR was circulated the project applicant has made several revisions to the project description, which are fully analyzed in this RDEIR.

Section 15088.5(a) of the CEQA Guidelines states, "[a] lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification." Section 15088.5(a) further states that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect." Because new analysis of potential land use and planning and tribal cultural resources impacts was added to the previously circulated Draft EIR, and because the project has been revised since circulation of the original Draft EIR, the lead agency elected to circulate a complete RDEIR.

In accordance with Section 15087 of the CEQA Guidelines, this RDEIR will be available for review and comment by the public and other interested parties, agencies, and organizations for 45 days. The City will provide brief responses to comments received during the earlier circulation period regarding the environmental topics, EIR sections, or appendices. Additionally, the City will respond to comments received during this circulation of the RDEIR. All comments or questions about the RDEIR should be addressed to the following:

Antonio Castillo, Senior Planner
City of West Hollywood
Current and Historic Preservation Planning
8300 Santa Monica Boulevard
West Hollywood, California 90069
Phone: 323.848.6854
Email: acastillo@weho.org

1.2 Summary of Revisions

Section 15088.5(g) of the CEQA Guidelines requires that, "[w]hen recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated Draft EIR." This section of the RDEIR provides the information required by Section 15088.5(g) of the CEQA Guidelines.

Executive Summary

A summary of the revised project and the reason for revising and recirculating the RDEIR has been added to the Executive Summary section of the RDEIR. Additionally, Table ES-1 has been updated to add the thresholds, impact determinations, and where applicable, mitigation measure(s) related to the newly added Land Use and Planning and Tribal Cultural Resources sections to the RDEIR.

Chapter 1, Introduction

This section of the RDEIR is being updated to reflect the need for, and format of, the RDEIR.

Chapter 2, Project Description

This section of the RDEIR has been updated to describe the revised project description.

Chapter 3, Environmental Analysis

This section of the RDEIR has been updated to identify that the new Section 3.11, Land Use and Planning, includes an evaluation of potential land use and planning impacts, and the new Section 3.12, Tribal Cultural Resources, includes an evaluation of potential tribal cultural resources impacts.

Section 3.1, Aesthetics

This section of the RDEIR has been updated to identify potential impacts to aesthetics from the revised project.

Section 3.2, Air Quality

This section of the RDEIR has been updated to evaluate the construction and operational air quality impacts from the revised project.

Section 3.3, Cultural Resources

This section of the RDEIR has been updated to identify potential cultural resources impacts from the revised project.

Section 3.4, Greenhouse Gas Emissions

This section of the RDEIR has been updated to evaluate the greenhouse gas emission impacts from the revised project.

Section 3.5, Hazards and Hazardous Materials

This section of the RDEIR has been updated to evaluate the hazards and hazardous materials impacts from the revised project.

Section 3.6, Noise

This section of the RDEIR has been updated to evaluate the construction and operational noise impacts from the revised project.

Section 3.7, Public Services

This section of the RDEIR has been updated to evaluate the public services, including police, fire, schools, parks, and library impacts from the revised project.

Section 3.8, Transportation

This section of the RDEIR has been updated to evaluate the transportation impacts from the revised project. This section also includes an updated analysis to reflect the use of vehicle miles travelled (VMT) as the new metric for evaluating traffic impacts.

Section 3.9, Utilities and Service Systems

This section of the RDEIR has been updated to evaluate the utility and service system impacts from the revised project.

Section 3.10, Energy

This section of the RDEIR has been updated to evaluate the energy impacts from the revised project.

Section 3.11, Land Use and Planning

The RDEIR now includes an evaluation of whether implementation of the project would result in potentially significant land use and planning impacts.

Section 3.12, Tribal Cultural Resources

The RDEIR now includes an evaluation of whether implementation of the project would result in potentially significant impacts to tribal cultural resources.

Chapter 4, Cumulative Effects

This section of the RDEIR has been updated to include an evaluation of potential cumulative effects for both land use and planning and tribal cultural resources.

Chapter 5, Other CEQA Considerations

This section of the RDEIR has been updated to discuss other CEQA considerations based on changes associated with the revised project.

Chapter 6, Alternatives

This section of the RDEIR has been updated to include land use and planning and tribal cultural resources impact analyses for each of the alternatives evaluated within Chapter 6, as well as to reflect the revised project.

Chapter 7, List of Preparers

This section of the RDEIR has been updated to add the names of individuals who assisted with the preparation of the RDEIR.

1.3 Summary of the Revised Project

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

The project applicant, 1125 North Ogden LLC, proposes to construct a mixed-use project of approximately 212,508 square feet (sf) in gross building area with a maximum height of 71.5 feet. The project would consist of a 45-room hotel, a restaurant, 95 residential units (including 16 affordable housing units comprised of eight very low-income units and eight moderate-income units), and an art gallery. The project site consists of three Assessor's Parcels, 5530-002-067, 5530-002-019, and 5530-002-027, which correspond to properties located at 7811 Santa Monica Boulevard, 1114 North Orange Grove Avenue, and 1125 North Ogden Drive, respectively. Construction of the revised project would involve demolition of the existing 10,000-square-foot commercial building currently used as a gym and located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the parking lot currently leased by the City and located along Orange Grove Avenue, and the multi-family structure located on the parcel along Ogden Drive. The revised project also would include two subterranean levels of parking, totaling approximately 74,011 square feet of parking area, with 145 parking stalls. Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. The revised project would be accessible for hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive.

1.4 The California Environmental Quality Act Process

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of the proposed project. The EIR process is intended to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of the proposed project, and to identify feasible mitigation measures and/or alternatives that would reduce or avoid the proposed project's significant effects. In addition, CEQA specifically requires an EIR to identify those adverse impacts determined to be significant after mitigation.

In accordance with the CEQA Guidelines, an Initial Study (IS) was prepared and a Notice of Preparation (NOP) was distributed on October 24, 2016, to public agencies and organizations. The purpose of the NOP was to provide notification that the City plans to prepare an EIR and to solicit input on the scope and content of the EIR. Approximately 59 copies of the NOP were distributed and 14 written comment letters were received from various agencies, organizations, and individuals. These letters, the NOP, and the IS are included in Appendix A.

A scoping meeting was held by the City at Plummer Park on November 16, 2016. The purpose of this meeting was to seek input from agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project and to be evaluated in the EIR for the proposed project. Approximately 20 people attended the scoping meeting. The following list summarizes the public comments, questions, and concerns received at the scoping meeting:

- **Aesthetics.** Concerns were raised regarding potential visual impacts to surrounding residential neighborhoods, potential impacts to neighborhood character, potential shade/shadow impacts, and blocking of views. A suggestion was made for architectural variation (setbacks at higher levels).
- **Air Quality.** Concern was raised regarding construction-related dust on nearby sensitive receptors.
- **Hazards and Hazardous Materials.** Concern was raised regarding hazardous materials in soil related to surrounding automotive uses as well as from neon lighting.
- **Land Use and Planning.** Concerns were raised regarding the size of the project and number of units along Ogden, retail spaces that do not serve or are not accessible to local businesses, increased development intensity at the project site, access through the residential neighborhood, impacts of overall development in West Hollywood on infrastructure, proposed land use and scale (height and massing), incompatibility with surrounding land uses, and the proximity of a restaurant serving alcohol next door to a school.
- **Population and Housing.** Concerns were raised regarding loss of existing affordable housing and displacement of existing residences, lack of public outreach to existing residents, and potential impacts to existing residents along Ogden Drive who will not be displaced by the project.
- **Public Services.** Concerns were raised regarding potential impacts to public services, in terms of emergency response and traffic effects on emergency response times.
- **Transportation.** Concerns were raised regarding potential impacts to the neighboring school in terms of traffic, traffic safety, parking, and traffic flow on Orange Grove. A suggestion of valet parking for school drop-off and pick up was offered. Concerns were raised regarding traffic safety on Ogden Drive (traffic speeds, left turns), parking issues at nearby auto leasing lots, traffic flow and lack of parking to support existing and proposed residences. Concerns were also raised regarding traffic on residential streets, the design of ingress/egress and overall traffic flow to and from the project, the number of parking spaces for the intended uses, potential impacts intersections, truck access (i.e., delivery trucks, trash trucks), loss of street parking, potential increase in illegal parking, and the loss of overflow parking for Whole Foods patrons and potential for encroachment into residential neighborhoods.

The Draft EIR focused on the environmental impacts identified as potentially significant during the scoping process, completed after preparing and issuing the IS/NOP and receiving comments in response to the NOP. For purposes of the analysis included within the Draft EIR, the City utilized the thresholds of significance included within Appendix G of the newly revised CEQA Guidelines (adopted December 28, 2018). The IS was prepared and circulated prior to these CEQA amendments. However, the City used the new thresholds of significance included within Appendix G to comply with the comprehensive CEQA revisions. As such, the issue areas analyzed in detail in the Draft EIR included air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services, transportation, utilities and service systems, and energy. Effects found not to be significant were addressed in the IS, included in Appendix A of the Draft EIR. The project is located in a transit priority area, as defined by Section 21099 of the Public Resources Code, because it is located within one-half mile of major transit stops, including Metropolitan Transportation Authority Bus Lines 4, 217, and 218, all located one block west of the site. Aesthetics was discussed in the Draft EIR; however, in accordance with Section 21099 of the Public Resources Code, for qualified projects in a transit priority area as defined by this section, aesthetics impacts cannot be considered

significant, and therefore, the analysis makes no judgment of the significance of any possible aesthetics impacts under CEQA. Similarly, pursuant to Section 21099 of the Public Resources Code, because of the project's location within a transit priority area, impacts to parking are not considered significant as a matter of law.

During the 55-day public circulation of the Draft EIR, a number of comment letters were received from government agencies, interested parties, and private individuals questioning why land use and planning and tribal cultural resources analyses were not included in the Draft EIR. Based on comment letters and additional information received, changes to the project description, and in response to requests that these two sections be included in the Draft EIR, the City determined that entire EIR should be revised and recirculated and include two additional sections: Land Use and Planning and Tribal Cultural Resources. Prior to approval of the revised project, the City, as the lead agency and decision-making entity, is required to certify this RDEIR has been completed in accordance with CEQA, the revised project has been reviewed and the information in this RDEIR has been considered, and this RDEIR reflects the independent judgment of the City. CEQA also requires the City to adopt "findings" with respect to each significant environmental effect identified in the EIR (PRC Section 21081; 14 CCR 15091). For each significant effect, CEQA requires the approving agency to make one or more of the following findings:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the Final EIR.

If the City concludes the project will result in significant effects that cannot be substantially lessened or avoided by feasible mitigation measures and alternatives, the City must adopt a "statement of overriding considerations" prior to approval of the project (PRC Section 21081 (b)). Such statements are intended under CEQA to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the lead agency concludes the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts "acceptable" and approve the project.

In addition, public agencies, when approving a project, must also adopt a Mitigation Monitoring and Reporting Program (MMRP) describing the changes incorporated into the project or made a condition of project approval in order to mitigate or avoid significant effects on the environment (PRC Section 21081.6). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the project, the City will be responsible for implementation of the proposed project's MMRP. This document will be attached to the Final EIR.

1.5 Organization of the Environmental Impact Report

This RDEIR is organized as follows:

An **Executive Summary** of the RDEIR is provided at the beginning of this document. This summary outlines the conclusions of the environmental analysis and provides a summary of the revised project and the project

alternatives analyzed in the RDEIR. This section also includes a table summarizing all environmental impacts identified in this RDEIR along with the associated mitigation measures proposed to reduce or avoid each impact.

Chapter 1, Introduction, serves as a forward to this RDEIR, introducing the revised project, the applicable environmental procedures, and the organization of the RDEIR.

Chapter 2, Project Description, provides a thorough description of the revised project elements, the purpose and need for the revised project, project objectives, and required discretionary approvals. This chapter also includes a description of the intended uses of the EIR and public agency actions.

Chapter 3, Environmental Analysis, describes the potential environmental effects of the revised project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts. The discussion in Chapter 3 is organized into 12 environmental issue areas, including two new sections, as follows:

- Section 3.1, Aesthetics
- Section 3.2, Air Quality
- Section 3.3, Cultural Resources
- Section 3.4, Greenhouse Gas Emissions
- Section 3.5, Hazards and Hazardous Materials
- Section 3.6, Noise
- Section 3.7, Public Services
- Section 3.8, Transportation
- Section 3.9, Utilities and Service Systems
- Section 3.10, Energy
- Section 3.11, Land Use and Planning
- Section 3.12, Tribal Cultural Resources

For each environmental issue area, the analysis and discussion are organized into seven subsections as described as follows:

- ***Environmental Setting*** – This subsection describes the physical environmental conditions in the vicinity of the project at the time of publication of the NOP. The environmental setting establishes the baseline conditions by which the City will determine whether specific project-related impacts are significant.
- ***Relevant Plans, Policies, and Ordinances*** – This subsection describes the regulatory setting applicable to the environmental issue area and the project at the time of publication of the Notice of Preparation.
- ***Thresholds of Significance*** – This subsection identifies a set of thresholds by which the level of impact is determined. Thresholds eliminated from further review in the EIR as part of the IS analysis will be identified here.
- ***Methodology*** – This subsection describes how the analysis was conducted.
- ***Impact Analysis*** – This subsection provides a detailed analysis regarding the environmental effects of the revised project, and whether the impacts of the revised project would meet or exceed the established significance criteria.
- ***Mitigation Measures*** – This subsection identifies potentially feasible mitigation measures that would avoid or substantially reduce significant adverse project impacts.

- ***Significance After Mitigation*** – This subsection discusses whether project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR. If applicable, this subsection also identifies any residual significant and unavoidable adverse effects of the project that would result even with implementation of mitigation measures.

In addition to the seven subsections previously listed, full citations for all documents referred to in each environmental issue area discussion are included at the end of each section or chapter.

Chapter 4, Cumulative Effects, discusses the cumulative effects of the revised project in combination with the effects of other projects in the vicinity.

Chapter 5, Other CEQA Considerations, addresses significant environmental effects that cannot be avoided, the significant irreversible environmental changes that would result from implementation of the revised project, and growth-inducing impacts associated with the revised project.

Chapter 6, Alternatives, discusses alternatives to the revised project, including a No Project Alternative. This section describes the rationale for selecting the range of alternatives discussed in the EIR and identifies the alternatives considered by the City that were rejected from further discussion as infeasible during the scoping process. Lastly, Chapter 6 includes a discussion of the environmental effects of the alternatives that were carried forward for analysis and identifies the environmentally superior alternative.

Chapter 7, List of Preparers, provides names and contact information of those responsible for writing this RDEIR.

Appendices include various technical studies prepared for the proposed project, as listed in the Table of Contents.

The City, as the designated lead agency for the project, is responsible for enforcing and verifying each mitigation measure is implemented as required; however, the project applicant shall be responsible for implementing the required mitigation measures. As part of the Final EIR process, an MMRP will be prepared.

2 Project Description

This chapter provides a description of the revised Bond Project ("proposed project" or "revised project"). Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15124, this chapter describes the location, objectives, and characteristics of the proposed project, followed by a statement describing the intended uses of this Revised Draft Environmental Impact Report (RDEIR).

2.1 Project Applicant

1125 North Ogden LLC
(c/o Jake Stevens)
659 N. Robertson Boulevard
West Hollywood, California 90069

2.2 Lead Agency and Contact Person

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069
Contact: Antonio Castillo, Senior Planner, 323.848.6854

2.3 Project Location

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

Santa Monica Boulevard, which borders the project site to the south, is an arterial street within the City's General Plan. North Orange Grove Avenue (hereafter referred to as Orange Grove Avenue), borders the project site on the west. North Ogden Drive (hereafter referred to as Ogden Drive) is located to the east of the project site. Both Orange Grove Avenue and Ogden Drive are designated as local streets within the City's General Plan. Figure 2-1, Regional Map, and Figure 2-2, Vicinity Map, show the location of the project site in a regional and local context.

Regional access to the project site is provided by Santa Monica Boulevard, located adjacent to the southern boundary of the site; U.S. Highway 101 (US 101), located approximately 3 miles east of the project site; Interstate 405 (I-405), located approximately 6 miles southwest of the site; and I-10, located approximately 4 miles south of the site.

2.4 Environmental Setting

2.4.1 Existing Land Uses

As shown in Figure 2-3, Project Site, the project site is fully developed with one commercial building currently used as a gym, two surface parking lots, and one multi-family residential building with seven residential units and surface parking. The commercial building, which is approximately 10,000 square feet in size, is single-story and occupies the southwestern portion of the project site on the L-shaped parcel. The building has a largely unfinished interior and is currently occupied by Brick Crossfit training gym. One surface parking lot is located east of the gym and is used as parking for gym patrons. This lot contains 27 parking stalls. The second surface parking lot, located north of the gym, is accessed via Orange Grove Avenue and is a parking lot leased from the property owner by the City. This lot contains 45 parking stalls. Several stalls are used as monthly parking for the employees of nearby businesses through arrangements with the City. The lot also serves as a parking resource for school pick-ups and drop-offs for Fountain Day School, the preschool located immediately adjacent to the northern project site boundary, and as an overflow parking area for the Whole Foods Market and other neighboring businesses located across the street on the west side of Orange Grove Avenue. The proposed 45 publicly available parking spaces to be provided on site are intended to replace the existing available parking so that the project site may continue to meet the needs of surrounding neighborhood businesses, residents, employees, and customers, similar to existing conditions.

The multi-family residential building, which is approximately 3,718 square feet in size, houses seven residential units. This two-story building is accessed via Ogden Drive.

The project site has a gentle slope to the south. The topographic elevation of the project site is approximately 290 feet above mean sea level at Santa Monica Boulevard. Drainage from the site is by sheet flow towards the adjacent city streets. There are no known surface drains, catch basins, sumps, or standing water on the project site. Vegetation on the site is sparse and consists of ornamental plantings. Four street trees border the project site, with three along Santa Monica Boulevard, and one along Ogden Drive.

2.4.2 Surrounding Land Uses

The project site is generally bordered to the north along Orange Grove Avenue by Fountain Day School, a preschool, with residential development further to the north; to the east by Executive Car Leasing (a car rental agency) as well as multi-family residential (along Ogden Drive) and commercial uses (fronting Santa Monica Boulevard) beyond; to the south by Santa Monica Boulevard and commercial properties; and, to the west by Euro Design AutoCrafts Inc., an automobile repair shop and painting business as well as a second commercial building. Further west is a commercial shopping center with a Whole Foods Market as well as other smaller commercial uses. Surrounding land uses are depicted in Figure 2-4, Surrounding Land Uses.

2.4.3 Land Use Designations

The CC2-zoned portions of the project site are located within the Santa Monica/Fairfax Transit District, one of five commercial subareas identified within the City's General Plan. This district extends along Santa Monica Boulevard from Vista Street in the east to Havenhurst Drive in the west and generally includes the parcels fronting Santa Monica Boulevard. The district also includes Fairfax Avenue from Santa Monica Boulevard to the southern boundary of the City at Willoughby Avenue. As characterized in the General Plan, the Santa Monica/Fairfax Transit District is a corridor that supports diverse commercial uses serving adjacent residential neighborhoods and transit users.

Santa Monica Boulevard, in its entirety, is a designed Pedestrian Destination Street, indicating that it is a popular location for walking to shops and restaurants and for a walkable nightlife scene (City of West Hollywood 2011).

The project area, as shown in Figure 2-5, Santa Monica/Fairfax Transit District, is characterized by service and retail businesses oriented to the local community. Within the vicinity of the project site are several transit routes and transfer points. CityLine is a free local shuttle bus system that serves the general public. The Eastbound Orange and Westbound Blue lines serve the City of West Hollywood, starting at Cedars Sinai Medical Center and terminating at the intersection of North La Brea Avenue and Fountain Avenue. The closest Eastbound Orange line stop to the project site is at Santa Monica Boulevard/Orange Grove Avenue. The closest Westbound Blue line stops to the project site include Santa Monica Boulevard/Orange Grove Avenue and Santa Monica Boulevard/Spaulding Avenue. Additionally, Metropolitan Transportation Authority Bus Lines 4, 217, and 218 operate at the intersection of Santa Monica Boulevard and Fairfax Avenue, which is approximately 500 feet from the project site. Lines 4 and 217 have a frequency of service interval of less than 15 minutes during peak commuting periods from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. (Metro 2022, SCAG 2020).[1] As such, the project site is located within one-tenth of one mile of a Major Transit Stop.

As shown in Figure 2-6, General Plan Land Use and Zoning Designations, the majority of the project site (0.75 acres) is designated as Commercial, Community 2 (CC2) in the General Plan and is also within the CC2 zoning district. The CC2 land use designation and zoning district is intended to provide a wide variety of commercial opportunities to serve local community needs, as well as broader market areas. The CC2 designation identifies areas appropriate for a variety of commercial uses including retail; professional offices; business support and personal services; entertainment uses; restaurants; specialty shops; overnight accommodations; cultural uses; and small-scale manufacturing uses related to design furnishings, galleries, motion pictures, television, music or design-related uses. Permitted uses include retail, restaurant, office, wholesale design showroom, art studios, fitness facilities, libraries, museums, vehicle sales, media production, and hotels. The base allowable floor-to-area ratio (FAR) within the CC2 zoning district is 2.0 and the base allowable height is 45 feet (generally equivalent to four stories) (City of West Hollywood Municipal Code, Chapter 19.10 and Chapter 19.90; City of West Hollywood 2011).

As shown in Figure 2-6, the portion of the project site currently developed with multi-family residential (0.17 acres) is on a parcel located along Ogden Drive that is zoned R3B, Residential, Multi-family Medium Density. The R3B zoning district generally limits building heights to 35 feet and three stories, with density not regulated by FAR, but rather by minimum lot size per dwelling unit. The R3 zoning district provides for the development of a wide range of multi-family dwelling units, including apartments and condominiums. The standards of the R3 zoning district are intended to ensure that new residential projects are compatible with the scale and character of existing medium-density multi-family residential neighborhoods. The R3 zoning district is consistent with the R3A, R3B, and residential land use designations of the General Plan (City of West Hollywood Municipal Code, Chapter 19.06.020; City of West Hollywood 2011).

As shown in Figure 2-6, the portion of the project site in the CC2 zone is also located within an overlay zone, the Mixed-Use Incentive Overlay Zone. The Mixed-Use Incentive Overlay zone is intended to focus residential mixed-use projects in high-priority nodes, focused on commercial corridors and includes locations with high transit levels of service and major intersections. New development with a mix of residential and commercial uses in this overlay zone may receive an incentive bonus of an additional 0.5 FAR and 10 feet in height. As such, because this portion of the project site is within the Mixed-Use Overlay Zone, that portion can be developed with structures having a

[1] At the time of the NOP (2016), additional Metro lines operated at Santa Monica Boulevard/Fairfax Avenue. Updated information is provided herein to reflect bus schedules at the time of this writing (2022). The project site is considered to be within a TPA regardless of whether bus schedules from 2016 or 2022 are relied upon.

greater FAR and height than what is generally allowed under the base zoning regulations. To allow for the additional height, beyond the incentives of the Mixed-Use Overlay Zone, the applicant is requesting the use of concessions under State Density Bonus Law as part of its entitlement requests for the project. The proposed project also includes an affordable housing component under the City's mixed-use incentive, allowing for an additional bonus of 10 feet in height (one story) and an additional 0.937 FAR for the residential areas.

2.5 Project Objectives

CEQA Guidelines Section 15124(b) requires the project description to contain "[a] statement of the objectives sought by the proposed project." In addition, CEQA Guidelines Section 15124(b) provides "[t]he statement of objectives should include the underlying purpose of the project." The underlying purpose of the revised project is to provide a mixed-use project with hotel, commercial and residential uses and exceptional architectural design employing environmentally friendly practices along Santa Monica Boulevard within the east side of the City of West Hollywood. The revised project would encourage pedestrian activity at the project site along Santa Monica Boulevard as well as provide flexible parking at the project site to be used by the general public similar to existing conditions. The mixed-use development would include residential, restaurant, and hotel uses, thus maximizing the efficiencies for local residents and reducing vehicle trips. In addition, the revised project would accommodate the need for additional residential housing in the City and in the County of Los Angeles, including affordable housing, while supporting and promoting the economic vitality of the City. The following specific project objectives support the revised project's underlying purpose:

1. Create an economically viable mixed-use project along Santa Monica Boulevard in the City of West Hollywood, providing a full-service boutique hospitality use in the vicinity of complementary studio and creative office uses on the east side of the City of West Hollywood, thereby enhancing the east side's appeal as a visitor destination;
2. Provide a contemporary, high-quality design that exemplifies thoughtful urban in-fill development and contributes to the context of existing and future development;
3. Provide replacement public parking spaces in addition to required parking to serve existing community needs;
4. Provide housing and hospitality uses near alternative means of transportation, including mass transportation, with accessibility for commercial patrons arriving to the project site via a driveway on Santa Monica Boulevard in furtherance and implementation of the goals of Senate Bill (SB) 375 (Steinberg 2008);
5. Recognizing the housing crisis that exists in California as demonstrated by the recent adoption of SB 330 and recent revisions to California's Housing Accountability Act, (Government Code 6589.4), provide additional housing opportunities and contribute to the residential development of mixed-use areas by incorporating residential uses into an existing core of nearby community facilities, employment centers, retail goods and services, and restaurants to enhance the area's overall urban character;
6. Create a mixed-income development by providing market rate units of various sizes while also increasing the City's rental housing stock for very low and moderate-income families;
7. Create a consistent pattern of development and uses along Santa Monica Boulevard that serves project residents and the surrounding community by redeveloping an underutilized site;
8. Provide jobs convenient to the existing labor pool living in and around the City and maximize the number of new permanent jobs generated by the new hotel and restaurant, helping to secure a strong and continuous tax base;
9. Create temporary construction jobs necessary to build the proposed project;

10. Maximize the site's economic value to the City by redeveloping and revitalizing an underperforming site with a mixed use project containing hospitality uses;
11. Maximize new City revenues generated and contribute to its fiscal health with new sales, property and hotel occupancy taxes, thereby maximizing the direct and indirect fiscal and economic benefits for the City and the surrounding area;
12. Create a wide range of unit sizes, including affordable housing units, in close proximity to employment resources and public transportation;
13. Minimize the impact to the environment through the redevelopment of previously developed parcels;
14. Develop and encourage bicycle access and pedestrian-oriented uses by employing design features that improve the landscape and streetscape, making the area more pedestrian friendly, while ensuring necessary vehicular access in and out of the project site;
15. Provide adequate common open space and internal access within the project site to meet the needs of the proposed uses and users;
16. Provide improvements that encourage alternative and fuel-efficient forms of transportation (e.g., bicycle storage areas, preferential parking for low-emission/fuel-efficient vehicles and carpools/vanpools);
17. Promote sustainability, including measures to increase the efficient use of water and energy and the use of renewable resources while decreasing use of nonrenewable energy;
18. Implement green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED) Silver certification for the buildings within the project site.

2.6 Revised Project Characteristics

2.6.1 Project Design

The applicant proposes to construct a mixed-use structure of approximately 212,508 square feet in gross building area with a maximum height of 71.5 feet. The structure would consist of a 45-room hotel, a restaurant, 95 residential units (including at least 16 affordable housing units), and an art gallery. Construction of the revised project would involve demolition of the existing 10,000-square-foot commercial building located on the existing 7811 Santa Monica Boulevard parcel, the parking lot adjacent to the commercial building, the parking lot currently leased by the City that is located along Orange Grove Avenue, and the multi-family residential building located on the parcel along Ogden Drive.

The characteristics of the revised project are summarized in Table 2-1 and are depicted on the conceptual site plan shown on Figure 2-7, Conceptual Site Plan. The building would include approximately 36,132 square feet hotel and commercial space with a total of 45 hotel rooms, 86,722 square feet of residential space (95 residential units), 14,272 square feet of common open space area, and 74,011 square feet of parking area (145 parking spaces). Of the 95 residential units, at least 16 units would be affordable housing units, including eight very low-income units and eight moderate-income units. The residential units would be composed of 13 three-bedroom units, 15 two-bedroom units, 21 one-bedroom units, and 46 studio units. The building heights of the proposed project would range up to six stories above ground, up to 71.5 feet above grade in certain areas, with two subterranean levels of parking. Building elevations are depicted in Figures 2-8 through Figure 2-11. As shown in Table 2-2, the revised project would have a Floor Area Ratio (FAR) of 3.06. This is less than the maximum allowable FAR for the project site after applying density bonuses pursuant to California Government Code Section 65915 and West Hollywood Municipal Code (WHMC) Section 19.22.050. (See Section 2.6.2 for more details.) Required parking for the project

is established in Chapter 19.28 of the WHMC. Based on these requirements, the proposed project would be required to have 183 spaces. However, due to the project providing affordable housing units, the required parking may be reduced. The revised project would provide 145 total parking spaces, which is within the allowed reduction for affordable housing. Approximately 100 parking spaces would be dedicated to serve the revised project, and 45 flexible spaces that are included in the project are intended to replace the spaces the City currently leases in the existing on-site parking lot that are currently available for public use.

Access to the project site would be available from three separate driveways: one on Santa Monica Boulevard, one on Orange Grove Avenue, and one on Ogden Drive. The revised project would be accessible for hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue with separate vehicular ingress/egress for residents only along Ogden Drive.

Floors 2 through 6 would accommodate both residential and hospitality occupancies. Rules and standards of conduct to allow harmonious co-occupancy of the project would be enforced. Swimming in the pool on the sixth level would be open 24 hours per day. Amplified music in the exterior amenity spaces would be allowed daily from 7:00 a.m. to 1:00 a.m. Alcohol could be sold in the restaurant and exterior dining areas at the project site from 7:00 a.m. to 1:30 a.m. and consumed until 2:00 a.m.

The project's commercial components would include the hotel and restaurant fronting Santa Monica Boulevard and art gallery space along Orange Grove Avenue. The design of these elements focuses on activating as much of the limited street frontage available with an emphasis on visually accentuating access points and placing publicly accessible restaurant and gallery spaces along sidewalks to ensure engagement with the public and walkability. While these uses are key to establishing a level of continued street life and energy, they are also critical elements to the commercial hotel operations proposed on the site. Given the limited frontage facing Santa Monica Boulevard, the project proposes a hybrid restaurant/lobby lounge experience, which ensures the downtimes for one use provide opportunities for the other, thereby increasing the activity and connectivity to street. The proposed gallery use is intended to provide viable commercial space along the Orange Grove frontage and serve as a community resource by reflecting the eclectic and well-established arts scene and galleries present in West Hollywood.

Table 2-1. Revised Project Components

Project Components	
Hotel	
Square Footage	30,995 square feet
Rooms	45 rooms
Parking	23 stalls
Amenities	Fitness area
	Pool
	Valet
	Laundry
	Housekeeping
	Outdoor common areas
Residential	
Square Footage	86,722 square feet
Units	95 units
Parking	69 stalls

Table 2-1. Revised Project Components

Project Components	
Unit Details	8 very low income units and 8 moderate income units
	13 three-bedroom units, 15 two-bedroom units, 21 one-bedroom units, and 46 studio units
Art Gallery	
Square Footage	1,381 square feet
Parking	1 stall
Common Area	
Square Footage	14,272 square feet
Parking	0 stalls
Flexible Parking	
Parking	45 stalls to replace existing parking onsite
Restaurant	
Square Footage	3,756 square feet
Parking	7 stalls
Amenities	Outdoor dining

The CC-2 portion of the project would have a FAR of 3.367, which is slightly less than what is allowable for that portion of the project site under the City's development standards (see Section 2.6.2 for details). As part of the project and because the project site is located within a Mixed-Use Incentive Overlay Zone, the applicant is requesting a 10-foot height increase. With the inclusion of affordable units in the project (eight very low income units and eight moderate income units), an additional 10-foot height increase is also being requested by the applicant for a total eligible increase of 20 feet above the base 45-foot height limit (i.e., 65 feet). To allow for the additional height, the applicant is requesting the use of concessions under the State Density Bonus Law as part of its entitlement requests for the project (see Table 2-2, Consistency with Zoning Ordinance and General Plan Requirements, for details).

The proposed commercial component of the mixed-use structure would be approximately 67 feet in height when measured from the ground surface at the northern (rear) property line adjacent to Orange Grove Avenue. At its tallest point, the commercial component of the structure would have a height of six stories, equating to 71.5 feet as measured from the ground level at the Santa Monica Boulevard frontage. Along Ogden Drive, the multi-family residential component of the project would have a maximum height of 45 feet with a total of four stories.

2.6.2 Consistency with Zoning Ordinance and General Plan Requirements

The larger 32,637-square-foot portion of the project site is zoned and has a General Plan land use designation of CC2 with a Mixed-Use Overlay Incentive and the smaller 7,549-square-foot portion of the project site is zoned and has a General Plan land use designation of R3B. The area zoned R3B would only contain residential uses and would not include the hotel or restaurant uses associated with the project. The resulting building site would have split zoning, which is allowed in the West Hollywood Zoning Ordinance (West Hollywood Municipal Code Section 19.36.170.A). Pursuant to 19.14.080.E, proposed development and land use within the Mixed-Use Overlay shall

be subject to all applicable development and land use standards from the primary zoning district. Therefore, the analysis below has been separated for the CC2 portion of the project site and the R3B portion of the project site.

The revised project would meet the requirements of California Government Code Section 65915 *et. seq.*, the State law that provides for density bonuses and incentives for projects that include affordable housing. The revised project includes 79 market-rate rental units and 16 affordable rental units (eight very-low income and eight moderate-income). Accordingly, the revised project is eligible for a 37.5% density bonus.[2]

For the purposes of calculating the permitted density bonus in residential zones, "density" shall refer to the maximum allowable residential density per square foot of site area permitted in the zone in which the project is located. In this instance, the 7,549-square-foot parcel along Ogden Drive in the R3B zone has a base density of 6.24 units (lot area of 7,549 square feet/R3 Lot Density of 1,210 square feet = 6.24 base residential dwelling units). Any density calculation that results in a fractional number shall be rounded up to the next whole number. For the subject R3B parcel of the project site, that would mean a base density of 7 units. A 37.5% density bonus translates to a bonus of up to 3 units, or 10 total units on the R3B parcel for this project. However, the applicant is only proposing 9 units on this parcel.

In commercial zoning districts, the City uses a floor area ratio (FAR) for density calculation. The base FAR for the CC2 zoning district is 2.0. The site is also within the Mixed-Use Overlay Zone and therefore qualifies for a Mixed-Use Incentive of 0.5 FAR. The Zoning Ordinance states that the Mixed-Use Incentive is applied prior to applying any eligible affordable housing density bonuses. The project, as a whole, qualifies for a 37.5% affordable housing density bonus pursuant to WHMC Section 19.22.050 and Government Code Section 65915. In total, this means the project is eligible to request an FAR of up to 3.437 on the CC2 portion of the project site. The project is proposing 3.367 FAR on the CC2 portion of the site, and therefore complies with the FAR requirement for the site.

Government Code Section 65915 expresses density bonuses in terms of units, in addition to any FAR bonus. The commercial portion of the project site has a base unit density of 63 units, 14 (or 22%) of which are affordable. After the 37.5% density bonus is applied, the total number of units on the CC2 portion of the project site is 86.

The project applicant is seeking a density bonus in the CC2 portion of the project based on the percentage of affordable units, as well as three associated regulatory "concessions" pursuant to state law (Government Code 65915). The requested concessions are:

- An additional story to allow approximately 10 feet of additional height to construct the sixth story and associated amenities.
- An increase in height of approximately 6.5 feet to allow truck loading given the elevation at the south (Santa Monica Boulevard) side of the property is approximately 6 feet higher than at the point on Orange Grove where trucks will exit the project. A minimum 14-foot truck height is required pursuant to WHMC 19.28.090 B (4).
- Allow a minimum aggregate site area of 40,186 square feet for a mixed-use project that spans both the CC2 and R3B zoning districts, in lieu of the minimum aggregate area of 50,000 square feet otherwise required by Section 19.36.170.A.1 of the WHMC.

For consistency with requirements of the Zoning Ordinance and General Plan see Table 2-2.

[2] Pursuant to Government Code Section 65915, the project is eligible for a 32.5% density bonus for providing 10% of the baseline number of units for very low-income households, and a 5% density bonus for providing 10% of the baseline number of units for moderate income households, for a total density bonus of 37.5%, limited to 50% by the code.

Table 2-2. Consistency with Zoning Ordinance and General Plan Requirements

Requirement	Allowed	Actual Provided by Revised Project
Floor Area Ratio (FAR)	CC2 Base FAR: 2.0 + Mixed-Use Bonus FAR: 0.50 + 37.5% Density Bonus for Affordable Housing: 0.937 *Total Allowed = 3.437* R3B: N/A	CC2: 3.367 R3B: 1.72[3]
Building Height	CC2 Allowed Height: 45 feet, 4 stories + Mixed-Use Bonus Height: 10 feet, 1 story + Affordable Housing Concession: 10 feet, 1 story + Affordable Housing Concession: 6.5 feet, *Total Allowed: 71.5 feet, 6 stories* R3B Allowed Height: 35 feet, 3 stories + Affordable Housing Concession: 10 feet, 1 story *Total Allowed: 45 feet, 4 stories*	CC2: 71.5 feet, 6 stories R3B: 45 feet, 4 stories

2.6.3 Parking and Access

The revised project would involve demolition of the existing 27-stall parking lot associated with the gym and the 45-stall parking lot leased by the City. The revised project would include two subterranean levels of parking, totaling 74,011 square feet. A total of 145 parking spaces would be available to serve the revised project, with 100 parking spaces for the residential and hotel uses, and an additional 45 flexible parking spaces to replace the existing City leased parking spaces on the site that are currently available for public use. The project would also provide 37 bicycle parking spaces.

As shown in Figure 2-7, the project would provide vehicular access to hotel guests and the public from Santa Monica Boulevard and Orange Grove Avenue, with a separate vehicle entrance for project residents along Ogden Drive.

Parking Incentives

Pursuant to California Government Code Section 65915 (p)(2), and separate from the density bonus concessions, an applicant may request a reduction in required parking ratios if the development includes the maximum percentage of low-income or very low-income units provided in Section 65915(f) and is located within one-half mile of a major transit stop as defined in Section 21155 of the Public Resources Code and there is unobstructed access to the major transit stop from the development.

The project is located within one-half mile of the intersection of Santa Monica Boulevard and Fairfax Avenue, which is a major transit stop consistent with Section 21155 of the Public Resources Code.

The incentive allows for a vehicular parking ratio of 0.5 spaces per bedroom. The revised project contains 13 three-bedroom units, 15 two-bedroom units, 21 one-bedroom units, and 46 studio units, and would require 69 residential parking spaces. No guest parking spaces are required for projects that provide on-site affordable housing. As such,

[3] The combined FAR across both parcels is 3.06.

with the inclusion of eight very low income units and eight moderate income units, no guest parking spaces are proposed. With 23 parking spaces allocated for hotel uses, seven parking spaces allocated for 3,756 square feet of restaurant use, and one parking space allocated for 1,381 square feet of art gallery use, a total of 100 parking spaces are provided to serve the project's various uses. An additional 45 flexible parking spaces would be included in the project to replace the spaces in the City leased lot that are currently available for public use.

2.6.4 Landscape Plan

The proposed landscaping plans are shown in Figures 2-12a-e, Conceptual Landscaping Plan(s). The project would include landscaping comprised of climate-appropriate, drought-tolerant and native plants. Landscaping would be installed on five of the six levels of the proposed structure as well as on the roof.

2.6.5 Sustainable Design Features

The revised project is subject to the City's green building program. Table 2-3 characterizes the green components that would be incorporated into the project.

Table 2-3. Green Building Checklist Components

Green Design Component	Points Received
Site Location	
Use recycled content mulch or other landscape amendments	1
Natural Heating and Cooling	
Provide operable window to enable natural cross ventilation (minimum 20% of total window area)	2
Foundation	
Use recycled-content base or backfill material	1
Incorporate fly ash or slag ash in concrete	3
Increase fly ash percentage	2
Structural Frame	
Use engineered lumber or steel for minimum of 90% of subfloors, sheeting, floor joists, beams, headers, and trusses, as applicable	5
Use engineered vertical wood studs	2
Use FSC-certified wood for framing (maximum points 5)	5
Plumbing	
Insulate the full length of all hot water pipes	1
Install low-flow showerheads	1
Install water efficient kitchen and bathroom faucets	1
Install water efficient toilets	1
Install tankless water heaters	2
Insulation	
Install formaldehyde-free, recycled-content (minimum 25%) insulation	1

Table 2-3. Green Building Checklist Components

Green Design Component	Points Received
Energy Efficiency and Renewable Energy	
Exceed Title 24 energy code by 5%	5
Participate in Energy Star (residential) or Savings by Design (commercial) programs	3
Install photovoltaic (PV) panels (1 point per kW; maximum 10 points)	5
Install Energy Star lighting (50% of total fixtures)	3
Install Energy Star exit signs	1
Install Energy Star programmable thermostats	1
Install timer and photo sensor for exterior lights	1
Seal all ducts with Mastic (residential) or install per SMACNA standards (commercial)	1
Indoor Air Quality	
Use no-VOC paints on interior applications	2
Use low-VOC sealants and adhesives	2
Use composite wood with no added urea formaldehyde for counters and cabinets	2
Use carpet certified by CRI Green Label Program	1
Install fan with humidistat sensor or timer in all bathrooms	1
Install high efficiency HVAC filters (minimum MERV 8) or provide ductless system	1
Provide daylighting for 50% of occupied spaces	1
Roofing	
Install Energy Star or cool roof	2
Install durable roof with long-term warranty or demonstrated long-term durability (40-year warranty for asphalt shingles, 15-year warranty for built-up roof, metal or clay tile)	3
Exterior Finish	
Use durable exterior finishes (1 point per 30% of exterior area), including integral-color or uncolored unpainted stucco, fiber-cement panels or siding, metal panels or siding, composite wood panels, glass, and other similar durable finishes	3
Use recycled-content or FSC-certified outdoor flooring materials	1
Total Points Earned	**67**
Mandatory Points for Compliance	**60**
Points Needed for Incentives	**90**

Notes: VOC = volatile organic compound; HVAC = heating, ventilation, and air conditioning; MERV = minimum efficiency reporting value; FSC = Forest Stewardship Council.

In addition to the green building components identified in Table 2-3 above, per City codes, there are a number of mandatory measures for which no points are provided. These additional mandatory green building measures are listed in Table 2-4.

Table 2-4. Mandatory Green Building Measures

Mandatory Measures from Green Building Ordinance
▪ Provide secure bike parking (1 space per 7 employees or 10,000 square feet or 1 space per 4 dwelling units).
▪ Label storm drains adjacent to the property.
▪ Provide roof location and install conduit from roof to electrical room for future photovoltaic (PV) system installation.

Table 2-4. Mandatory Green Building Measures

Mandatory Measures from Green Building Ordinance
▪ Install Energy Star appliances – refrigerator, washing machine, and dishwasher.
▪ Provide construction Air Quality Management Plan in specifications (at a minimum to protect ducts during construction and change filters and vacuum ducts prior to occupancy).
▪ Use low-VOC interior paints and wood finishes.
▪ Provide owner or tenant with a Green Features/Benefits Manual.
Mandatory Measures for Green Building in Existing Code
▪ Provide space for the collection and storage of recyclables.
▪ Provide preferential parking for alternative fuel vehicles (minimum 2% of total spaces for commercial lots with more than 25 spaces).
▪ Divert construction and demolition waste (minimum of 80%).
▪ Provide construction site Stormwater Management Plan.
▪ Provide permeable surfaces to required yards (55% of front and 50% of side).
▪ Use infiltration, biofiltration or equivalent flow reduction treatment BMP for the runoff resulting from either the first 0.75 inches of rainfall or the runoff resulting from a continuous rainfall event of 0.2 inches per hour.
▪ Replace existing trees over 6 inches in diameter that are removed for development (minimum 24-inch box planted in the ground).
▪ Use drought-tolerant and native species for landscaping.
▪ Install water-efficient irrigation system.
▪ Parking landscaping for surface parking areas – Projects must comply with all applicable requirements.
▪ Transportation Demand Management – Projects must comply with applicable requirements.

Note: VOC = volatile organic compound.

2.7 Construction Scenario

Construction of the revised project is anticipated to last approximately 21 months, beginning Spring 2024 and ending Winter 2025. It is estimated that the project site would be occupied and in operation by 2026. Demolition would be phased to allow for the construction of a 15-foot sound wall along the northern property line and a 15-foot sound wall adjacent to the property line with the residential properties located on Ogden Drive. Phase one demolition, which would begin in 2024, would involve the use of a backhoe instead of an excavator until the sound wall is in place and then installing the shoring piles and sound wall along the property line. All demolition material would be stockpiled on site and hauled off site after the construction of the sound wall. Phase two demolition would occur after construction of the sound wall and would involve demolition of the existing buildings and the surface parking lot. Overall, demolition is anticipated to last approximately 7 weeks, and likely would include use of excavators, loaders and dump trucks. Demolition debris likely would be transported to Rose Hills in La Puente, approximately 24 miles east of the project site.

Grading and excavation would occur after demolition, lasting approximately 4.5 months. A total of 55,375 cubic yards (including expansion factor) of export, to accommodate the proposed underground parking, would be removed from the project site and transported to a disposal facility in Irwindale, located approximately 29 miles northeast of the project site. Equipment to be used during grading and excavation likely would include one excavator, one loader, one forklift, and one mini-excavator.

Upon completion of site excavation, building construction would commence and last approximately 18 months. During construction and building finishing, anticipated equipment would include forklifts, tractors, loaders, backhoes, welders, aerial lifts, skid steer loaders, and other miscellaneous equipment. The final stages of construction, paving and architectural coatings, would occur simultaneously and last approximately 1 month. Consistent with the City's requirements all construction activities would occur during an approximate 7-hour window, between approximately 8:00 a.m. and 4:00 p.m., Monday through Friday. Interior building construction also could occur during these hours on Saturdays.

2.8 Intended Uses of the EIR

An EIR is a public document used by a public agency to analyze the potential environmental effects of a project and to disclose possible ways to reduce or avoid potentially significant environmental impacts, including alternatives to the revised project. As an informational document, an EIR does not make recommendations for or against approving a project. The main purpose of an EIR is to inform public agency decision makers and the public about potential environmental impacts of the project (CEQA Guidelines Section 15121). This RDEIR will be used by the City, as the lead agency under CEQA, in making decisions with regard to the revised project previously described and the related approvals described as follows.

2.9 Project Approvals Required

The City is the lead agency for the revised project pursuant to CEQA Guidelines Section 15367. The revised project would require a number of permits and approvals from the City, listed as follows:

- A Development Permit to allow the construction of a new approximately 212,508-square-foot mixed-use building;
- A Conditional Use Permit to allow the development of a hotel, including up to 45 guest rooms and associated amenities, including a restaurant and rooftop uses of the pool and adjacent areas until 2:00 a.m. A minor conditional use permit also is requested to allow the sale, until 1:30 a.m., of a variety of alcoholic beverages for on-site consumption up until 2:00 a.m. in connection with an approximately 3,446-square-foot restaurant at the project site;
- A Demolition Permit to allow the demolition of the existing structures at the project site, including a 10,000-square-foot commercial building and 3,718-square-foot residential structure;
- An Administrative Permit to allow an approximately 310-square-foot outdoor dining patio in connection with the approximately 3,446-square-foot ground floor restaurant at the project site;
- An Air Space Vesting Tentative Tract Map; and
- Certification of an Environmental Impact Report

2.10 References Cited

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FIGURE 2-1
Regional Map

The Bond Project

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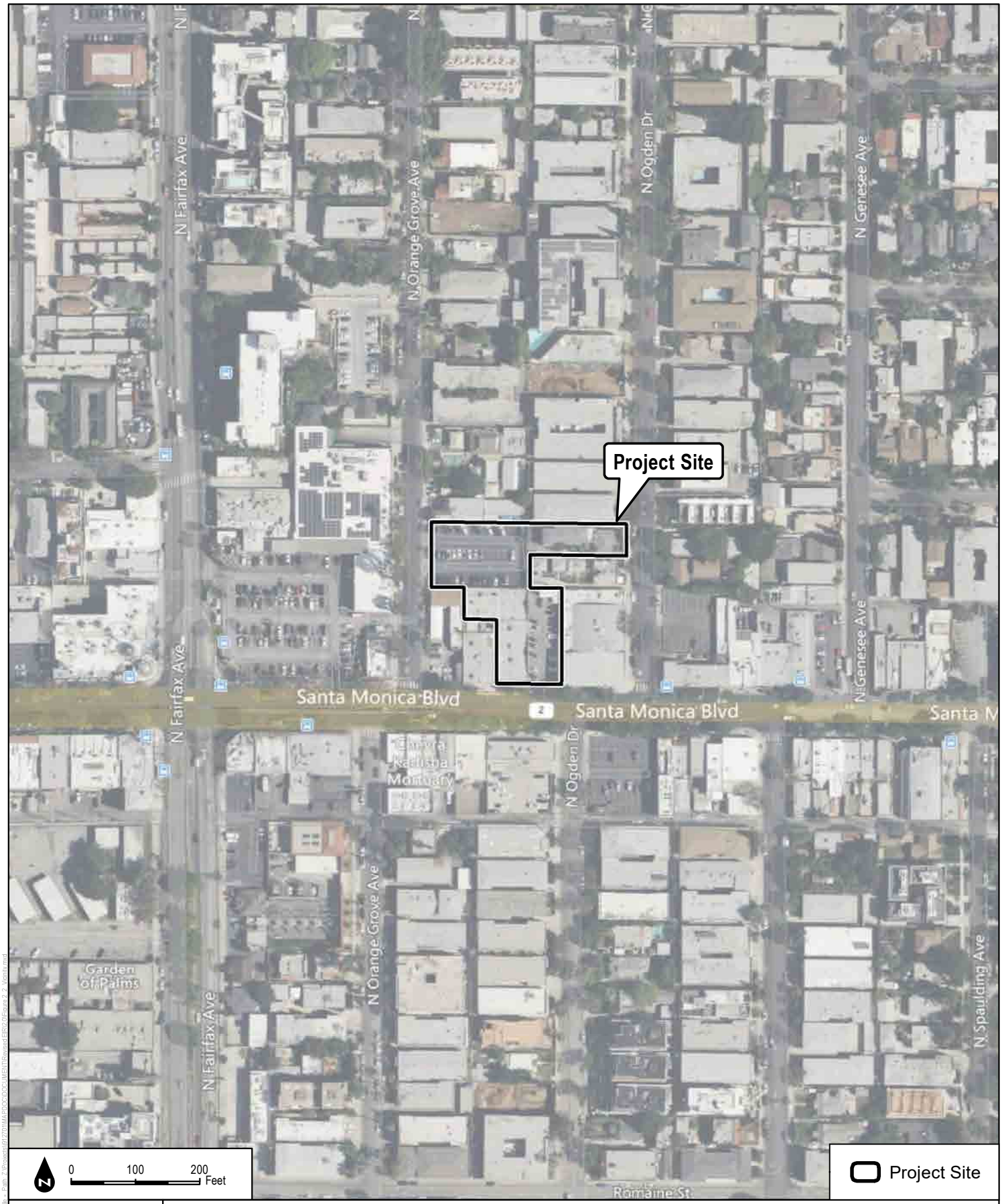

SOURCE: Bing Imagery (Accessed in 2017)

FIGURE 2-2
Vicinity Map

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The Bond Project

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SOURCE: Bing Imagery (Accessed in 2017)

FIGURE 2-3
Project Site

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SOURCE: Bing Imagery (Accessed in 2017), Land Use and Urban Form

FIGURE 2-4
Surrounding Land Uses

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SOURCE: Bing Imagery (Accessed in 2017), Land Use and Urban Form

FIGURE 2-5

Santa Monica/Fairfax Transit District

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The Bond Project

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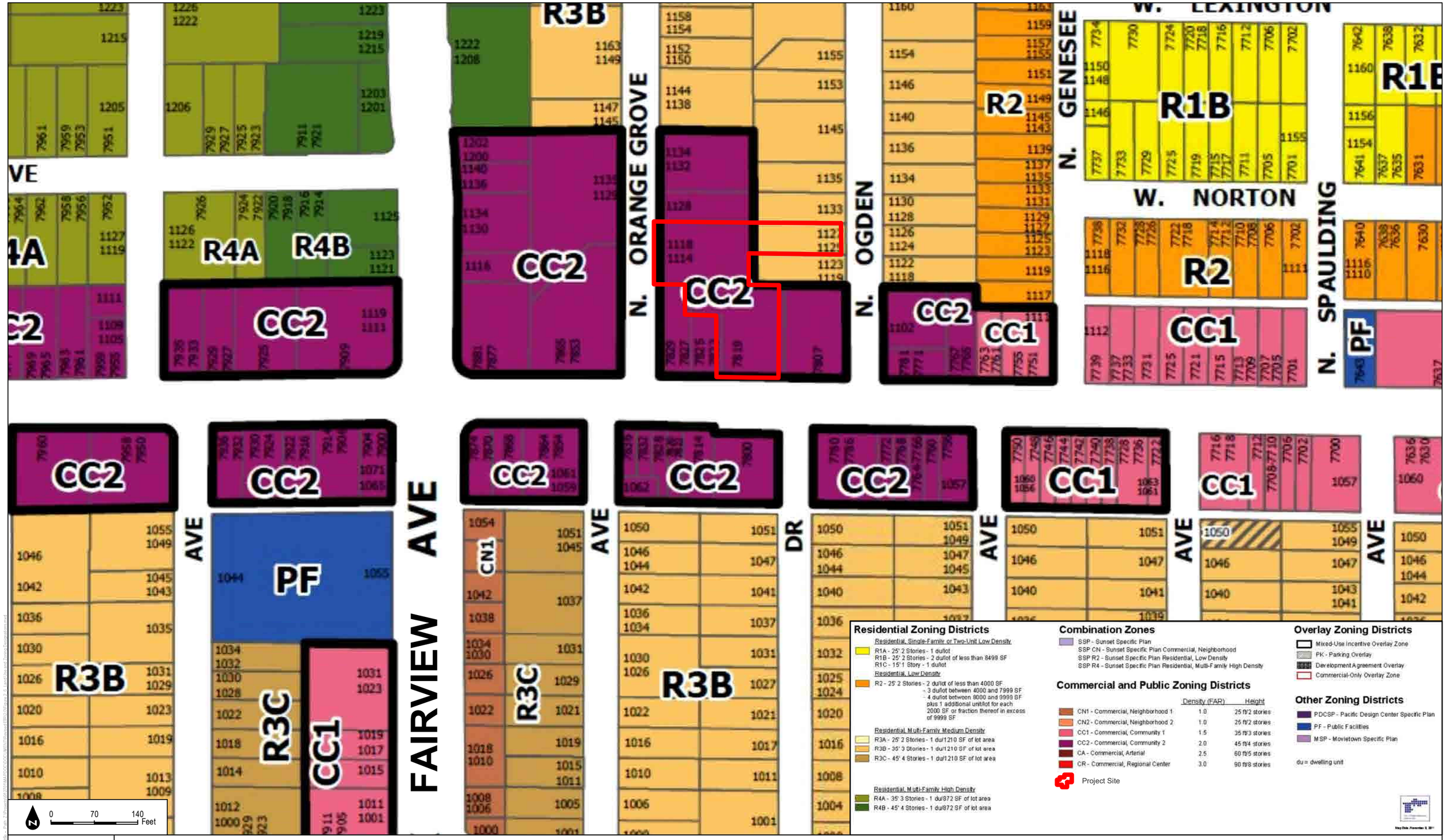

SOURCE: City of West Hollywood 2011

FIGURE 2-6

Land Use and Zoning Designations

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The Bond Project

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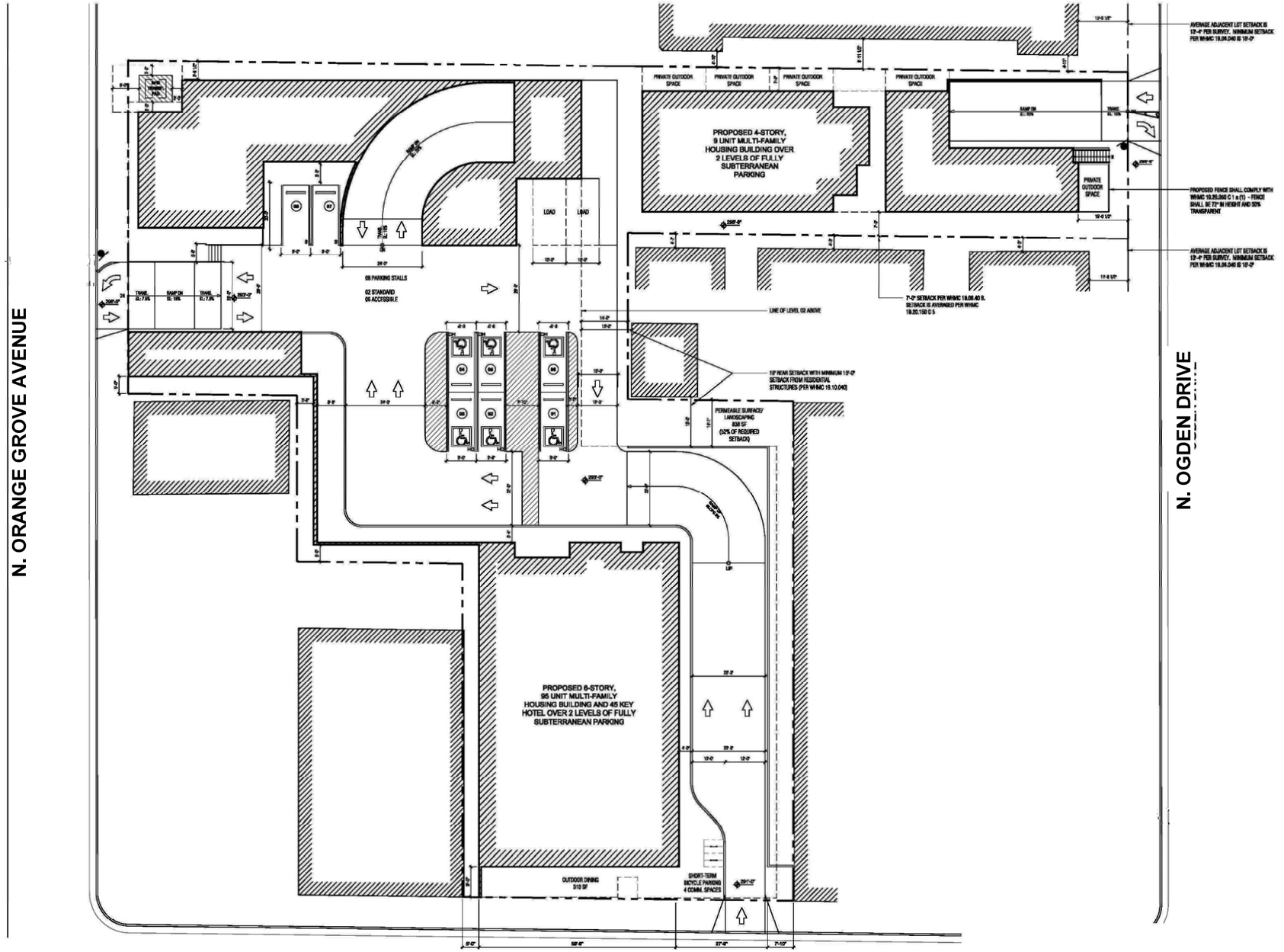

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SOURCE: Office Untitled 2020

FIGURE 2-7

Conceptual Site Plan

The Bond Project

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SOURCE: Office Untitled 2020

FIGURE 2-8
Proposed Southeast Elevation

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SOURCE: Office Untitled 2020

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The Bond Project

FIGURE 2-9
Proposed South Elevation

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The Bond Project

FIGURE 2-10

Proposed Northwest Elevation

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SOURCE: Office Untitled 2020

FIGURE 2-11

Proposed Southeast Elevation from Ogden Drive

The Bond Project

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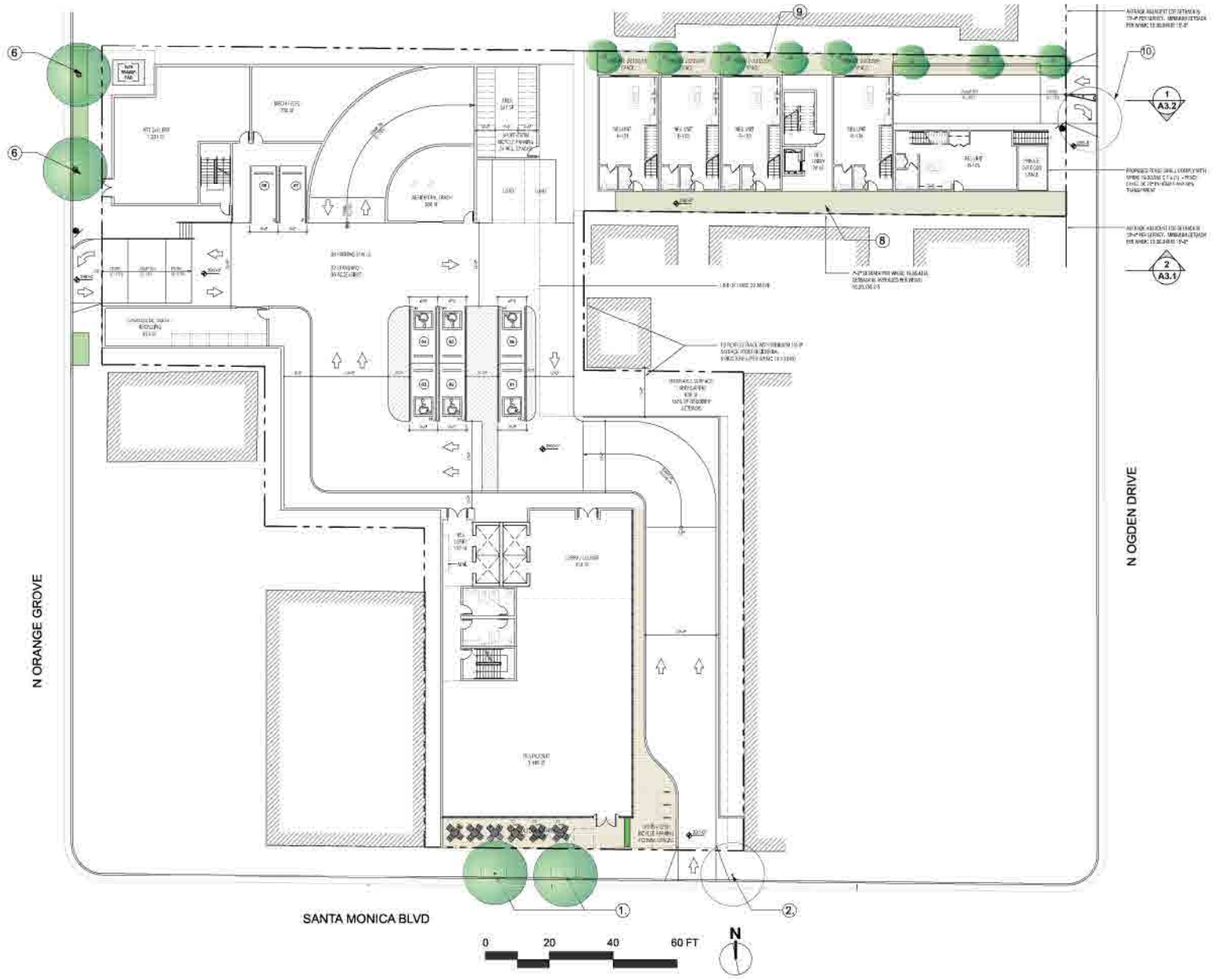

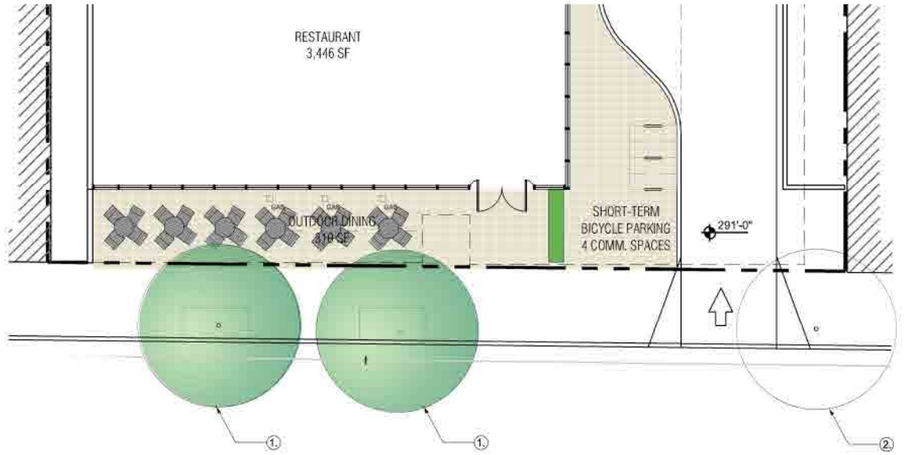

PLAN NOTES

1. EXISTING CHINESE ELM TREE TO REMAIN
2. EXISTING CHINESE ELM TREE TO BE REMOVED FOR NEW DRIVEWAY
3. OUTDOOR CAFE SEATING
4. MAX 24" HT PLANTERS
5. OVERHEAD DECORATIVE CEILING ELEMENT / VINE TRELLIS TO MATCH UPPER FLOORS
6. PROPOSED JACARAMDA MIMOSIFOLIA TREE
7. CONCRETE UNIT PAVERS
8. 5' WIDE FIRE ACCESS PATH, CRUSHED GRANITE OVER COMPACTED BASE
9. PRIVATE PATIOS WITH TREE PLANTER (AGONIS FLEXUOSA 'NANA'), VINE TRELLIS ON FENCE
10. EXISTING TREE TO BE REMOVED FOR NEW DRIVEWAY

PLANT LIST

Botanical Name	Size	Spacing Ft
Trees / Large Shrubs		
Agonis 'Jervis Bay Afterdark'	15 gal	12
Olea europaea 'Montra' P.P.# 6266	5 gal	2.5
Acacia boormanii	5 gal	2
Acacia cognota 'Cousin Itt'	5 gal	6
Agonis flexuosa 'nana'	5 gal	7
Cassia artemisioides	5 gal	4
Plecostachys serpyllifolia	1 gal	4
Salvia 'Waverly'	5 gal	4
Westringia 'Blue Gem'	5 gal	3
Leptospermum 'Dark Shadows'	5 gal	10
Perennials and Grasses		
Anigozanthos 'Orange Cross'	1 gal	2
Bouteloua gracilis Blonde Ambition	1 gal	2
Chondropetalum tectorum	5 gal	2.5
Miscanthus sinensis 'Little Kitten'	5 gal	6
Miscanthus transmorrisonensis	5 gal	6
Muhlenbergia dubia	1 gal	3
Pennisetum 'Fairy Tails'	1 gal	3
Penniisetum spathiolatum	1 gal	2.5
Salvia gregii 'Alba'	2 gal	3
Sporobolus wrightii		5
Succulents		
Aloe reitzii	15 gal	2.5
Echeveria agavoides	1 gal	1
Senecio cylindricus	1 gal	2
Senecio mandraliscae	1 gal	2






LEVEL 01

SOURCE: Office Untitled 2020

FIGURE 2-12a
Conceptual Landscaping Plan

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The Bond Project

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PLAN NOTES

1. ALULMINUM OVERHEAD VINE TRELLIS
2. PLANTERS OF VARYING SIZES, ALL WHITE, VARIOUS TEXTURES, PLANTED WITH DROUGHT TOLERANT, LOW MAINTENANCE SUCCULENTS AND CACTI
3. SYNTHETIC WOOD DECKING ON PEDESTAL SYSTEM
4. GREENWALL WITH WATER-PROOF DRAIN BASIN, G-SKY SYSTEM BY TOURNESOL SITEWORKS.
5. AGONIS FLEXUOSA
6. ACACIA BOORMANII

LEVEL 04

SOURCE: Office Untitled 2020

FIGURE 2-12b
Conceptual Landscaping Plan

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The Bond Project

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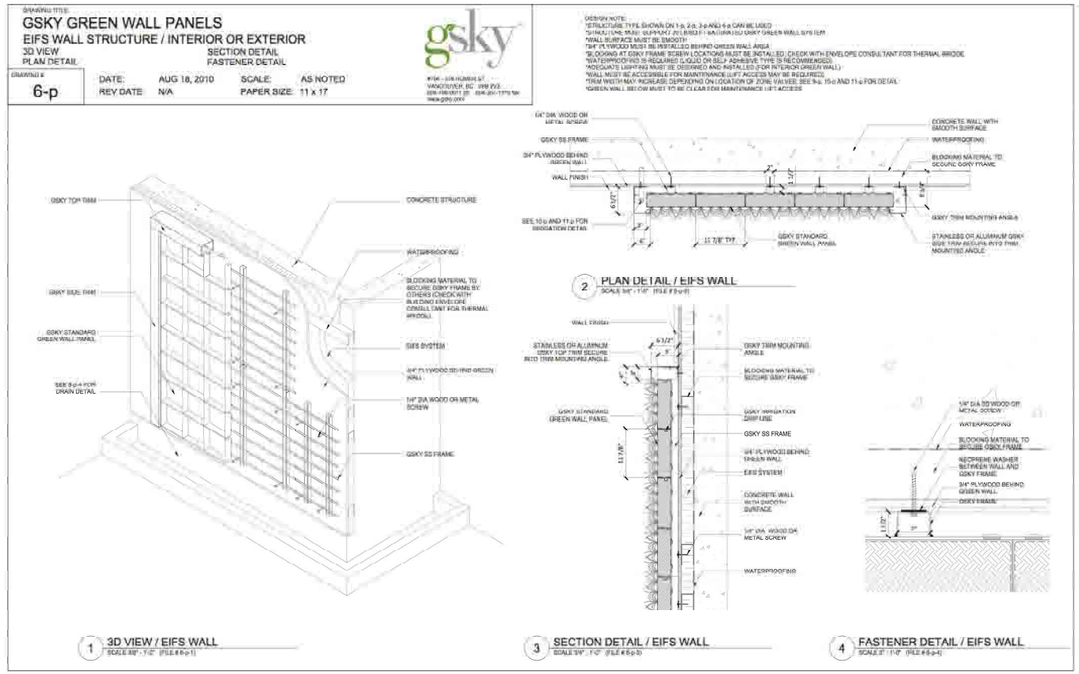

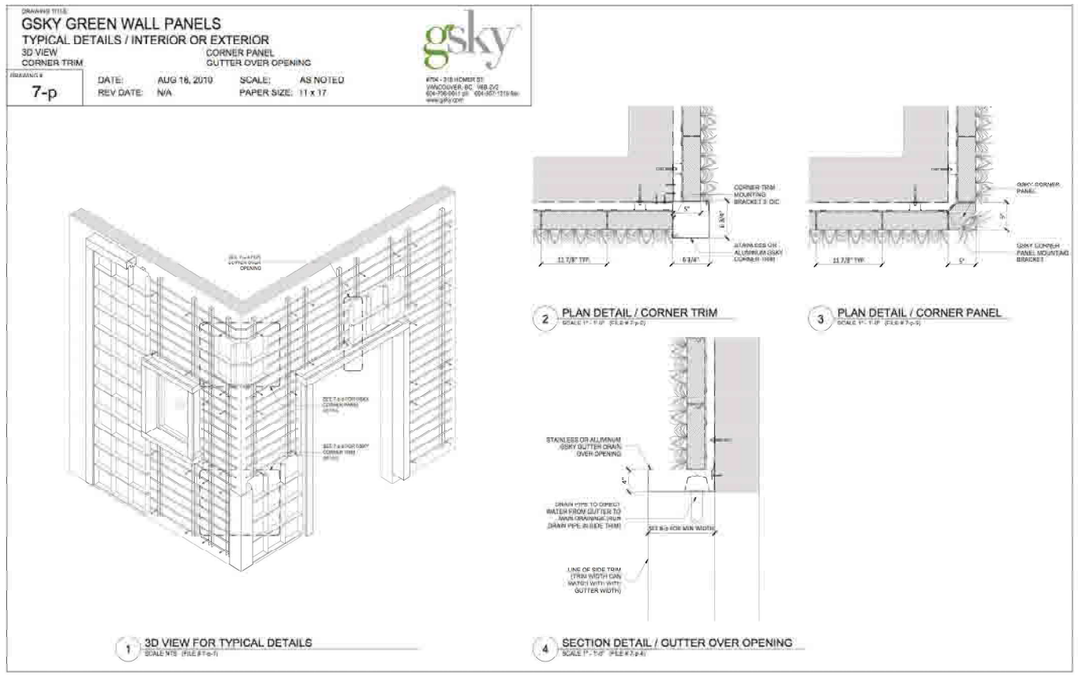

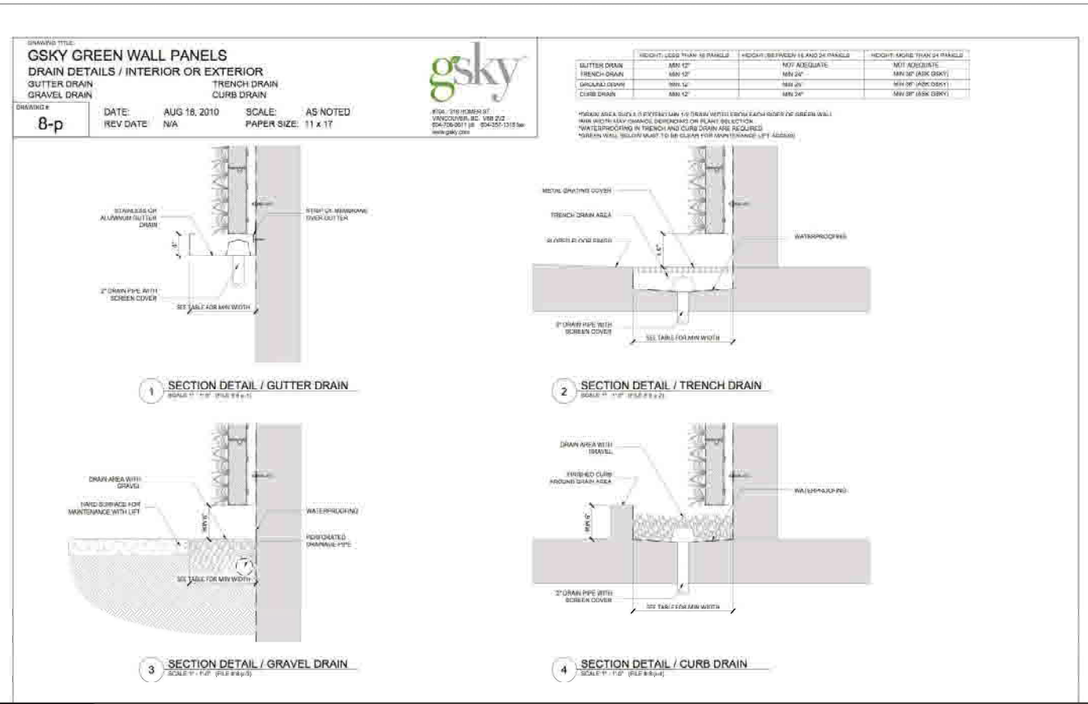

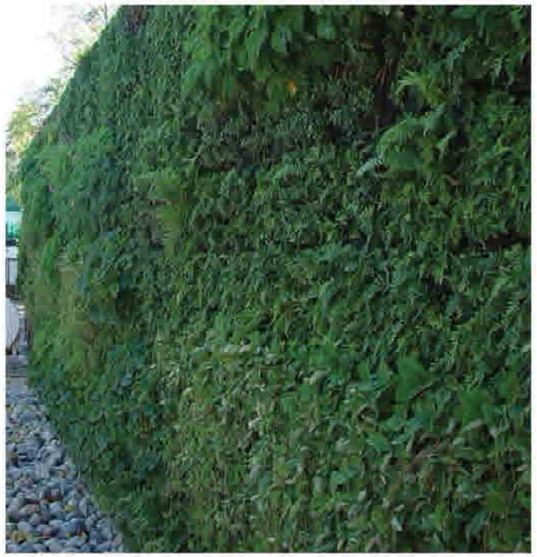

GREEWALL SCHEMATIC PLANT LIST

Aeonium "Mint Saucer,"
Acorusgramineus,
Aloe Serrisa
Adiantumpedatum
Blechnum
CampanulaPorcharskyana.
Carex fraseri,
Crassula
Cissusrhombifolia,
Cupressusmacrocarpa,
Daphnoneruom,
Dryopteris erythrosa,
Davalliatrichomanoides,
Euphorbia
Anthericumsanderii,
Fatsiajaponica,
Glechomahederacea,
Gaultheriaprocumbens,
Hedera helix (ivy),
Iris,
Pelleiarotundifolia,
Iberis sempervirens,
Juniperc procumbems nana,
Lomandralongifolia,
Fuchsia
Nephrolepisxordata,
Ophiopogonjaponicus,
Oxalisregana,
Pellea falcata
Polypodium
Erigeron
Polystichumtsus sinensis,
Plectranthus,
Polystichummunitum,
Tradescantia
Pyrrosia(staghorn fern),
Sedumasyphyllum,
Selaginella(moss),
Silenauniflora,
Soleroli(baby tears),
Sequoiasempervirens.
Saxifraga
Achemilla
Vacinium
Sesleria
Cymbalariamuralis,
Vriesa Viola hederacea

SOURCE: Office Untitled 2020

FIGURE 2-12c
Conceptual Landscaping Plan

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The Bond Project

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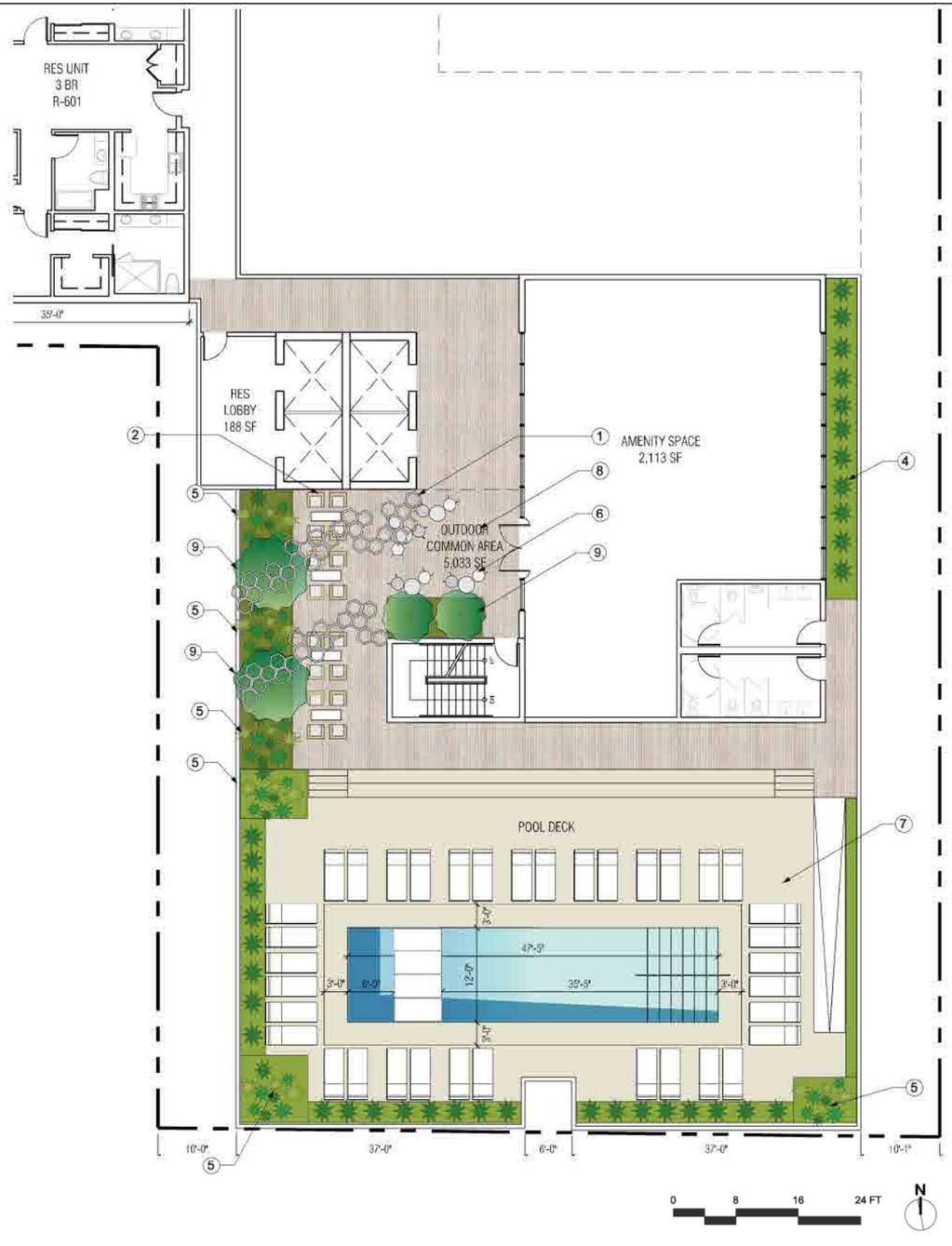
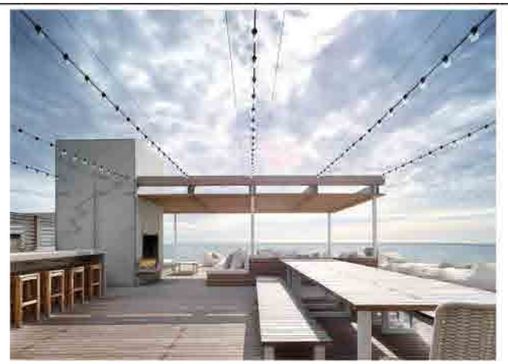


PLAN NOTES

1. OVERHEAD VINE TRELLIS
2. LOUNGE SEATING
3. BAR SEATING
4. CONTINUOUS RAISED PLANTER
5. SPECIMEN TREE ALOE
6. INFORMAL CAFE/BAR SEATING
7. PORCELAIN CERAMIC POOL DECK PAVERS
8. MULTI-PURPOSE OUTDOOR EVENT SPACE
9. AGONIS FLEXUOSA



LEVEL 05 - POOL DECK

SOURCE: Office Untitled 2020

FIGURE 2-12d
Conceptual Landscaping Plan

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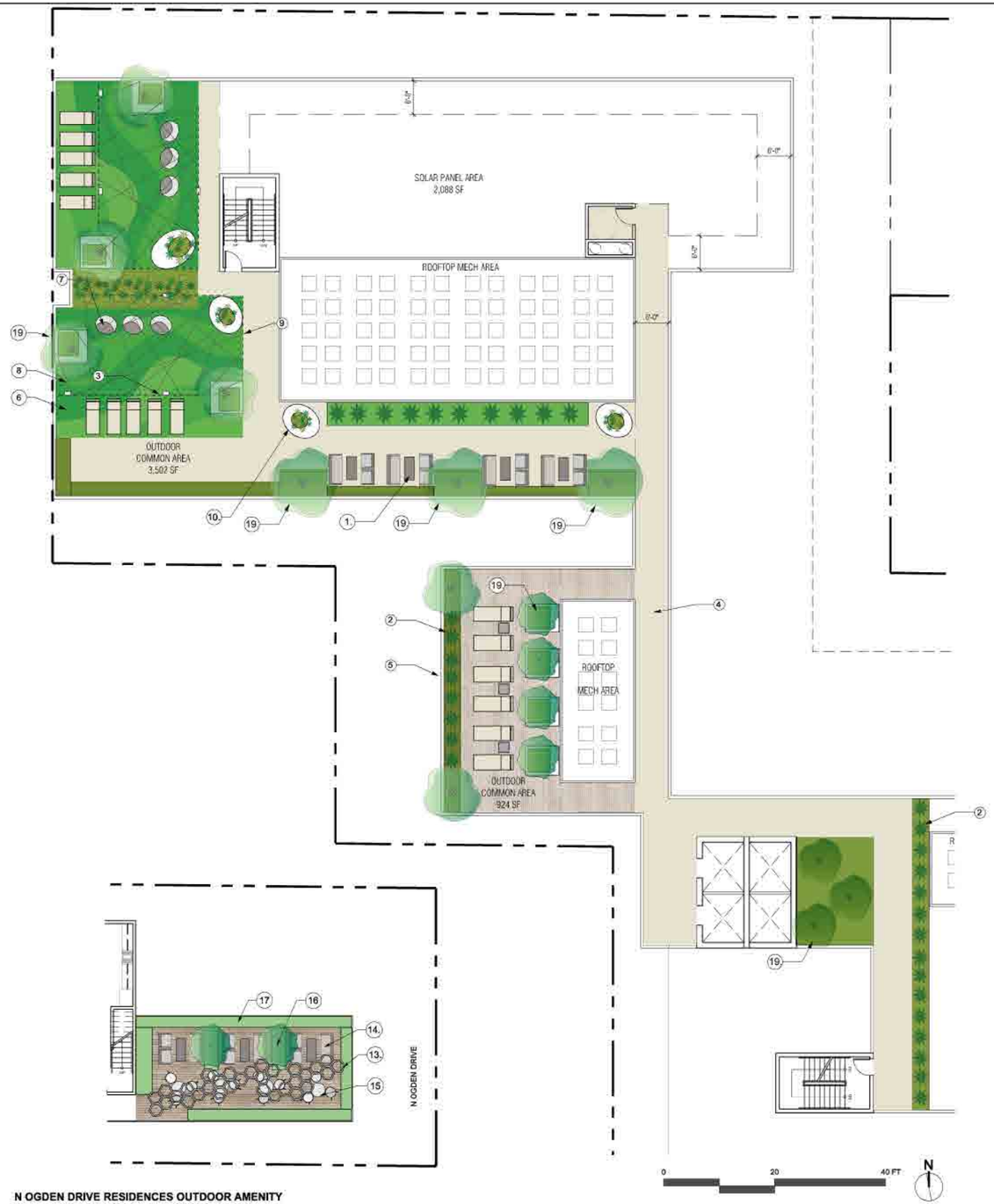

N OGDEN DRIVE RESIDENCES OUTDOOR AMENITY

PLAN NOTES

1. GROUP LOUNGE WITH FIRE ELEMENT
2. RAISED PLANTERS
3. RAISED PLANTERS WITH SEATING
4. UNIT PAVERS ON PEDESTAL SYSTEM
5. GLASS RAILING
6. MULTI-TEXTURED SYNTHETIC TURF FIELD
7. HANGING NEST SEATS
8. CABLE TRELLIS
9. LOCATION FOR PROJECTION SCREEN
10. FREE-FORM FIBERGLASS SEATING WITH INTEGRAL PLANTER
11. SUNSET WATCHING BAR WITH SEATING
12. RAISED PLANTERSWITH SEATING
13. OVERHEAD VINE TRELLIS
14. LOUNGE SEATING
15. CAKE/WORK TABLE SEATING
16. SMALL ORNAMENTAL SHADE TREE (AGOINS 'JERVIS BAY AFTERDARK')
17. RAISED PERIMTERE PLANTERS
18. AGONIS FLEXUOSA
19. ACACIA BOORMANII

LEVEL 06

SOURCE: Office Untitled 2020

FIGURE 2-12e
Conceptual Landscaping Plan

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The Bond Project

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