

# 8850 Sunset Boulevard Project Final Environmental Impact Report

State Clearinghouse No. 2019090447

PREPARED BY

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



**MARCH 2024**

PREPARED WITH ASSISTANCE FROM

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225 South Lake Avenue, Suite M210  
Pasadena, California 91101



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**CITY OF WEST HOLLYWOOD**

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# 1 Preface

## 1.1 Purpose

This Final Environmental Impact Report (EIR) has been prepared by the City of West Hollywood (City) for the 8850 Sunset Boulevard Project (proposed project). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

## 1.2 Format of the Final EIR

This Final EIR consists of the September 2021 Draft EIR and the following four chapters:

**Chapter 1 – Preface.** This chapter summarizes the contents of the Final EIR and the environmental review process.

**Chapter 2 – Response to Comments.** During the public review period for the Draft EIR, written comment letters were received by the City and oral testimony was provided at public meetings. This chapter contains these comment letters, a summary of the oral testimony, and the City’s responses to the comments.

**Chapter 3 – Errata.** Several of the comments that are addressed in Chapter 2.0 resulted in minor revisions to the information contained in the September 2021 Draft EIR, and a new alternative was added and analyzed in response to comments from the public and decision-makers. Several other revisions have been made to correct typographical errors. These revisions are shown in strikeout and underline text in this chapter.

**Chapter 4 – Mitigation Monitoring and Reporting Program.** This section of the Final EIR provides the mitigation monitoring and reporting program (MMRP) for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the proposed project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

## 1.3 Environmental Review Process

### Notice of Preparation

The City determined that an EIR would be required for the proposed project and issued a Notice of Preparation (NOP), which was distributed to the State Clearinghouse, interested agencies, and groups on September 19, 2019. Pursuant to Section 15082 of the CEQA Guidelines, recipients of the NOP were requested to provide responses during the public review period after their receipt of the NOP. Comments received during the NOP public review period were considered during the preparation of this EIR. The NOP and NOP comments are included in Appendix A of the Draft EIR.

A public agency scoping meeting was held at the West Hollywood Park Library Community Meeting Room on October 10, 2019. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project. Approximately 40 people attended the scoping meeting.

### Noticing and Availability of the Draft EIR

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The public review period for the Draft EIR started on September 3, 2021, and ended on November 5, 2021, for a total of 63 days. At the beginning of the public review period, the Draft EIR, a Notice of Completion (NOC), and a Notice of Availability (NOA) were submitted to the State Clearinghouse, and the NOA was filed at the Los Angeles County Clerk. The NOA and an electronic copy of the Draft EIR was mailed to 39 potentially interested agencies and organizations. An NOA was also sent to individuals who had previously requested such notice in writing. The NOA was published in the Beverly Press newspaper on September 9, 2021. The NOA described where the document was available and how to submit comments on the Draft EIR. The NOA and Draft EIR were also made available for public review at City Hall (8300 Santa Monica Boulevard, West Hollywood, California, 90069), at the West Hollywood Library (625 North San Vicente Boulevard, West Hollywood, California, 90069), and on the City's website. The public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR. During the public review period, two public meetings were held to gather oral testimony regarding the Draft EIR (one meeting was held as part of a Transportation Commission meeting on October 20, 2021, and the other was held as part of a Planning Commission meeting on October 21, 2021). In addition to public testimony, comments from the commissioners were also heard by City staff at these meetings.

### Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR. This Final EIR will be presented to the City Council for potential certification as the environmental document for the proposed project. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR prior to the City Council hearing, and all agencies who commented on the Draft EIR will be provided with a copy of the Final EIR at least 10 days before EIR certification, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website: at [www.weho.org](http://www.weho.org).

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with making findings under Section 15091, the lead agency may decide whether or how to approve or carry out the project. The Final EIR for the proposed project identified potentially significant effects that



could result from project implementation. However, the City finds that the inclusion of certain mitigation measures as part of project approval will reduce all of the potentially significant effects to less than significant, with the exception of the significant effect identified in the category of temporary construction noise, which would remain significant and unavoidable. As such, a statement of overriding considerations prepared pursuant to CEQA Guidelines Section 15093 is also required for this project.

In addition, when approving a project, public agencies must also adopt a MMRP describing the changes that were incorporated into the proposed project or made a condition of project approval in order to mitigate or avoid significant effects on the environment (CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the City will be responsible for implementation of the proposed project's MMRP.

## 1.4 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in several minor clarifications and modifications in the text of the September 2021 Draft EIR. In addition, minor editorial corrections have been made in sections of the Draft EIR. These changes are included as part of the Final EIR, to be presented to City decision makers for certification and project approval.

CEQA Guidelines Section 15088.5 sets forth requirements for why a lead agency must recirculate an EIR. 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 but before certification of the Final EIR. New information may include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered 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 (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in Chapter 3.0 of this Final EIR. None of the revisions meet any of the requirements for "significant new information" as outlined above.

One of the comments received during public review requested that additional air quality analysis be conducted for the project in the form of a quantitative health risk assessment. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decision makers to meaningfully

evaluate the proposed project's potential environmental impacts, including as to whether the project would potentially expose sensitive receptors to substantial pollutant concentrations. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (*Id.*, § 15204.) Section 3.1.5 of the Draft EIR evaluates the potential health effects of air pollutants emitted during project construction and operation under Threshold C pursuant to Appendix G of the CEQA Guidelines. This analysis contains (1) a localized significance threshold (LST) analysis, as recommended by the South Coast Air Quality Management District (SCAQMD), to evaluate localized air quality impacts (including substantial pollutant concentrations) that may affect sensitive receptors in the immediate vicinity of the project during construction; (2) an analysis of whether the project would form carbon monoxide hotspots, leading to potential health effects; (3) an analysis of whether the project would create health impacts, including increased cancer risk, based on emissions of toxic air contaminants (TACs) such as diesel particulate matter (DPM) exhaust during construction and operation; and (4) an evaluation of potential health effects of criteria air pollutants. As such, health risk was evaluated in the Draft EIR, and the analysis therein is supported by substantial evidence, including the SCAQMD's Final LST Methodology, pollutant concentrations from monitoring stations, SCAQMD significance thresholds, SCAQMD permitting requirements for stationary sources, and Office of Environmental Health Hazard Assessment guidance. In response to public comments and to provide additional information, however, the City has conducted the requested quantitative health risk assessment analysis in a good-faith effort to provide complete and meaningful responses to public comments. The additional analysis is presented as supplementary information in Attachment C of this Final EIR. As described therein, while the Draft EIR concluded that the project's air quality impacts would be "less than significant" without mitigation, the additional analysis in Attachment C recognizes that there could be a "potentially significant but mitigable" impact. Accordingly, Attachment C identifies a feasible and enforceable mitigation measure that includes routinely used construction techniques that effectively reduce potential health risks of construction activities. The project applicant has agreed to implement this measure, and the measure has been incorporated into the project's MMRP (see Chapter 4.0 of this Final EIR), which has been prepared in compliance with CEQA (including Public Resources Code § 21081.6 and CEQA Guidelines § 15097), thus ensuring that the measure will be implemented and enforced, should the project be approved. This mitigation measure (MM-AQ-1) involves the use of specified types of construction equipment with reduced emissions. Such equipment is not considerably different from the equipment analyzed in the Draft EIR and the use of such equipment would not lead to any secondary significant environmental impacts. Thus, per item number 2 in the list of CEQA Guidelines Section 15088.5(a) factors above, this situation does not constitute "significant new information" requiring recirculation because feasible mitigation will be adopted to reduce the impact to a level of insignificance.

Refer to Chapter 3.0, Errata, of this Final EIR, for additional discussion of other minor clarifications, modifications, and editorial corrections that were made to the Draft EIR. In addition, Chapter 3.0 provides the addition and analysis of a new alternative, Alternative 4, which was developed as a response to comments and concerns expressed by City decision makers and community members on various aspects of the proposed project. Alternative 4 does not constitute "significant new information" requiring recirculation under CEQA Guidelines section 15088.5(a)(3). It is not considerably different than other alternatives analyzed in the Draft EIR, as it provides a slightly modified use program to provide additional affordable and market-rate housing and publicly accessible open space, reduced building height, modified architectural design, and a reduced building square footage compared to the proposed project. Alternative 4 would lessen many of the proposed project's environmental impacts. Furthermore, the project's proponents have agreed to its inclusion for analysis in the Final EIR and potential for adoption by the City's decision makers.

None of the revisions that have been made to the Draft EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR where mitigation was not adopted to reduce such an impact to insignificance; and none of the revisions introduced a feasible project alternative or mitigation measure that would lessen the project's environmental impacts but that the project's proponents have declined to adopt. Furthermore, the revisions do not cause the Draft EIR to be so fundamentally flawed that it precludes meaningful public review. As none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted.

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## 2 Response to Comments

The Draft EIR for the proposed project was circulated for public review from September 3, 2021, to November 5, 2021. This chapter of the Final EIR includes a copy of each comment letter that was received by the City during the public review period for the Draft EIR, as well as verbal comments that were received at public meetings held during the public review period. The written comment letters received are appended at the end of this chapter, and verbal comments are summarized in Section 2.3, Verbal Comments. The City has prepared responses to the written and verbal comments, which are included in this chapter. The written comments have each been given an alphanumeric label, and the individual issues within each comment letter are bracketed and numbered. Written comments received are addressed in Section 2.2, Written Comments, and verbal comments received during the public hearings are summarized and addressed in Section 2.3, Verbal Comments. In addition to providing individual responses to comments, topical responses have been prepared to respond to comments raised by multiple commenters. When a commenter has made a comment that is addressed within one or more of the topical responses, the commenter is referred to the applicable topical response(s). For ease of reference, topical responses are included at the beginning of this chapter, in Section 2.1.

The City's responses to comments on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the City is required to evaluate and provide written responses to comments received on the Draft EIR that pertain to significant environmental issues (CEQA Guidelines, Section 15088).

### 2.1 Topical Responses

#### Topical Response No. 1 – Historical Resources / Viper Room

This topical response addresses concerns raised regarding demolition of the building that houses the Viper Room and potential adverse changes in the historical significance of the Viper Room.

The Draft EIR includes a detailed historical evaluation of the building that contains the Viper Room, pursuant to the requirements of CEQA. This evaluation is found within Section 3.2 of the Draft EIR with supporting documentation in Appendix E of the Draft EIR. In summary, the analysis concluded that the buildings within the project site (including the building housing the Viper Room) are not considered historical resources for the purposes of CEQA. More details of the analysis conducted for the Viper Room building are summarized below. This analysis is summarized within the context of federal, state, and local historical significance criteria, which are generally used to establish whether a particular building is considered historically significant under CEQA.

The Viper Room is located within a building addressed as 8850-8852 Sunset Boulevard. This building currently contains the Viper Room and an adjacent liquor store that was most recently occupied by Turner's Liquor. The building was constructed circa 1924.

As described in Section 3.2 of the Draft EIR, the tenancy of the Viper Room (which began in 1993) and its associations with the 1990s music scene in West Hollywood do not rise to the level of exceptional importance as required under the National Register of Historic Places (NRHP) Criterion Consideration G for properties with historical associations less than 50 years old as well as the California Register of Historical Resources (CRHR) (see 14 CCR 4852(d)(2)). To be found eligible under Criterion A/1 of the NRHP/CPHR significance criteria, the property

must be associated with events that have made a significant contribution to the broad patterns of our history. The analysis found that the Viper Room did not make important contributions to the commercial growth of the Sunset Strip nor is it associated with significant events or individuals for which a scholarly perspective has been established over the past 25 years. The Viper Room represents a relatively small facet of its building's overall history and has been subject to recent renovations (2015). The Viper Room is an element of nostalgia for many who appreciate the 1990s music scene in the Los Angeles area and recall both positive and negative social and cultural experiences brought about by performers and the celebrities who have frequented the establishment throughout its history. However, this understanding and interpretation of the Viper Room's history is not dependent upon survival of the existing, altered commercial building.

In addition, archival research conducted on the Viper Room did not indicate that any previous property owners or people who have worked in the building are known to be historically significant figures at the national, state, or local level. To be found eligible under Criterion B/2 of the NRHP/CRHR significance criteria, the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. While numerous famous names and bands have performed at the Viper Room during its tenure, this fact alone is not enough to establish an association under Criterion B/2. The Viper Room is not associated with any particular group or artist's productive life as the place where they achieved significance (such as their recording studio). As such, this property is not known to have any historical associations with people important to the nation's or state's past. Therefore, the property is not eligible under NRHP/CRHR Criterion B/2.

The property was constructed as a vernacular commercial building with no distinguishable architectural style or character defining features, as is required under Criterion C/3 of the NRHP/CPHR significance criteria. In addition to its original design as a common commercial building, the building has been significantly altered throughout its history and no longer retains the requisite integrity of materials to be recognizable to its original circa 1924 aesthetic. These alterations include the original storefront windows covered by a stone veneer circa 1970. Based on historic photographs, the recessed entry and windows were enclosed circa 1972. Additionally, the two entrance doors were replaced between the tenancy of Filthy McNasty's (1976-1980) and the Viper Room (1992). Observed alterations include replacement storefront doors and windows, replacement entry awning, and alterations to parapet wall cladding (dates unknown). Furthermore, no original architect was identified during the course of historic research conducted for the project, thus there is no evidence to indicate that this building was designed by a noted architect, and it does not rise to the high artistic level required for significance under Criteria C/3.

The property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials, or technologies, as required under Criterion D/4 of the NRHP/CPHR significance criteria. Therefore, the building does not yield any important information. Due to the significant alterations to the building, the building also does not appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the property is not eligible under NRHP/CRHR Criterion D/4.

For similar reasons as those summarized above, the building housing the Viper Room was determined ineligible under the City's local historical resource designation criteria. As such, the building housing the Viper Room does not appear eligible for listing in the NRHP, CRHR, or as a City cultural resource due to a lack of significant historical associations, lack of architectural merit, and significant alternations that have compromised its integrity. Furthermore, it does not appear eligible as a contributor to an historic district. The other buildings on the project site were also found to be ineligible for listing in the NRHP, CRHR, or as a City cultural resource, for similar reasons.

As summarized above and further substantiated in Section 3.2 of the Draft EIR, the Viper Room building's history has been significantly compromised through a number of alterations and changes in tenants over the years and is no longer able to convey important associations with historical time periods. While the Viper Room has hosted numerous performances from famous names and bands, the club is not associated with any particular group or artist's productive life as the place where they achieved significance. As such, the Viper Room is not considered a historical resource and demolition of the buildings on the project site (including the building housing the Viper Room) is not considered a significant impact under CEQA.

Even though demolition of the building housing the Viper Room is not considered a significant impact pursuant to CEQA, the City nevertheless evaluated several alternatives to the project that would involve retention of this building, acknowledging that the Viper Room and its current building are of importance to members of the community. These alternatives are described in Chapter 5.0 of the Draft EIR. Specifically, alternative project sites were evaluated, as well as a "Retention of the Existing Viper Room Building Alternative." As further described and substantiated in Chapter 5.0, these alternatives were ultimately rejected from further consideration pursuant to CEQA Guidelines Section 15126.6(c) due to infeasibility and failure to meet project objectives (for alternative sites) and inability to avoid or substantially lessen the project's significant and unavoidable construction noise impact (for the Retention of the Existing Viper Room Building Alternative). Of the project alternatives carried forward for detailed consideration, one alternative (Alternative 1, No Project Alternative) would involve retention of the Viper Room building. This alternative would involve continued operation of the existing project site uses, such that the existing commercial uses would remain in place and operational. While the other alternatives carried forward for detailed consideration would still involve demolition of the Viper Room building, the Viper Room business is proposed to be retained in the proposed project design for each of these alternatives. Specifically, the Viper Room would be housed within a new tenant space accessible from Sunset Boulevard, similar to the proposed project. For the proposed project and these alternatives, the new Viper Room space would retain many of the features of the existing Viper Room, including the original Viper Room neon sign, iconic awning shape over the Viper Room's entrance, and black brick exterior façade that contrasts with the surrounding building facade. Like the existing Viper Room, the new Viper Room interior space would also contain no exterior windows, would be located partially below-grade, and is proposed to include various memorabilia from the original Viper Room.

## Topical Response No. 2 - Character/Setting of Sunset Strip and Project Area

Several commenters expressed concerns regarding the potential effects of the project on the overall character and setting of the Sunset Strip and/or the project area in general, including its historic character and setting. This topic is discussed in the aesthetics section of the Draft EIR (Section 3.15) and is also addressed in the cultural resources section of the Draft EIR (Section 3.2). It is noted, however, that the analysis within Section 3.15 is included within the Draft EIR for informational purposes only. As described therein, pursuant to Public Resources Code (PRC) Section 21099(d)(1), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment, since the project is a mixed-used residential project located on an infill site and within a transit priority area. Specifically, an infill site is defined in PRC Section 21099 as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." As detailed in the Draft EIR, the project is located within 0.5 miles of Santa Monica Boulevard and San Vicente Boulevard, a major transit stop, which is defined in PRC Section 21064.3 as a site containing (a) an existing rail or bus rapid transit station, (b) a ferry terminal served by either bus or rail transit service, or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the commuter morning and afternoon

peak periods. Therefore, the project site is located within a transit priority area and represents an infill location, and as such, the project's aesthetics impacts shall not be considered a significant CEQA impact.

Section 3.15 describes and shows the appearance of the project within the context of the Sunset Strip and the project area and discusses potential effects to public viewsheds and consistency with the City's goals and policies for visual character and quality. Section 3.15 also includes visual simulations of the project site from vantage points along Sunset Boulevard, Larrabee Street, and San Vicente Boulevard, under both pre-project and post-project conditions, to demonstrate the expected changes in the visual environment of the project area, if the project were to be approved and constructed (see Figures 3.15-3 through 3.15-6 of the Draft EIR). As stated in Section 3.15, the project would represent a notable visual change on the project site. Section 3.15 discloses and describes the changes in appearance of the project site that would be caused by the project, as well as the anticipated relationship between the appearance of the proposed project to the surrounding Sunset Strip. Based on an analysis of the existing views available in the vicinity of the project site, the analysis in Section 3.15 determined that the project would not have a substantial adverse effect to viewsheds in the project area. While the proposed project would involve increased height and density at the project site, the project is within the vicinity of other tall buildings along the Sunset Strip and would not represent a markedly new intensity of development in the general vicinity. The analysis in Section 3.15 also describes how the project is consistent with the overall goals, intent, and vision that the City has established for the Sunset Strip.

Section 3.2 of the Draft EIR addresses the potential for the proposed project to impact the historic character and setting of the Sunset Strip. Such impacts would be considered indirect impacts to historical resources. As described in Section 3.2, there are numerous historical resources within close proximity to the project site. The buildings at 8901 Sunset Boulevard (the Whiskey a Go-Go) and 8947 Sunset Boulevard (a commercial complex), fall within a two-block radius of the proposed project. Other nearby historical resources include 9015 Sunset Boulevard (Rainbow Bar & Grill) and 9009 Sunset Boulevard (Roxy Theatre), located three blocks west of the proposed project. These two music venues were recently given landmark status by City Council and appear eligible for the CRHR and NRHP. These nearby historical resources have already seen their historic settings altered by new development on the Sunset Strip over the last several decades. The continuous flux of businesses, tenants, and new developments contribute to the constantly evolving identity of the Sunset Strip.

The proposed development would feature a 15-story mixed-use hotel and residential building, reaching approximately 190 feet in height on Sunset Boulevard, which would be significantly taller than the adjacent buildings and nearby historical resources. While the proposed project represents an increase in height of the buildings on the project site, the building massing has been designed to preserve existing views. The lower portion of the proposed building would consist of an undulating one- to three-story transparent volume, which is consistent with the height of buildings immediately to the north, east, and west of the project site, which are generally 1-2 stories in height. The hotel and residential volumes of the new development would rise up from the lower transparent volume and would be separated by a 120-foot opening, which would preserve certain north-south views through the site. The use of differentiated materials (including extensive use of clear laminated glass), the opening between the two volumes, and the transparency of the first several floors of the structure would minimize the visual effects of increased height and would break up the massing.

The Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. Examples include 9000 Sunset Boulevard, which is approximately 14 stories (194 feet) in height and is located about 700 feet west of the project site; 9229 Sunset Boulevard, which is 144 feet in height and is located about 0.4 miles west of the project site; and, the Edition Hotel at 9040 Sunset Boulevard, which is 14 stories in height and is located about 1,000 feet west of the project site. These taller structures along the Sunset Strip are intermixed among low-rise



and mid-rise commercial buildings and the resulting contrasts in scale and massing contributes to the existing visual character of the Sunset Strip and of West Hollywood as a whole. Additionally, no historic resources were identified as being located adjacent to the proposed project site, so there are no potential indirect impacts from shadow or visual height intrusion of the proposed building design. For these reasons, the analysis in Section 3.2 of the Draft EIR determined that the proposed new development would have no significant indirect impacts on identified historical resources in the vicinity of the project site.

As summarized above and further substantiated within Sections 3.2 and 3.15 of the Draft EIR, the proposed project would result in visual changes to the project area; however, such changes are not considered to be significant or adverse in the context of the setting of the Sunset Strip or the project area under CEQA. Furthermore, the project's aesthetic

## Topical Response No. 3 - Views

As described above, pursuant to PRC Section 21099(d)(1), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment, since the project is a mixed-used residential project located on an infill site and within a transit priority area. Nevertheless, Section 3.15 of the Draft EIR includes visual simulations of the project and a detailed discussion of whether scenic vistas could be affected for informational purposes. This analysis focuses on public views of scenic vistas, as opposed to views that may be available from the vantage point of private properties. Public views are views that can be observed by the general public from a public vantage point, such as a public roadway, public park, or public open space area. Views that are available from private property (e.g., views observed from residences or residential yards) are not specifically protected under City of West Hollywood land use policy or under CEQA, and effects on private views are not considered impacts on the environment generally under CEQA. This is supported by numerous CEQA cases, including *Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist.*, *supra*, 116 Cal.App.4th at p. 402. Additionally, economic effects such as potential impacts to property values are not considered environmental impacts under CEQA (see CEQA Guidelines, Section 15131).

The evaluation of the project's effects to public views in Section 3.15 considers views that can be observed from public vantage points along Sunset Boulevard, Larrabee Street, San Vicente Boulevard, Clark Street, and Hilldale Avenue. The analysis describes existing views from these locations and describes potential effects that the project may have on such views. The analysis references Figures 3.15-3 through 3.15-6 of the Draft EIR, which show pre-project and post-project conditions (i.e., existing views looking towards the project site and the views that would be anticipated with the proposed project in place). The post-project conditions show the proposed building rendered onto the existing landscape. The analysis concludes that due to the urban, developed character of the existing viewshed, the presence and proximity of existing 7- to 14-story development along the Sunset Strip, as well as existing topography in the area, the proposed project would not have a substantial adverse effect to existing scenic views that are currently available in the area from public vantage points. Detailed substantiation for this conclusion is provided in Section 3.15 of the Draft EIR. While the project's aesthetic impacts cannot be considered significant impacts under CEQA pursuant to state law (PRC Section 21099(d)(1)), the project's effects to public views are discussed in detail in the Draft EIR, and no adverse effects were identified.

## Topical Response No. 4 - Geologic Concerns & Groundwater

Several commenters expressed concerns regarding earthquakes, groundwater at the project site, and an "underground river" in the vicinity of the site. These comments are addressed below.

## Earthquakes

The topic of earthquakes is addressed in Section 3.4 of the Draft EIR. CEQA generally requires analysis of the effects of a proposed project on the environment (CEQA Guidelines Section 15126.2), as opposed to the environment's effects on a project (*California Building Industry Ass. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369). As such, the potential for an earthquake to affect the project would not be considered an environmental impact pursuant to CEQA.

Nevertheless, the potential for the project site to be subject to earthquake-related hazards, such as fault rupture, seismic ground shaking, or seismic-related ground failure, are discussed in Section 3.4 of the Draft EIR. Based on upon technical studies conducted for the proposed project, there is no evidence that suggests fault rupture could occur on the project site, and no active fault segments traverse the site or are located within 50 feet of the site boundary, which is the minimum fault setback distance for construction of habitable structures under state and City law (Draft EIR, Appendix F). Furthermore, construction and operation of the proposed project would not directly or indirectly cause fault rupture or exacerbate existing fault rupture risks. With regards to seismic ground shaking, the project site is located within the seismically active region of Southern California. The Holocene-active Hollywood and Santa Monica Faults have been mapped adjacent to, within, and beneath the City. These faults, as well as numerous other regional faults (e.g., San Andreas, Newport-Inglewood, San Fernando, and Whittier), are capable of producing moderate to large earthquakes that could affect the City. However, pursuant to local and state laws, the project has been designed to withstand the expected worst-case seismic ground shaking that could occur at the project site. The foundation of the proposed building would also be designed to withstand soil settlement, which can occur during an earthquake. Specifically, the design would be based on the settlement that could occur as a result of the Maximum Considered Earthquake ground motion. Compliance with the California Building Code and incorporation of mitigation measure MM-GEO-1 from the Draft EIR would ensure that the project is designed in accordance with all requirements and site-specific geotechnical recommendations. Additionally, the City's plan check and building inspection procedures would ensure that the proposed project is constructed according to these standards and site-specific design recommendations. For these reasons, while earthquakes have the potential to occur at the project site, the project would be designed to minimize earthquake-related safety hazards to the extent practicable. Therefore, as discussed in Section 3.4 of the Draft EIR, potential earthquake-related hazard impacts would be less than significant with mitigation and compliance with existing state and local regulations.

## Groundwater

Potential environmental impacts pertaining to groundwater are addressed in several sections throughout the Draft EIR. Specifically, Section 3.4 (Geology and Soils) addresses groundwater as it relates to geotechnical hazards such as subsidence. Section 3.7 (Hydrology and Water Quality) addresses groundwater quality, construction dewatering, groundwater supply, groundwater recharge, and sustainable groundwater management. Section 3.14 (Utilities and Service Systems) also addressed groundwater supply. No significant environmental impacts were identified pertaining to groundwater.

Permanent dewatering during operation would not be required, as the subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods. While dewatering would be required during construction, the amount of groundwater extracted would be minimal relative to the size of the groundwater basin that underlies the project site (which is referred to as the Hollywood Subbasin). Dewatering would not have a permanent or substantial effect on the availability of groundwater in the Hollywood Subbasin, nor would it lead to subsidence. Once temporary

construction dewatering is discontinued, it is anticipated that the water table would return to its current elevation at the site boundaries (Section 3.4, Section 3.7, and Appendix H-1 of the Draft EIR).

Groundwater recharge within the Hollywood Subbasin is from percolation from direct precipitation, surface stream flows, and subsurface inflows from the Santa Monica Mountains. Direct percolation has decreased due to urbanization, and natural replenishment to water-bearing formations of the subbasin is limited to only a small portion of basin soils. The basin does not receive artificial recharge (Draft EIR, Section 3.7). Because the project site is almost entirely paved under existing conditions, it is generally impervious to groundwater recharge. The subterranean garage would have no bearing on the amount of impervious and pervious surfaces and associated recharge on the site, because it is located underground. Following construction, the site would similarly be mostly paved and impervious to groundwater recharge. Therefore, development of the proposed project would not affect groundwater recharge (Appendix H-1). Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR (see Chapter 3.0, Errata, of this Final EIR for details) in response to comments from the public and decision makers. Alternative 4 would incorporate approximately 4,000 square feet of permeable surfaces in the form of landscaping and public realm enhancements, which is anticipated to improve groundwater recharge on the site relative to existing conditions and the proposed project. As described above and in Section 3.7 of the Draft EIR, temporary construction dewatering would not have a substantial effect on groundwater levels and potential groundwater impacts would be less than significant. See Responses to Comments 07-13 through 07-19 and 07-25 through 07-31, as well as Chapter 3.0, Errata, for additional details regarding construction dewatering.

Several commenters mentioned the presence of an “underground river” that may affect the project site. Although not uncommon in caves and cenotes in other parts of the world, underground rivers are not present in southern California. As disclosed in the Draft EIR, shallow groundwater levels are present on the project site. Geotechnical explorations of the site indicate that groundwater is present between depths of 19 feet to 42 feet below ground surface (Draft EIR, Appendix F). The proposed excavation would be approximately 74 feet below grade along Sunset Boulevard. Certain practices would be put in place during project construction and operation in order to address the presence of shallow groundwater on the site. Pumping and disposal of groundwater during the temporary constructing dewatering phase is subject to regulatory requirements, and the applicant would be required to procure a dewatering permit from the Los Angeles Regional Water Quality Control Board. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). As discussed in Section 3.7 of the Draft EIR, compliance with these requirements would ensure that dewatering does not constitute a significant and adverse impact to downstream drainages. As described above, temporary dewatering would not have a permanent or substantial effect on the Hollywood Subbasin.

## Topical Response No. 5 - Land Use Consistency

Several commenters have raised concerns regarding the project’s consistency with the land use designation of the site, including consistency with the Sunset Specific Plan (SSP). Under CEQA Guidelines Section 15125(d), an EIR must discuss “any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans,” and is not required to include a separate discussion demonstrating how the proposed project would be consistent with every element of such plans. No analysis is required if the proposed project is consistent with applicable plans. Accordingly, the Draft EIR was not required to discuss consistency with each and every plan or policy.

As discussed and analyzed throughout the Draft EIR, the project includes an amendment to the SSP. The Draft EIR analyzes project impacts based on the condition that this proposed Specific Plan Amendment is approved, since that

approval is a component of the project. As such, the project would achieve consistency with the SSP upon approval of the proposed Specific Plan Amendment. However, the Draft EIR nevertheless discloses the areas in which the project would be inconsistent with the SSP in its current form (i.e., without approval of the SSP amendment).

As discussed in detail in Section 3.8 of the Draft EIR, the project was evaluated for consistency with the goals and policies in the City's General Plan, the SSP, and the City's Zoning Ordinance. The results of this analysis are summarized below.

### **West Hollywood General Plan**

As described in Table 3.8-1 of the Draft EIR, the project was found to be consistent with the applicable land use goals and policies in the City's General Plan, including those established specifically for Sunset Boulevard. The project was also found to be consistent with the overall description for Sunset Boulevard contained in the General Plan, which describes the Sunset Strip as an urban corridor with entertainment, restaurant, shopping, and hospitality destinations that attract visitors to the area. The project would support these aspects of the Sunset Strip through its iconic architecture and the introduction of a new restaurant and hospitality destination. Therefore, the project is considered consistent with the City's General Plan.

### **Sunset Specific Plan**

As described in Table 3.8-2 of the Draft EIR, the project would be consistent with most of the City's goals for the Sunset Strip that are established in the SSP. However, there are areas where the project would be inconsistent with the SSP in its current form (i.e., without the proposed Specific Plan Amendment). Specifically, the project would not meet certain design requirements and recommendations that are applicable to the project site, including density and building height. These requirements and recommendations, however, were not necessarily included in the SSP for the purpose of mitigating environmental impacts. In order for a significant impact to occur under Threshold B in Section 3.8 of the Draft EIR, a project would need to cause a significant environmental impact due to a conflict with a land use plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental effect. Therefore, while the project would not be consistent with the entirety of the goals in the SSP without an amendment, a significant environment effect would not occur due to these inconsistencies. Additionally, the proposed amendment to the SSP included as part of the project provides an opportunity to revisit the SSP to consider more up-to-date design and land use needs. The proposed SSP amendment would allow the specific land use regulations for the project site to reflect and accommodate the modern design and land use needs of the Sunset Strip while continuing to ensure that the project is in line with the City's overall vision for the boulevard.

While the project does not meet all of the precise development parameters that are established for the project site in the SSP, the project is consistent with, and would help achieve, the City's overall vision for the Sunset Strip, as established in the SSP and the General Plan. In addition to maintaining the eclectic character of the Sunset Strip, the project would involve growth within the confines of one of the Target Sites selected in the SSP for new development with increased height, and increased density. The project would also incorporate a number of sustainable, pedestrian-oriented, and transit-oriented features that would promote economic growth in the City, which is consistent with the overarching goal of the SSP to promote responsible development. The project would also support the City's vision of the Sunset Strip as a "gathering place for the City" by providing outdoor dining, terraces, restaurants, bars, and cafés, as well as more formal gathering places (meeting rooms and a banquet hall), thereby expanding and enhancing gathering places at the project site. Additionally, the project would support the City's vision for economic growth and improved circulation, as it would be a mixed-use development located within the vicinity of mass transit. The project would also include adequate parking underneath the project site, would

incorporate a variety of streetscape improvements, and would be designed at its lower levels to encourage pedestrian interest and interaction. The project would also be consistent with the SSP's vision for a historic and contemporary image for the Sunset Strip by concentrating new development on a site that does not contain a designated or eligible historic resource (see Topical Response No. 1 and Section 3.2 of the Draft EIR for further discussion) and by continuing the legacy of artistic innovation and creativity on the Strip through a unique building concept. The project would also provide space for the existing Viper Room business, thereby ensuring continuation of this well-known, existing nightclub business on the Strip.

In summary, while the project would not fully meet all of the existing SSP's land use specifications for the project site, the project would be consistent with, and would help further, the City's long-term vision for the Sunset Strip. Furthermore, the proposed Specific Plan Amendment would allow the land use regulations for the project site to be updated consistent with modern design and land use needs along the Sunset Strip. The Draft EIR disclosed inconsistencies with the SSP in its current form, and has explained where updates would occur to bring the project into consistency with the SSP. Because the SSP amendment is considered part of the proposed project, the proposed changes to the SSP's regulations for the project site are evaluated for their impacts on the environment throughout the Draft EIR. As explained in the Draft EIR, all identified environmental impacts can be reduced to a level of less than significant through mitigation, with the exception of construction noise. The construction noise impact would be temporary, and construction noise would be reduced to the extent feasible through mitigation measures (but would nevertheless remain significant and unavoidable). This impact is described and disclosed in Section 3.9 of the Draft EIR.

Chapter 5, Alternatives, of the Draft EIR includes a discussion of the considered alternatives to the proposed project. Included in this chapter is a project alternative that fully complies with the goals of the existing SSP; however, this alternative was rejected due to its inability to avoid significant environmental effects. In addition, Chapter 5 of the Draft EIR also includes a discussion on a project alternative that has a reduced height when compared to the proposed project (but still exceeds the existing height maximum). An additional alternative has been proposed and is described in Chapter 3, Errata, of this Final EIR (Alternative 4). This additional alternative is reduced in height and density as compared to the proposed project. The City's decision makers have the authority to review the proposed project and its alternatives, to decide to approve the proposed project or an alternative, or to deny the project in any of its forms.

## Zoning Ordinance

The zoning regulations for the SSP zone applicable to the project site are set forth in the SSP. The project's consistency with the SSP is discussed above, as well as in Section 3.8 of the Draft EIR. While the project would require a Specific Plan Amendment to allow for greater building height and density on the project site, as well as changes to the allowable land use mix and land use recommendations for the site, the project would comply with all other applicable aspects of the SSP. The project would be brought into consistency with the SSP upon approval of the proposed Specific Plan Amendment. The proposed project would also comply with other applicable provisions of the City's Zoning Ordinance and Municipal Code (WHMC). While the project would not be fully consistent with certain design requirements and recommendations that are applicable to the project site, including density, height, and certain land use specifications identified in Section 3.8 of the Draft EIR, the proposed project would further the City's goals for the Sunset Strip that are established in the SSP. Furthermore, environmental impacts that could be caused by aspects of the project that diverge from the existing SSP requirements (i.e., increased height and density and inclusion of a hotel instead of retail uses) would be reduced to a level of less than significant through mitigation, with the exception of construction noise. The construction noise impact would be temporary, and construction noise

would be reduced to the extent feasible through mitigation measures (but would nevertheless remain significant and unavoidable).

## Topical Response No. 6 - Noise

Multiple comments expressed concerns regarding noise generated by the project. These concerns are addressed below.

### Construction Noise

Construction noise is evaluated in detail in Section 3.9 of the Draft EIR. Potentially significant impacts were identified at the London Hotel and at nearby residences. Feasible mitigation measures are set forth in the Draft EIR, which were found to reduce impacts at nearby residences to below a level of significance. Temporary noise impacts at the London Hotel would be reduced through implementation of mitigation measures, but would remain significant and unavoidable.

### Construction Noise to the North of the Project Site

Several comments expressed concerns regarding potential project impacts associated with construction noise, including potential noise impacts to the residential areas north of the project site and a potential “canyon effect” that may occur. In response to comments expressing concerns regarding construction noise to the north of the project, additional noise analysis was conducted at three additional receptors located along Larrabee Street, Clark Street, and Horn Avenue, north of the project site (see Attachment A of this Final EIR). These receptors are located approximately 575 feet to 1,225 feet to the north of the project site. The noise analysis revealed no measurable multiple sound reflections at these receptors, which are the typical characteristic of a canyon effect. Additionally, the project’s construction is unlikely to contribute to the existing ambient noise in residential areas north of the project site, based on the significant sound attenuation provided by relatively long distances from the project site and the presence of intervening buildings between the project site and the receptors. Furthermore, as demonstrated in Attachment A, the estimated noise levels at the additional analyzed receptors would be below the City’s significance thresholds and therefore, noise impacts to residences north of Sunset Boulevard would be less than significant.

### Construction Noise at the London Hotel

Commenters expressed concerns about construction noise at the London Hotel, including potential effects of construction noise to the London Hotel’s business. As stated in the State CEQA Guidelines Section 15064(e) “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” As such, economic effects are not within the scope of required environmental analysis pursuant to CEQA. However, hotels are considered noise-sensitive land uses for the purposes of noise impact analysis under CEQA. As described in Section 3.9 of the Draft EIR, construction noise impacts at the London Hotel were determined to be significant, even after mitigation measures are implemented. Mitigation measures include construction of a 24-foot-high sound barrier between the project site and the London Hotel. Comment O2-8 raises an additional idea for a mitigating feature, involving provision of plexiglass barriers or sound blankets attached to scaffolding of each story as the project is constructed, which the commenter states would reduce noise above the proposed sound barrier. This additional mitigating feature has been evaluated by the City for its feasibility. As discussed in Section 3.9 of the Draft EIR, with supporting data provided in Appendix I to the Draft EIR, the significant and unavoidable noise impact that would occur at the London Hotel during construction of the proposed project is the result of large construction equipment (e.g., tractor, excavator, dozer, drill rig, and forklift) operating at the ground level and

subterranean levels of the proposed building during project demolition, excavation, and throughout the construction period. By contrast, construction activities that would take place at the upper levels of the project building would involve smaller construction equipment, which would generate lower noise levels than the large earth-moving equipment at the ground level. Therefore, the provision of plexiglass barriers and/or sound blankets attached to the scaffolding of each story as the project is constructed would not feasibly reduce the significant and unavoidable noise impacts resulting from equipment operating at the ground and subterranean levels. Temporary plexiglass barriers or sound blankets could also impede exterior wall construction and present a safety hazard. Exterior façade installation involves working near a building edge, and regulatory requirements mandate the use of suitable safety measures and equipment to expedite exterior wall construction to minimize any fall potential. The repeated addition (and subsequent removal and reinstallation at another floor) of a temporary plexiglass barrier or sound blanket could impede construction safety measures and/or the installation of the required safety equipment.

Once constructed, the building's exterior façade would reduce noise generated from interior construction at any given upper level. Interior fit-out and exterior enclosure activities generally progress simultaneously as construction progresses vertically, such that interior construction activities on upper-level floors would extend for a longer duration than exterior façade construction activities for the same floor. Moreover, mitigation measure MM-NOI-2 requires the exterior sheathing of the eastern, western, and southern building facades to be installed on the framing as soon as practicable in the construction process, minimizing the amount of time where interior construction activities on upper-level floors could occur without shielding from the London Hotel. Since the project's exterior enclosure would reduce sound from interior construction activities at the upper-levels, any temporary plexiglass barrier or sound blanket would only have the potential to reduce sound from interior construction activities in the narrow time period before the exterior façade is completed at each floor. For these reasons, use of plexiglass barriers or sound blankets attached to the building scaffolding would not have an appreciable effect on construction noise levels. As such, this measure has been evaluated but rejected due to its inability to reduce or avoid the project's significant construction noise impacts and potential safety concerns.

The Draft EIR also discusses the possibility of constructing a taller temporary sound barrier. This was determined to be infeasible due to safety and engineering constraints, and because the construction of such a noise barrier would itself produce significant construction noise audible at the London Hotel (Draft EIR, pages 5-12 and 5-13). As such, a variety of mitigating features have been evaluated, and all feasible mitigating features have been set forth in the project's mitigation measures.

It is noted, however, that the project's construction noise levels shown at the London Hotel in Section 3.9 of the Draft EIR represent conservative values. For example, noise levels are calculated along the north side of the London Hotel, such that rooms facing east, west, and south would be exposed to lower noise levels than those shown in Section 3.9. Furthermore, the noise levels shown in Section 3.9 do not take into account attenuation that would be provided by the structure of the London Hotel and/or closing of windows. While these topics are discussed narratively (Draft EIR, page 3.9-16), they were not accounted for in the construction noise calculations or significance determinations, in order to ensure conservative results and to avoid speculation as to whether guests would have windows opened or closed, or whether some guests may use their balconies during construction. For these reasons, impacts were conservatively determined to be significant and unavoidable at the London Hotel. City decision makers have the authority to decide whether or not to approve the project in light of this significant and unavoidable impact.

## Operational Noise

Several commenters raised concerns about the operational noise of the project in general, particularly with respect to outdoor terraces and rooftop activities. Commenters also expressed concerns that site-specific operational noise analyses had not been conducted for the proposed project, particularly in consideration of the adjacent London Hotel and the noise that it already produces.

Section 3.9 of the Draft EIR does contain a site-specific analysis of the operational noise effects of the project. This analysis considers noise from loading dock activities, noise from outdoor terraces and outdoor gatherings, the helipad, the proposed new Viper Room space, the parking garage, and mechanical equipment. The noise analysis in the Draft EIR is presented relative to the existing baseline conditions of the project area, including the presence of the adjacent London Hotel. The operational noise thresholds used in the Draft EIR are based on the City of West Hollywood's polices and regulations contained in the West Hollywood General Plan 2035 Safety and Noise Element and the City's Noise Control Ordinance. The analysis also takes into account elevation differences between the proposed noise sources and sensitive receptors. It is noted that the nearest sensitive receptors have a direct view of the proposed project, such that topographical shielding was not taken into account, as none is present. As described above, a "canyon effect" has not been identified for receptors to the north of the site, as demonstrated through detailed noise analysis and modeling provided in Attachment A to this Final EIR.

With respect to noise that may be created by guests, patrons, and/or residents of the project, the project would be required to comply with noise limits in the Municipal Code applicable to residential exterior exposure at residential properties in the vicinity of the project. Because the proposed project incorporates a dedicated indoor venue for music and entertainment events, music and shouts of participants would be effectively contained within the venue. Shouting or music outdoors on the property would be minimized by the implementation of clear-view noise barriers and limitations on amplified sound (see mitigation measures MM-NOI-6 and MM-NOI-7). Loud noises from residents and guests would be discouraged, through published policies and appropriate management activities. Should resident or guest activities result in noise annoyance at nearby residences, a complaint could be filed with the City code enforcement division.

Commenters also raised concerns regarding the proposed operational mitigation measures. Specifically, one commenter mentions that the proposed mitigation measures are similar to what is already in place at the London Hotel, and that such measures are not effective at protecting the neighborhood from noise associated with operational activities at the London Hotel. The efficacy of the operational noise mitigation measures provided within the Draft EIR is supported by substantial evidence, including noise modeling and calculations demonstrating that implementation of the measures would reduce noise from outdoor use areas to less than significant levels. These calculations are shown in Appendix I of the Draft EIR. Noise barriers, including glass (or other transparent material) walls, are effective tools for mitigating noise, and their effectiveness has been extensively documented by numerous agencies, including the Federal Highway Administration. As described by the Federal Highway Administration in its guidance for highway traffic noise barriers,<sup>1</sup> effective noise barriers typically reduce noise levels by 5 to 10 decibels (dB). Noise barriers reduce sound by absorbing it, transmitting it, reflecting it back to the noise source, or forcing noise to take a longer path over and around the barrier. Material for effective sound barriers must be rigid and sufficiently dense. (All noise barrier material types are equally effective, if they have sufficient density.) However, any openings in noise barriers reduce their effectiveness (FHWA 2021). The mitigation measure requiring construction of a noise barrier (MM-NOI-7) provides specifications for the barrier to ensure its efficacy, including

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<sup>1</sup> While this information is sourced from an article regarding traffic noise barriers, noise barriers function in the same manner regardless of the noise source type. As such, the general characteristics and functionality of traffic noise barriers is also descriptive of other types of noise barriers, including those used to shield noise from outdoor gatherings.



surface weight (i.e., density) and a minimum acoustic rating, as well as a stipulation that the barrier must be free of gaps, cracks, or openings.

The decibel levels for speakers set forth in mitigation measures MM-NOI-6 and MM-NOI-7 are designed to reduce impacts at nearby sensitive receptors to below a level of significance, when combined with the required noise barrier and occupancy levels described in MM-NOI-7. The speaker calibration levels were formulated based on detailed noise modeling results, presented in Appendix I of the Draft EIR. Limiting the volume of outdoor speakers is a direct, effective method to reduce operational noise. Additional mitigation beyond what is set forth in MM-NOI-6 and MM-NOI-7 is not required, as the Draft EIR provides substantial evidence that implementation of those measures would reduce impacts to a level below significance.

### Operational Noise to the North of the Project Site

Commenters raised similar concerns as those described above for operational noise effects to the north of the project site, stating that a “canyon effect” may worsen noise at residences north of Sunset Boulevard and that no noise receivers were modeled to the north of the site.

As stated above, additional noise analysis was conducted north of the project site in response to comments expressing concerns regarding construction noise to the north of the project and is provided in Attachment A to this Final EIR. As explained in Attachment A, the nearest northerly receptors are located approximately 575 feet to 1,225 feet from the project site, substantially further away than receivers located to the east, west, and south of the project site. The conclusions of the noise analysis conducted for construction noise to the north would equally hold true for operational type noises, for the same reasons. Specifically, “canyon effects” could occur where tall and continuous structures (or canyons) are situated in parallel to the receptor. Current development in the areas to the north consists of mostly low- to mid- rise structures with articulated facades and gaps between the adjacent buildings, which are not conducive to creating the “canyon effect.” Detailed 3-dimensional noise modeling revealed no measurable multiple sound reflections at these receptors, generally the typical characteristic of a canyon effect. For these reasons, operational noise impacts at the nearest northerly sensitive receptors would be less than the impacts identified in the Draft EIR for the receivers located closer to the project site (i.e., to the east, west, and south). As such, no significant unavoidable operational noise impacts would occur at noise-sensitive receptors to the north of the project site.

### Noise from Proposed Helipad

The project’s emergency helicopter landing facility would be located at a height of approximately 190 feet above grade at Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life-saving events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City’s noise ordinance provisions. Therefore, noise impacts from operation of the limited use of the emergency helicopter landing facility are not considered significant.

### References

FHWA (Federal Highway Administration). 2021. Highway Traffic Noise Barriers at a Glance. Updated October 6, 2021. Accessed August 4, 2023. [https://www.fhwa.dot.gov/environment/noise/noise\\_barriers/design\\_construction/keepdown.cfm](https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm).

## Topical Response No. 7 - Parking

Multiple comments stated that the project lacks sufficient parking to satisfy the code parking requirement and the anticipated parking demand.

It should be noted that per PRC Section 21099(d)(1), parking impacts associated with residential, mixed-use residential, or employment center projects on infill sites within a transit priority area are not considered to be significant environmental impacts under CEQA. As described above under Topical Response No. 2 and as further discussed within the Draft EIR, the proposed project is a mixed-used residential project located on an infill site and within a transit priority area. Therefore, the project's parking impacts shall not be considered a significant CEQA impact.

Nonetheless, a parking analysis was conducted and provided in Appendix L of the Draft EIR. The project's code parking requirement was determined based on the City's code parking rates for the applicable land uses detailed in Section 19.28.040 of the Municipal Code. The parking rate for hotel uses account for ancillary uses including food & beverage uses, spa & gym, and business center amenities. In accordance with the Municipal Code, the parking requirements for the supporting retail, restaurant, and conference uses were calculated at 50% of the baseline requirements for the uses. Therefore, as detailed in Appendix L of the Draft EIR, the project would be required to provide a total of 240 parking spaces. The determination of the code parking requirement was reviewed and approved by the City.

Comment 03-9 on the Draft EIR suggests that the parking requirement calculation failed to follow the Municipal Code by calculating parking requirements at 50% for bars and lounges, and to the Viper Room, or otherwise failed to assign parking requirements to the rooftop bar, spa and gym, and recording studio. As discussed in Appendix L, parking rates were based on Table 3-6 of WHMC Section 19.28.040, and the parking requirements for retail, restaurant, and conference uses within a hotel are calculated at 50% of the requirement for the individual land use, consistent with WHMC Section 19.28.060. The hotel's bars and lounges appropriately fall under the hotel ancillary use categories of retail or restaurant uses such that the 50% hotel ancillary use credit was appropriately applied. Under the proposed project, the hotel's gym and spa would be limited to hotel guests and residents only; as such, no parking is required or provided for those uses.<sup>2</sup>

However, in response to this comment, the City has reexamined the Municipal Code parking requirement for the project's Viper Room component, which includes the proposed nightclub and recording studio uses. As presented in the Draft EIR, the Viper Room was considered ancillary to the proposed hotel use, and therefore, a 50% parking reduction was applied to the Municipal Code parking requirement. However, the City has since determined that 100% of the WHMC parking requirement should be applied to the Viper Room, as it would continue to be a standalone use consistent with current operations and would not be considered ancillary to the hotel. Therefore, without application of the 50% parking reduction for ancillary hotel uses, the project would need to provide an additional 16 parking stalls for the Viper Room (see Table 3 in Appendix L of the Draft EIR). As such, the applicant has reconfigured the parking spaces inside the parking garage to accommodate these 16 extra parking spaces. The addition of 16 parking stalls to the project's parking garage would not result in additional excavation or square footage. This change is also described in Chapter 3.0, Errata, of this Final EIR, and has been made to ensure compliance with the City's Municipal Code, and therefore, would not affect the determinations for the VMT screening criteria, nor would it result in any new or different environmental impacts that were not otherwise addressed in the Draft EIR. With the change to the Viper Room's parking requirement described above, the project would provide a

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<sup>2</sup> Parking requirements for Alternative 4's hotel Wellness Center/spa are calculated using the 50% hotel ancillary use credit under Table 3-6 of WHMC Section 19.28.040 because the facility would also be open to members of the public.

total of 256 parking stalls and is in compliance with all parking requirements set forth in the WHMC. No other changes to the project's parking component are required.

To further manage and direct parking demand during peak times, including periods when concurrent events at nearby properties occur, and to restrict parking encroachment onto the adjacent residential local streets, the project would implement a parking and traffic operations plan that would also include event management strategies to maximize on-site parking opportunities for visitors, employees, and residents. The parking and traffic operations plan would be reviewed by the City during the building permit plan check process and shall be consistent with the goals of the City's General Plan Mobility Element, including utilization of feasible technology to aid in parking management, valet operations, etc., as well as coordinating off-site parking arrangements when needed. Required compliance with the City's Transportation Demand Management (TDM) Ordinance pursuant to WHMC Section 10.16.050(a) would also reduce single occupancy vehicle trips and promote non-automobile travel to/from the project.

Commenters raised concerns regarding the provision of parking passes and permits for the project's residents, employees, and/or guests. The City would include a standard condition of approval for the project stating that no annual residential and guest parking permits will be granted to the occupants, whether lessees, renters or owners, of the project. Each individual unit within the project may be granted up to 50 one-day visitor parking passes annually. The City does not issue off-street parking permits to commercial businesses, therefore the project's employees would not receive parking passes either.

Commenters expressed concerns that parking issues may lead to additional congestion, creating additional air quality and noise impacts. As described above, sufficient parking would be provided for the project in accordance with established City requirements; as such, congestion caused by lack of parking would not be anticipated. The Draft EIR addresses the air quality and noise impacts of vehicles associated with the proposed project (see Section 3.1 and Section 3.9 of the Draft EIR), and no significant impacts were identified. The assumptions used for these analyses are conservative, with no reductions in vehicular trips assumed for internal capture, transit usage, walk-in/bicycle arrivals, or pass-by trips. The project's parking and traffic operations plan would promote smooth operations of the parking garage, thus minimizing the potential for vehicles to circle the project area searching for parking and minimizing the potential for vehicle back-ups at the project driveways. Additionally, as stated in Appendix L of the Draft EIR, the driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and to limit project vehicle spillover into the public right-of-way. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic. Given these considerations, the project's parking is not anticipated to result in substantial secondary impacts related to air quality or noise. Furthermore, several state laws support the exclusion of parking from impact analysis considerations, such as PRC Section 21099(d)(1). Because the project site is located within a Transit Priority Area as defined in PRC Section 21099, any potential parking impacts from the proposed project shall not be considered significant effects on the environment.

## Topical Response No. 8 - Vehicle Miles Traveled

Multiple comments were associated with the adequacy of the vehicle miles traveled (VMT) methodology and analysis included in the Draft EIR. As explained below, Section 3.12 of the Draft EIR fully addresses the project's potential transportation impacts related to VMT. This topical response addresses specific issues raised in comments on the Draft EIR related to the VMT methodology and screening analysis.

## Analysis Methodology & Guidelines

*State of California Senate Bill 743* (Steinberg, 2013) (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA guidelines to shift the focus of transportation impact analysis from driver delay (i.e., level of service [LOS]) to VMT, in order to reduce greenhouse gas (GHG) emissions, create multimodal networks, and promote mixed-use developments. CEQA Guidelines Section 15064.3, subdivision (b)(1) states that (for land use projects) "vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact." This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT.

The West Hollywood City Council adopted the *Traffic Impact Analysis Guidelines* (City of West Hollywood 2021) (TIA Guidelines) pursuant to the requirements of SB 743, based on analyses of typical types of development projects within the City under OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) and CEQA Guideline Section 15064.3, subdivision (b)(1). The TIA Guidelines confirm that the City is within a high-quality transit area that is served by frequent Los Angeles County Metropolitan Transportation Authority and local bus services, as well as a robust pedestrian network and bicycle facilities that are undergoing continuous improvements. Thus, the City's particular circumstances and urban environment meet the state's goals and intentions to reduce GHGs through the encouragement of higher density, mixed-use development in areas well served by public transit and other alternative modes of transportation.

Thus, most development projects within the City would have a less than significant impact under VMT methodology and would not require further VMT analysis. However, further VMT analysis is required for development projects that fail to meet one or more of the following five criteria:

1. A project with a floor area ratio (FAR) equal to or greater than 0.75
2. A project does not have more than the required number of parking spaces, as specified in the West Hollywood Municipal Code (WHMC)
3. A project that is consistent with Connect SoCal – 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (SCAG, Adopted September 2020) (RTP/SCS)
4. A project that does not replace affordable residential units with fewer, moderate- or high-income residential units
5. A project does not have the potential for significant regional draw

For projects that do not meet all of the criteria above, further VMT analysis is required. For projects requiring detailed, numerical VMT analysis, the City uses a local threshold of significance of 15% VMT reduction below local average, which is based on OPR guidelines.

## VMT Screening Analysis

The project's Transportation Analysis (see Appendix L of the Draft EIR) included screening analysis based on the City's established guidelines and methodology in accordance with OPR's Technical Advisory, as detailed above. As detailed in the Transportation Analysis, the project met all five screening criteria. Therefore, no further VMT analysis was required, and the project can be presumed to result in a less than significant VMT impact. Thus, no transportation-related mitigation measures were required.

Several comments stated that the determination that the project would not have potential for significant regional draw (Criterion #5) is inadequately supported. One commenter also cites the legislative history of the definition for "significant regional draw" and cites opinions stated by City Councilmembers at a November 2020 hearing on the

City's adoption of VMT guidelines, who expressed concerns about the specific land use categories that would fit within the category of "projects with regional draw." As detailed in OPR's Technical Advisory, lead agencies will best understand their own communities and the likely travel behaviors of future project users and are generally in the best position to decide when a project will likely be local serving versus regional drawing. Therefore, the City as lead agency has the discretion to determine which types of development are considered a regional draw, in the context of the City and its surroundings. Thus, the City has defined development projects that have potential for a significant regional draw as projects that "may require skilled and specialized workforce and as such could draw employees from greater distance in the region which would not be considered low VMT generator. Examples of such projects include media production stage and studio projects (The Lot), and the Pacific Design Center (PDC). Project size is not an indication that a development project would have a significant regional draw. Projects that have a more typical work force, such as hotels, restaurants/bars, office buildings and event spaces would not be considered to have a significant regional draw" (City of West Hollywood 2020). The Draft EIR's analysis is appropriately based on the guidelines established by the City, the lead agency, which expressly state that hotels, restaurants/bars, and event spaces would not be considered to have regional draw, rather than on comments from several councilmembers at a hearing that were not memorialized in City guidance documents or findings.

As discussed in the Transportation Analysis, the project proposes a mix of uses similar to uses that already exist throughout the City, particularly those along the Sunset Boulevard corridor. In a metropolitan area, hotels serve a market demand where supply is lacking, spreading trips throughout the corridor rather than congregating them at distant sites. Hotels in metropolitan locations are built with retail and restaurant elements, as well as conference facilities, with the expectation that on-site patrons, and/or nearby residences/offices, will utilize them out of convenience. Furthermore, the project would be built in a high-quality transit area, thereby increasing transit opportunities, and reducing overall trips rather than inducing them. Furthermore, as stated in the OPR Technical Advisory (page 16), adding retail opportunities, including restaurant uses, into the urban fabric improves retail destination proximity and therefore shortens trips and reduces VMT. Similar to the retail and restaurant uses, the hotel's conference facilities would provide additional conference facility opportunities that would accommodate existing demand in the project area. For these reasons, the City determined that the project would generally serve the local needs of the area and would not create a significant regional draw. Thus, the project would meet all five of the City's screening criteria, and the analysis included in the Draft EIR adequately addresses transportation impacts related to CEQA. Thus, as described in Section 3.12 of the Draft EIR, no further VMT analysis is required, and no mitigation measures would be required. (It is noted, however, that while no mitigation measures would be required to reduce VMT impacts, the project would still implement TDM strategies to reduce single occupancy vehicle trips and promote non-auto travel in accordance with the requirements of the City's TDM Ordinance.)

### References

City of West Hollywood. 2020. Adoption of Updates to the Local Transportation Guidelines pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743. November 16, 2020. [https://weho.granicus.com/MetaViewer.php?view\\_id=22&clip\\_id=3573&meta\\_id=195901](https://weho.granicus.com/MetaViewer.php?view_id=22&clip_id=3573&meta_id=195901).

City of West Hollywood. 2021. *Traffic Impact Analysis Guidelines*. April 2021.

OPR (Governor's Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

## Topical Response No. 9 – Site Access and Local Circulation

Several comments noted concerns related to the project’s proposed site access plan and congestion resulting from the addition of project-generated vehicular traffic. As noted in Topical Response No. 8, since the adoption of SB 743, the CEQA Guidelines have shifted the focus of transportation impact analysis from driver delay (i.e., LOS) to VMT. Thus, impacts related to driver delay and LOS shall not be considered a significant CEQA impact. Nonetheless, the Transportation Analysis for the project (Appendix L of the Draft EIR) included review and analysis of the project’s site plan, as well as evaluations of the local circulation and residential roadways to provide information on the addition of project traffic to the surrounding transportation network.

### Site Plan Review and Analysis

Several comments stated that the project’s proposed site access plan would cause impacts to the adjacent residential neighborhood, particularly along Larrabee Street south of the project site. As described in Section 3.12 of the Draft EIR, with supporting evidence and additional detail in the Transportation Analysis (Draft EIR, Appendix L), vehicular access to the project site would be provided via one inbound-only driveway along San Vicente Boulevard, a designated Collector Street adjacent to the project site, and one outbound-only driveway along Larrabee Street, a designated Local Street. A separate truck loading driveway would also be provided along Larrabee Street, south of the vehicle egress driveway. The driveway along San Vicente Boulevard would be located at the southernmost boundary of the project site to maximize the distance from the signalized intersection of San Vicente Boulevard & Sunset Boulevard to reduce interruptions to intersection operations. The internal circulation plan would also be designed to maximize queueing areas and minimize queue spillover onto San Vicente Boulevard. Providing an egress-only driveway along Larrabee Street would contain all egress queueing within the project site, and limit queue spillover into the residential neighborhoods to the south along Larrabee Street. In addition, all driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that serves regional and through traffic, as defined in the Mobility Element of the *West Hollywood General Plan 2035* (City of West Hollywood 2011). The project would reduce the number of curb cuts along San Vicente Boulevard and would maintain the number of existing curb cuts along Larrabee Street. All driveways would be improved to meet the City’s current standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, access accommodations and locations of the project driveways would be generally consistent with the existing driveways at the project site. The project would also install signage and striping to limit non-residential vehicles from traveling southbound along Larrabee Street. Furthermore, the project would also be required by the City to implement an Event Management and Coordination Plan as part of the project’s Conditions of Approval to minimize traffic and parking constraints that could occur during overlapping events at the project and the adjacent properties.

As discussed in Section 3.12 of the Draft EIR and in the Transportation Analysis (Draft EIR, Appendix L), all project-related loading activities would occur on site within the designated truck loading area. Thus, project-related trucks are not anticipated to utilize City streets for loading activities. Trucks accessing the project site would utilize the City’s designated truck circulation routes. As detailed in the City’s General Plan Mobility Element, the north-south and east-west arterials within the City are implied truck routes, consistent with the designated truck routes in the adjacent jurisdictions. The project would implement measures such as signage to prohibit trucks from traveling along Larrabee Street south of the project site. Truck travel would thus be limited to commercial arterial streets, such as Sunset Boulevard, to access the project loading area along Larrabee Street. It should be noted that Larrabee Street north of Nellis Street provides access to commercial uses along Sunset Boulevard. As such, this area of Larrabee Street is already available for commercial deliveries. Furthermore, any delivery trucks accessing the project site would be required to adhere to the existing truck weight limitation for Larrabee Street. Under current

conditions, there is a sign posted at the intersection of Larrabee Street and Sunset Boulevard specifying the prohibition of trucks over 3 tons. This signage is intended to prevent heavier vehicles from driving along Larrabee Street and would continue to function in the same manner after project implementation. As provided in the Transportation Analysis within Appendix L of the Draft EIR, truck turning evaluations were also conducted and confirmed that all truck maneuvers would occur on-site within the project's loading dock area and would not require any trucks to reverse into the loading dock from the public right-of-way.

The City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") As detailed in Attachment E to this Final EIR (in the Alternative 4 Transportation Analysis), Alternative 4 incorporates a different ingress/egress pattern from the proposed project such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic. In addition, separate truck access to the loading dock would continue to be provided via a separate driveway along Larrabee Street, south of Alternative 4's main driveway. Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street. The truck driveway and loading dock would be designed to adequately accommodate trucks anticipated to service Alternative 4.

## Local Circulation

Several comments stated that the addition of project traffic would worsen already congested conditions in the project area. As previously noted, under SB 743, impacts related to driver delay are not considered a significant CEQA impact. However, the Transportation Analysis for the project (Draft EIR, Appendix L) included a projection of project-generated trips at various intersections and street segments within the local circulation system surrounding the project site during the weekday commuter morning and afternoon peak hours, for informational purposes.

Project trip generation estimates were calculated based on rates from the Trip Generation Manual, 10th Edition (Institute of Transportation Engineers, 2017) for multi-family housing (low-rise) and drinking place land uses, as well as trip generation rates for hotel, affordable housing, and restaurant land uses based on empirical studies conducted in the City. In addition, trip generation rates from Trip Generation Manual, 10th Edition were also utilized to generate trips for the existing uses currently on-site that would be removed from the circulation network with development of the project.

It should be noted that the trip generation rates for hotel uses account for ancillary uses, such as retail and restaurant uses. However, to evaluate a conservative scenario, the Transportation Analysis identified these components as stand-alone trip generators, even though the variety of the uses are expected to have significant interaction without triggering an off-site vehicle trip. It should also be noted that to provide a more conservative evaluation, no additional trip reductions were applied to the project trip generation estimates to account for transit usage, walk-in/bicycle arrivals, or pass-by trips.

As detailed in the Transportation Analysis, after accounting for the removal of the existing uses, the proposed project is estimated to generate 3,128 net new daily trips, including 171 net new morning peak hour trips (104 inbound,

68 outbound) and 302 afternoon peak hour trips (223 inbound, 79 outbound).<sup>3</sup> To further reduce single occupancy vehicle trips and promote non-automobile travel to the project site, the project would be required to implement TDM strategies in accordance with the City’s TDM Ordinance, per Section 10.16.040 of the City’s Municipal Code. Per Section 16.16.040, the project would be required to implement up to eight trip reduction strategies and would be required to submit a TDM plan outlining the strategies for City review and approval. It should be noted that although the proposal of roadway improvements in response to project-related traffic increases would increase vehicle efficiency and capacity, such improvements generally make driving longer distances a more convenient option, which would lead to higher rates of GHG emissions and regional traffic congestion, in conflict with the goals of SB 743. Furthermore, any such improvements are not required to address significant transportation impacts under CEQA, as none have been identified in association with the project.

## 2.2 Written Comments

The City received comment letters from 4 agencies and 4 organizations; and 39 letters were received from community members (some of whom submitted multiple letters). Table 2-1 provides an index to the comment letters that were received.

**Table 2-1. List of Commenters**

Comment Letter	Name	Address
<b>Agencies</b>		
A1	Los Angeles County Fire Department	1320 North Eastern Avenue, Los Angeles CA 90063
A2	Los Angeles County Sheriff’s Department	211 West Temple Street, Los Angeles CA 90012
A3	Los Angeles County Sanitation Districts	1955 Workman Mill Road, Whittier, CA 90601-1400 or P.O. Box 4998, Whittier, CA 90607-4998
A4	Los Angeles County Metropolitan Transportation Authority	One Gateway Plaza Los Angeles, CA 90012
<b>Organizations</b>		
O1	Supporters Alliance For Environmental Responsibility	Lozeau Drury, LLP 1939 Harrison Street, Suite 150 Oakland, CA 94612
O2	Coalition for Responsible Equitable Economic Development Los Angeles	Adams Broadwell Joseph & Cardozo 601 Gateway Boulevard, Suite 1000 South San Francisco, CA 94080
O3	Mani Brothers Nine Thousand (DE), LLC	—
O4	West Hollywood Heights Neighborhood Association – Survey #1	—

<sup>3</sup> As discussed in Attachment E6 to this Final EIR, after accounting for the removal of the existing uses, Alternative 4 is estimated to generate 2,579 net new daily trips, with 147 morning peak hour trips (83 inbound, 64 outbound) and 257 afternoon peak hour trips (190 inbound, 67 outbound), as shown in Table 2 of Attachment E6. Alternative 4 would generate fewer daily, morning peak hour, and afternoon peak hour trips than the proposed project.



**Table 2-1. List of Commenters**

Comment Letter	Name	Address
05	West Hollywood Heights Neighborhood Association - Survey #2	---
06	West Hollywood Heights Neighborhood Association - Survey #3	---
07	Southwest Regional Council of Carpenters	Mitchell M. Tsai 139 South Hudson Avenue, Suite 200 Pasadena, California 91101
08	The London	---
<b>Individuals</b>		
I1	KG Banwart	---
I2	Tommy Black	---
I3	Barry Brennan	---
I4	Samantha Caulfield	---
I5	Auni Chovet	---
I6	Rachel Clentworth	---
I7	Austin Cyr	---
I8	Kelly Dennis	---
I9	Bobbie Edrick	---
I10	Elyse Eisenberg	---
I11	Elyse Eisenberg	---
I12	Adam Eramian	---
I13	Tim Healey	---
I14	Roxann Holloway	---
I15	Michael Iwinski	---
I16	Mark Tapio Kines	---
I17	Christopher Knight	---
I18	Allen Law	---
I19	Chelsey Neders	---
I20	Ed Mellone	---
I21	Enoch Miller	---
I22	Susan Milrod	---
I23	William Moore	---
I24	Michael Niemeyer	---
I25	Antoinette O'Grady	---
I26	Antoinette O'Grady	---
I27	Robert Oliver	---
I28	Aliki Papadeas	---
I29	Harriet Segal	---
I30	Nicholas Shaffer	---
I31	David Sherian	---
I32	Sara Smock	---
I33	Carrie Turner Stanton	---
I34	Owen Ward	---

**Table 2-1. List of Commenters**

Comment Letter	Name	Address
I35	Nicholas Weiss	—
I36	Richard G. Wight	—
I37	Richard G. Wight	—
I38	Sol Yamini	—
I39	Randy Yasenchak	—

## Response to Comment Letter A1

### Los Angeles County Fire Department

- A1-1** The identified statements have been removed (see Chapter 3.0, Errata, of this Final EIR). This change does not affect the impact conclusions of the EIR.
- A1-2** This comment states that the project must comply with all applicable fire code requirements for construction, access, water main, fire flows, and fire hydrants, as well as with the County of Los Angeles Fire Code for water and access for firefighting purposes. The proposed project would comply with all such applicable requirements and standards. Compliance with the fire code requirements and standards would be ensured through the plan check process and fire review prior to the issuance of building permits. The comment otherwise provides a general overview of the Los Angeles County Fire Department's statutory responsibilities, and no further response is required.
- A1-3** This comment states that potential impacts in the following areas should be addressed: erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, and archaeological and cultural resources. These topics have been addressed in the Draft EIR for the proposed project. Erosion control measures are addressed in Section 3.4 and in Section 3.7 of the Draft EIR. Watershed management measures are addressed in Section 3.7 of the Draft EIR. As described in Appendix A to the Draft EIR (Initial Study), the proposed project was determined to have a less than significant impact to special status species such as rare and endangered species or vegetation. Section 3.11 of the Draft EIR discusses applicable fire protection measures and confirms that the project site is not located within a Very High Fire Hazard Severity Zone. Section 3.2 of the Draft EIR addresses potential impacts to archaeological and cultural resources.
- The comment also describes requirements of the Los Angeles County Oak Tree Ordinance. No oak trees are present on the project site, and therefore the ordinance is inapplicable.
- A1-4** Reference to the Los Angeles County Fire Department Health Hazardous Materials Division has been removed from MM-HAZ-1 and MM-HAZ-2, per this comment (see Chapter 3.0, Errata, of this Final EIR). The requirement for agency oversight has been shifted to the City of West Hollywood Division of Building and Safety. As such, agency oversight would still occur for the project's hazards and hazardous materials mitigation measures, and the efficacy of the measures would remain unchanged. Therefore, this edit does not affect the impact conclusions of the EIR.

## Response to Comment Letter A2

### Los Angeles County Sheriff's Department

**A2-1** This comment provides a general summary of the proposed project and comment letter. Responses to the comments raised in this letter are provided in Responses A2-2 through A2-8. This comment recommends that the general principles of Crime Prevention through Environmental Design be incorporated into the project's design plans. As stated in Section 3.11 of the Draft EIR, the project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur. Specifically, the project would be designed to minimize secluded areas and potential hiding places and would be equipped with alarm systems and access controls, such as electronic key accesses. Signage and lighting would be used to facilitate wayfinding and safe pedestrian movement throughout the site and within the proposed building. The project would also have full-time security personnel, who would monitor, survey, and inspect the building, parking garage, and outdoor areas. The project would also have a protected building management system and would employ cyber security measures. These design practices and operational practices would lessen the demand for police protection services at the project site by reducing the potential for crime to occur and by providing on-site security to address minor issues not requiring immediate Sheriff's Department involvement (Draft EIR, p. 3.11-12).

**A2-2** This comment summarizes the proposed project. No response is required.

**A2-3** This comment states that the proposed project would have a significant impact to law enforcement services, but that provisions of security personnel at the project site, the City's budget provisions for funding two new deputy positions, and project design elements for increased safety would potentially result in a less than significant impact to law enforcement services.

Under CEQA, significant impacts to the environment pertaining to public services (such as police protection) occur for projects that cause substantial adverse physical impacts associated with the provisions for new or altered governmental facilities. The proposed project would not require or involve the construction of new governmental facilities associated with the Sheriff's Department, as described in Section 3.11 of the Draft EIR. As such, significant environmental impacts under CEQA would not occur as a result of the proposed project. Nevertheless, as stated in Section 3.11 of the Draft EIR, the project would have full-time security personnel and would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur. The need for additional Sheriff's Department personnel is addressed through the City's contract with the Sheriff's Department and is evaluated periodically.

**A2-4** This comment states that the project would result in increased temporary daytime and evening population in the service area, as opposed to just residential population. The comment indicates that additional traffic and activity pertaining to the non-residential activity may result in higher crime statistics than those described in the Draft EIR, which are calculated based on the residential population increase.

Section 3.11 of the Draft EIR includes officer-to-population ratios and per capita statistics, as those metrics allow for numerical comparison between the proposed project and existing conditions. The Draft EIR's projection of 10 crimes per year is based on substantial evidence consisting of recent,

publicly available crime statistics for the City. The crime statistics used to formulate the per-capita crime rate are inclusive of all crimes within the City, including those associated with visitors to the City. The per-capita crime statistics described in the Draft EIR are thus inclusive of crimes related to both residents and non-residents, including crimes related to vehicular traffic, daytime and nighttime population, and alcohol consumption. Furthermore, while these metrics are discussed in the Draft EIR, the analysis incorporates other factors as well, including the overall increased intensity of land use at the project site. As such, the analysis and conclusions in the Draft EIR are not based solely on the project's residential component or on the estimated increase in crimes. As described in Response A2-1 the project would include various components to increase safety, both for the residential component and the commercial components (full-time security personnel and operational practices and design elements that reduce the potential for crime to occur). As described in Response A2-3, significant environmental impacts under CEQA have not been identified in the category of police protection services. As stated in the Draft EIR, while the project may contribute to a need for additional personnel and assets, this would be addressed through the City's contract with the Sheriff's Department as needed. In the event that additional Sheriff personnel or assets are added to the City, these additional resources would improve public safety but would not likely require the construction or expansion of physical facilities with the potential to result in environmental effects.

This comment also raises concerns regarding the cumulative effects of multi-use land uses within the station's service area. Cumulative impacts are addressed in Chapter 4.0 of the Draft EIR, and impacts were determined to be less than significant. As stated above, while the project may contribute to a need for additional personnel and assets, this would be addressed through the City's contract with the Sheriff's Department as needed. In the event that additional Sheriff personnel or assets are added to the City, these additional resources would improve public safety but would not likely require the construction or expansion of physical facilities with the potential to result in environmental effects.

**A2-5** The station's address has been corrected in Chapter 3.0, Errata, of this Final EIR. This change would not affect the impact conclusions of the EIR.

**A2-6** This comment consists of design recommendations from the Sheriff's Department related to the provision of security cameras and other design features aimed at improving site security. As stated above in Response to Comment A2-1, in order to lessen the demand for police protection services at the project site, the project includes several features that reduce the potential for crime to occur. Specifically, the project would be designed to minimize secluded areas and potential hiding places, would be equipped with electronic key accesses, and would be equipped with lighting to facilitate safe pedestrian movement throughout the site and building. Additionally, as shown in the project's landscaping plans (Draft EIR, Appendix B), proposed plantings are generally shown to consist of low-lying shrubs, with the exception of trees. As shown, trees would be spaced at intervals, so as not to create areas with reduced visibility. The conceptual design for the project's lighting shows illuminated pathways and landscape lighting (Draft EIR, Appendix B). The plan set provided in the Draft EIR is conceptual in nature. Detailed lighting plans, landscaping plans, and security plans would be developed during the project's plan check and building permit phases.

These recommendations will be included in the Final EIR for review and consideration by decision makers. Additionally, the project applicant has agreed to implement the recommendations provided in the comment to the extent applicable to and feasible for the project as approved by the City, including

implementing a landscape maintenance program, surveillance program, parking lighting, and a monitoring/access control system.

**A2-7** This comment states that the station has not further comments and provides contact information. No response is required.

**A2-8** This comment consists of design recommendations from the Sheriff's Department related to the provision of security cameras and other design features aimed at improving site security. These recommendations will be included in the Final EIR for review and consideration by decision makers. Additionally, the project applicant has agreed to implement recommendations provided in the comment to the extent applicable to and feasible for the project as approved by the City, including spike strips, surveillance, and adequate lighting.

## Response to Comment Letter A3

### Los Angeles County Sanitation Districts

**A3-1** This comment is introductory in nature. It states that the Sanitation Districts of Los Angeles County (Sanitation Districts) received the Draft EIR for the proposed project and that the proposed project is located within the jurisdictional boundary of District No. 4. The comment also states that the Sanitation Districts have previously submitted comments on the proposed project in a letter dated for November 22, 2019. (The Sanitation Districts attached their November 2019 letter to this comment letter and have stated that the November 2019 comments still apply to the project.)

The Sanitation Districts' November 2019 letter was reviewed by the City and is included in Appendix A of the Draft EIR. The comments in this letter were considered during preparation of the Draft EIR, and the information provided in this letter was incorporated into the Draft EIR as appropriate.

**A3-2** This comment updates information provided by the Sanitation Districts in their letter dated November 2019. The comment states that based on the project specifics, the wastewater flow from the proposed project would be 95,719 gallons per day, after all structures on the project site are demolished. The Sanitation Districts stated in their previous correspondence, dated November 22, 2019, that the expected increase in average wastewater flow from the proposed project would be 33,423 gallons per day, after all structures on the project site are demolished. Both wastewater flow estimates provided by the Sanitation Districts (95,719 gallons per day or 33,423 gallons per day) are less than the project's anticipated wastewater flow of 108,291 gallons per day that was calculated for the purposes of the Draft EIR by John Labib & Associates (Structural, Shoring, and Civil Consulting Engineers). As such, the wastewater flows used in the environmental analysis in the Draft EIR represent more conservative calculations relative to the anticipated wastewater flows provided by the Sanitation Districts. The anticipated average wastewater flows calculated by the Sanitation Districts were noted in the Draft EIR in a footnote on page 3.14-16. This footnote has been updated as part of the Final EIR to reflect the Sanitation Districts' revised calculation provided in this comment letter (see Chapter 3.0, Errata, of this Final EIR for this revision).

**A3-3** This comment states that the Sanitation Districts provide truck sewer infrastructure downstream of the project site but do not provide wastewater treatment services. Rather, wastewater treatment services would be provided by the City of Los Angeles' Hyperion Treatment System. The comment references a sentence in the Draft EIR that erroneously indicates the Sanitation Districts would provide wastewater treatment services, as opposed to Hyperion. This erroneous statement does not affect the analysis or conclusions in the Draft EIR, because the analysis of wastewater treatment correctly assumes diversion to Hyperion. This statement has been corrected in Chapter 3.0, Errata, of this Final EIR.

## Response to Comment Letter A4

### Los Angeles County Metropolitan Transportation Authority (Metro)

- A4-1** This comment states that the purpose of Metro’s comment letter is to provide the City with recommendations on topics regarding the project’s potential impacts on Metro bus facilities and services, which should be analyzed in the Draft EIR. The comment further states that Metro has provided the City and applicant with the Metro Adjacent Development Handbook, for development adjacent to Metro right-of-way and transit facilities.
- The project’s effects to transit facilities have been analyzed under CEQA in Section 3.12 of the Draft EIR. The City and applicant are in receipt of the Metro Adjacent Development Handbook. The project applicant has agreed to implement the recommendations as provided in the comment and the Handbook to the extent applicable to and feasible for the project as approved by the City.
- A4-2** This comment describes the proposed project. No response is needed.
- A4-3** This comment lists the Metro bus lines that operate adjacent to the project. The comment notes that since the time of the project’s Notice of Preparation, one of the adjacent lines (Line 30) has been discontinued. This comment does not raise any environmental issues pertaining to the Draft EIR; no response is needed.
- A4-4** The Draft EIR addresses transit stops near the project in Section 3.12. No significant impacts requiring mitigation measures were identified. As stated in Section 3.12, the existing bus stop located adjacent to the western boundary of the proposed project would be maintained to the extent feasible during construction or relocated consistent with the needs of Metro Bus Operations. Any temporary modifications required during construction would be compliant with the Americans with Disabilities Act to the extent feasible. Additionally, as stated in this comment, construction would be coordinated as needed with the Metro Bus Operations Control Special Events Coordinator and Metro’s Stops and Zones Department no later than 30 days prior to the start of construction. Also consistent with this comment, the proposed project driveway on San Vicente Boulevard would be located towards the southern boundary of the project site, providing separation between the driveway and the transit stop, which is located near the northern boundary of the project site. This comment encourages installation of enhancements and amenities for the transit stop. These recommendations will be included in the Final EIR for review and consideration by the decision makers. The project applicant has agreed to implement the recommendations provided in the comment to the extent applicable to and feasible for the project as approved by the City.
- A4-5** Given the project’s proximity to transit services, Metro has provided recommendations and resources to promote use of transit, walkability, and use of bicycles and/or micromobility devices. The proposed project design includes some of the recommendations and strategies contained in this comment, such as pedestrian improvements and bicycle parking. The recommendations and resources provided by Metro in this comment are included in this Final EIR for consideration by the City decision makers. The project applicant has agreed to implement the recommendations provided in the comment to the extent applicable to and feasible for the project as approved by the City.



## Response to Comment Letter O1

### Supporters Alliance for Environmental Responsibility (SAFER)

**01-1** This comment states that the Draft EIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the project's impacts. The comment requests that the City address these shortcomings in a revised Draft EIR and recirculate the EIR prior to considering approvals for the project.

The commenter does not identify any specific shortcomings or deficiencies in the Draft EIR to be addressed in a revised Draft EIR. The Draft EIR has been prepared in conformance with the substantive and procedural requirements of CEQA and the CEQA Guidelines. Specifically, the Draft EIR includes all of the required contents of an EIR and the associated required details and topics for analysis, as set forth in Sections 15120 through 15132 of the CEQA Guidelines. Furthermore, the Draft EIR was prepared by experts in the disciplines of environmental impact assessment. For example, the topic of noise was evaluated by an Institute of Noise Control Engineering certified professional; the air quality and GHG emissions modeling and analysis were prepared by trained air quality professionals; the topic of archaeological resources was evaluated by a Registered Professional Archaeologist; the topic of historic resources was evaluated by professionals with master's degrees in the field; and the topic of transportation was evaluated by an American Institute of Certified Planners professional. All conclusions in the Draft EIR are supported by substantial evidence (including facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts), as defined in Section 15384 of the CEQA Guidelines.

The Draft EIR presents a comprehensive analysis of the project's potential environmental impacts and contains approximately 500 pages of detailed analysis, as well as a shorter executive summary that explains the analysis and conclusions in clean and simple language (as required by Section 15123 of the CEQA Guidelines). This Final EIR contains additional and supplementary analysis, in a good-faith effort to thoroughly respond to all environmental issues raised by members of the public.

The commenter's assertion that the Draft EIR must be revised and recirculated is inaccurate. CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, describes the requirements for recirculation of an EIR. Pursuant to Section 15088.5, 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 but before certification. Significant new information, as it is defined in CEQA Guidelines Section 15088.5, has not been added to this EIR subsequent to its release for public review, as further detailed in Section 1.4 of this Final EIR. Additionally, the Draft EIR is not fundamentally and basically inadequate and conclusory in nature. As described above, the Draft EIR includes extensive environmental analysis that was conducted by qualified professionals.

Section 15204 of the CEQA Guidelines states that "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments." This comment states that the Draft EIR "fails as an informational document" and that it "fails to impose all feasible mitigation measures." However, no explanation, examples, or evidence is provided in support of these statements. As further provided in Section 15204, "When responding to comments, lead agencies need only respond to significant environmental issues..." This comment does not provide evidence, or

reference to, any significant environmental issues associated with the project, and the claims set forth in this comment are not supported by any substantial evidence. (Substantial evidence must include “facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts” (CEQA Guidelines Section 15384)).

## Response to Comment Letter O2

### Coalition for Responsible Equitable Economic Development Los Angeles (CREED LA)

- 02-1** This comment is introductory in nature, including a characterization of the CEQA statute, case law, and regulations. The comment references concerns regarding air quality, health risk, and noise impacts, which are addressed in detail in the responses below. As described in Response to Comment O1-1, the Draft EIR complies with CEQA and does not require recirculation.
- 02-2** This comment states that a construction health risk assessment (HRA) must be included in the EIR pursuant to CEQA. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decisionmakers to meaningfully evaluate the proposed project's potential environmental impacts, including as to whether the project would potentially expose sensitive receptors to substantial pollutant concentrations. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (*Id.*, § 15204.) Section 3.1.5 of the Draft EIR evaluates the potential health effects of air pollutants emitted during project construction and operation under Threshold C pursuant to Appendix G of the CEQA Guidelines, which states "would the project expose sensitive receptors to substantial pollutant concentrations?" The analysis under this criterion provided in the Draft EIR includes the following: (1) a localized significance threshold (LST) analysis, as recommended by the South Coast Air Quality Management District (SCAQMD), to evaluate localized air quality impacts (including substantial pollutant concentrations) that may affect sensitive receptors in the immediate vicinity of the project during construction; (2) an analysis of whether the project would form carbon monoxide hotspots, leading to potential health effects; (3) an analysis of whether the project would create health impacts, including increased cancer risk, based on emissions of toxic air contaminants (TACs) such as diesel particulate matter (DPM) exhaust during construction and operation; and (4) an evaluation of potential health effects of criteria air pollutants. Based upon this quantitative LST analysis, project construction emissions were determined to fall well below the applicable SCAQMD thresholds, indicating that air pollutants emitted during project construction are not expected to substantially affect nearby sensitive receptors. The results of the LST analysis are generally used to determine whether further study is needed on whether construction criteria air pollutants may adversely affect sensitive receptors. Because the LST analysis indicates that emissions fall below the applicable SCAQMD thresholds, further analysis of whether construction criteria air pollutants may affect sensitive receptors is not required. The carbon monoxide hotspots analysis compared project-related traffic volumes at area intersections to volumes that would create carbon monoxide hotspots. Because the project would not increase daily traffic volumes at any intersection in the project area to a level such that the intersection would become a carbon monoxide hotspot, impacts would be below a level of significance. For the analysis of construction TACs and DPM, the Draft EIR compared particulate matter emissions (which include DPM) to applicable SCAQMD thresholds. Based on the short-term nature of construction and the fact that particulate matter emissions were below SCAQMD thresholds, the Draft EIR concluded that project construction would not result in exposure of sensitive receptors to substantial air pollutant concentrations. Operational TACs were evaluated via a qualitative discussion of the project's stationary sources. Because the project would not include ongoing operation of non-permitted stationary sources that would emit substantial air pollutants or TACs, and because the project's emergency generator would operate primarily for maintenance and testing purposes which would be subject to SCAQMD

requirements, impacts were determined to be less than significant (see Response to Comment O2-3 for further details regarding the emergency generator). For health effects of criteria air pollutants, it was determined that the project would not significantly contribute to concentrations of these pollutants and their associated health effects because the project would not exceed SCAQMD thresholds for these pollutants. As such, the Draft EIR evaluates the potential for the project to expose sensitive receptors to substantial pollutant concentrations, pursuant to Appendix G of the CEQA Guidelines, and this evaluation included discussions of the potential health effects and health risks of project-generated air pollutants. The analysis in the Draft EIR is supported by substantial evidence, including the SCAQMD's Final LST Methodology, pollutant concentrations from monitoring stations, SCAQMD significance thresholds, SCAQMD permitting requirements for stationary sources, and Office of Environmental Health Hazard Assessment guidance.

Importantly, as part of an ongoing public process to develop a cumulative health risk approach, the SCAQMD has *not* included construction health risk in its health risk analysis recommendations, since construction is typically short-term (SCAQMD 2023). However, in response to this comment and to provide additional information regarding health risks from DPM exhaust, which is a TAC, a construction HRA was performed pursuant to SCAQMD health risk assessment methodology and is included in Attachment C to this Final EIR. While health risk was evaluated in the Draft EIR, preparation of a construction HRA is another, quantitative method of evaluating health risk from DPM emissions during construction that can be used in environmental impact evaluations and is supported by Office of Environmental Health Hazard Assessment guidance. The analysis in Attachment C determined that the project would result in a construction health risk impact that would be less than significant with mitigation. This determination differs from the Draft EIR, which concluded that construction health risk impacts would be less than significant with no mitigation required. While this information represents a change to the Draft EIR's impact conclusion, the City has agreed to adopt a mitigation measure (MM-AQ-1), which requires that prior to the commencement of construction activities, the applicant shall require its construction contractor to demonstrate that all 25-horsepower or greater diesel-powered equipment is powered with California Air Resources Board-certified Tier 4 engines in order to reduce DPM and associated cancer risk. The applicant has agreed to implement MM-AQ-1 should the project be approved. The imposition of MM-AQ-1 would reduce impacts to a less than significant level, which is consistent with the Draft EIR's less than significant conclusion for air quality impacts, and would not lead to any secondary significant impacts, as MM-AQ-1 includes routinely used construction techniques that effectively reduce potential health risks of construction activities. MM-AQ-1 has been included in the project's MMRP (see Chapter 4.0 of this Final EIR). The results of the construction HRA and the addition of MM-AQ-1 as a project requirement does not lead to required recirculation of the Draft EIR, pursuant to CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification (see Section 1.4 of this Final EIR for details regarding recirculation requirements).

- O2-3** This comment states that the Draft EIR does not quantify the project's DPM emissions from construction or operation, and states that this is a deficiency in the analysis. The comment further states that reliance on SCAQMD permitting for operation of a proposed backup generator is improper and that the Draft EIR must quantify the DPM emissions from the backup generator. The comment states that reliance on future permitting is considered deferral. Please see Response to Comment O2-2 regarding DPM emissions and associated health risk during construction.

Regarding operational health risk associated with the routine testing and maintenance of an emergency generator, the Draft EIR relied upon the established programs and compliance mechanisms

of the SCAQMD, which is the expert agency that enforces its Rules and Regulations. As described in the Draft EIR (page 3.1-32) “Regarding operations, the proposed project would not result in non-permitted stationary sources that would emit substantial air pollutants or TACs. Routine testing and maintenance of the diesel emergency generator would result in emissions of DPM. However, the applicant would be required to work with the SCAQMD in order to obtain permits to operate the generator. As part of the permit process, the SCAQMD will evaluate compliance with Rule 1401, New Source Review of Toxic Air Contaminants, and Rule 1401.1, Requirements for New and Relocated Facilities Near Schools. Rule 1401 identifies acceptable risk levels and emissions control requirements for new and modified facilities that may emit additional TACs. Under Rule 1401, permits to operate may not be issued when emissions of TACs result in a maximum incremental cancer risk greater than 1 in 1 million without application of best available control technology for toxics (T-BACT), or a maximum incremental cancer risk greater than 10 in 1 million with application of T-BACT.” As the project would not be able to obtain permits for the emergency generator if it were to result in emissions of TACs that would result in health risk in excess of the SCAQMD risk thresholds, reliance upon the permitting process would not be deferred mitigation; rather, this is a regulatory requirement that is enforced by a government agency. However, to be responsive to this comment regarding health risks from DPM from the emergency generator, an operational HRA was performed pursuant to SCAQMD methodology and is included in Attachment C to this Final EIR. Based on the quantitative HRA, project operational activities would result in maximum cancer risk at the maximally exposed individual resident (MEIR), worker, and school receptors of 0.63 in a million, 0.05 in a million, and 0.02 in a million, respectively, which would be substantially less than the SCAQMD cancer risk threshold of 10 in a million. In addition, the project would result in potential chronic risk at the MEIR, worker, and school receptors of 0.0002, 0.0002, and 0.00002, respectively, which would be substantially less than the SCAQMD chronic risk threshold of 1.0. The project operational TAC health risk impacts therefore would be less than significant, which is the same conclusion reached in the Draft EIR.

**02-4** This comment states that the Draft EIR’s analysis of emissions from the backup generator ignores emissions from non-testing operational periods. The use of emergency generators for non-testing operational periods was not included in the Draft EIR or in the supplementary analysis as part of this Final EIR since it is speculative and beyond the reasonable control of the City. The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). However, for information purposes only, if the generator would operate 200 hours per year per the commenter’s suggestion, then the maximum cancer risk would be approximately 2.52 chances in a million and chronic risk hazard index would be 0.0008 at the MEIR, which would be much less than the SCAQMD thresholds. This estimate of health risk is based on multiplying the results of the operational HRA (included in Attachment C of this Final EIR) by a factor of 4, since the operational HRA is based on 50 hours of routine maintenance and testing, rather than the speculative limit of 200 hours (i.e., 50 hours x 4 = 200 hours). Therefore, even if the speculative limit of 200 hours were to be accepted, impacts would remain less than significant and consistent with the conclusion in the Draft EIR.

**02-5** The commenter performed their own health risk assessment for the backup generator and found that impacts exceeded thresholds. This comment states that the EIR must include a health risk assessment for the project’s backup generator. Notably, the commenter’s HRA was based on the SCAQMD Risk Tool, which produces a screening-level analysis based on minimal user inputs and does not consider project-specific characteristics, such as site-specific meteorological data, terrain, effects of proximate buildings, and exhaust stack parameters (i.e., diameter, exit temperature/velocity, etc.). Given the

complexity of the project's infill site location and availability of project-specific information, this type of screening analysis is not representative or appropriate to assess the project's impacts. Based on the project-specific refined operational HRA included in Attachment C of this Final EIR, which is based on SCAQMD guidance, the routine testing and maintenance of the emergency generator would result in a maximum cancer risk of 0.63 chances in a million and chronic risk of 0.0002 at the MEIR, which would be minimal. Cancer risk and chronic risk at the maximally exposed school and worker receptors would be even less than that of the MEIR. Impacts were thus determined to be less than significant.

**02-6** This comment states that the Draft EIR fails to consider all noise-sensitive receptors, specifically hotel guests in rooms on the north side of the London Hotel, and that the analysis is based on a receptor standing in the middle of the passageway into the London Hotel (as opposed to hotel guests in rooms on the north side). The comment further states that the Draft EIR should not assume that guests would leave balcony doors closed during construction. Refer to Topical Response No. 6 for a discussion of construction noise at the London Hotel.

Contrary to the stated comment, the Draft EIR's construction noise analysis does consider the London Hotel's guest rooms on the north side of that site. Quoting from page 3.9-16 of the Draft EIR: "It should be noted that the north-facing guest rooms of the hotel would receive a majority of the construction noise; rooms facing to the east, west, and south would be exposed to lower noise levels." Furthermore, Tables 3.9-6 and 3.9-7 of the Draft EIR, which summarize the numerical analysis showing the results of construction noise modeling, include a receptor labeled "Hotel to the south of Project Site." This location is representative of guest rooms located along the north-facing exterior façade of the London Hotel, and not of a receptor within the passageway.

The results of the construction noise modeling presented in the Draft EIR do not assume any potential noise reductions associated with the structure of the London Hotel itself and/or a windows/doors-closed scenario. Rather, the construction noise modeling results presented in Table 3.9-6 and Table 3.9-7 are reflective of exterior noise levels at the London Hotel and therefore are conservative. The noise levels in these tables are used for the purposes of arriving at a significance determination under CEQA. For informational purposes only, the Draft EIR does make note of potential reductions in construction noise that would be achieved within hotel rooms, based on the presence of the structure of the London Hotel itself (assuming windows open) and based upon the structure of the London Hotel combined with a windows- or doors-closed scenario (see page 3.9-16 of the Draft EIR). However, these potential reductions are mentioned for informational purposes and are not taken into account when arriving at significance conclusions in the construction noise analysis.

**02-7** This comment states that the proposed noise barrier would be insufficient because it would not mitigate noise impacts at the London Hotel, as the 6<sup>th</sup> through 9<sup>th</sup> stories of the London would not receive benefits from the barrier. The commenter states that the noise mitigation proposed in the Draft EIR will be ineffective to reduce noise impacts and is not adequate to support a statement of overriding considerations. Refer to Topical Response No. 6 for a discussion of construction noise at the London Hotel.

As acknowledged on page 3.9-18 of the Draft EIR, even with construction of a relatively tall temporary noise barrier (24 feet in height), "the noise barrier's effectiveness at higher elevations on the hotel building would be negligible, as sound associated with construction on the project site – even at ground level - would travel over the noise barrier and reach the hotel building's upper levels." Impacts were thus determined to be significant and unavoidable.

Chapter 5.0 of the Draft EIR evaluates the feasibility of establishing a taller temporary noise barrier, to address this concern. However, as demonstrated therein, this is not considered feasible due to significant engineering constraints. Additionally, construction of such a barrier is anticipated to result in its own significant, unavoidable construction noise impacts. As such, use of a taller noise barrier during construction was rejected as infeasible.

The commenter raises another potential idea for reducing construction noise at the upper stories of the London Hotel within Comment O2-8, namely, to provide plexiglass barriers or sound blankets on scaffolding. Refer to Topical Response No. 6 and Response to Comment O2-8 for a discussion and evaluation of this suggested mitigation.

As such, the City has applied all feasible mitigation measures to reduce the project's significant construction noise impact. The City has evaluated additional measures that would further reduce these impacts but found such measures to be infeasible and/or ineffective at reducing the impact. These determinations will be documented in the findings for the project required under CEQA Guidelines Section 15091. In order to make a statement of overriding considerations for the project's significant and unavoidable construction noise impact, City decision makers must adopt a finding that specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project outweigh the unavoidable adverse environmental effect. This determination must be supported by substantial evidence in the record (CEQA Guidelines Section 15093). If such a determination is not made and supported by decision makers, then the project would not be implemented.

**O2-8**

This comment recommends that the Draft EIR's noise mitigation measures be revised to provide either plexiglass barriers or sound blankets attached to scaffolding for each story as the project is constructed in order to reduce noise above the 24-foot barrier. The comment further states that the Draft EIR must adopt all feasible mitigation measures to reduce construction noise impacts to the greatest extent feasible. Refer to Topical Response No. 6 for a discussion of construction noise at the London Hotel.

This additional proposed mitigation feature has been evaluated by the City for its feasibility. As discussed in Section 3.9 of the Draft EIR, with supporting data provided in Appendix I to the Draft EIR, the significant and unavoidable noise impact that would occur at the London Hotel during construction of the proposed project is the result of large construction equipment (e.g., tractor, excavator, dozer, drill rig, and forklift) operating at the ground level and subterranean levels of the proposed building during project demolition, excavation and throughout the construction period. By contrast, construction activities that would take place at the upper levels of the project building would involve smaller construction equipment, which would generate lower noise levels than the large earth-moving equipment at the ground level. Therefore, the provision of plexiglass barriers and/or sound blankets attached to the scaffolding of each story as the project is constructed would not feasibly reduce the significant and unavoidable noise impacts resulting from equipment operating at the ground and subterranean levels.

Temporary plexiglass barriers or sound blankets could also impede exterior wall construction and present a safety hazard. Exterior façade installation involves working near a building edge, and regulatory requirements mandate the use of suitable safety measures and equipment to expedite exterior wall construction to minimize any fall potential. The repeated addition (and subsequent

removal and reinstallation at another floor) of a temporary plexiglass barrier or sound blanket could impede construction safety measures and/or the installation of the required safety equipment.

Once constructed, the building's exterior façade would reduce noise generated from interior construction at any given upper level. Interior fit-out and exterior enclosure activities generally progress simultaneously as construction progresses vertically, such that interior construction activities on upper-level floors would extend for a longer duration than exterior façade construction activities for the same floor. Moreover, mitigation measure MM-NOI-2 requires the exterior sheathing of the eastern, western, and southern building facades to be installed on the framing as soon as practicable in the construction process, minimizing the amount of time where interior construction activities on upper-level floors could occur without shielding from the London Hotel. Since the project's exterior enclosure would reduce sound from interior construction activities at the upper-levels, any temporary plexiglass barrier or sound blanket would only have the potential to reduce sound from interior construction activities in the narrow period before the exterior façade is completed at each floor. For these reasons, use of plexiglass barriers or sound blankets attached to the building scaffolding would not have an appreciable effect on construction noise levels. As such, this measure has been evaluated but rejected due to its inability to reduce or avoid the project's significant construction noise impacts and potential safety concerns.

**02-9** This comment states that the Draft EIR's cumulative analysis fails because it does not analyze the cumulative health risk of the project's construction with other nearby projects, such as the Arts Club Project and the 9034 Sunset project.

As stated in Section 4.1.3 of the Draft EIR, cumulative localized impacts would potentially occur if proposed project construction were to occur concurrently with another off-site project. The cumulative analysis notes one related project (a multi-family residential project located at 1120 Larrabee Street, approximately 250 feet north of the project site) with construction that was anticipated to potentially overlap with that of the proposed project. Demolition and site preparation have since commenced on this project at 1120 Larrabee Street, whereas the proposed project has yet to be approved. As such, construction of the proposed project is unlikely to overlap with the related project at 1120 Larrabee Street that was previously identified as a nearby project with a potentially overlapping construction schedule. Nevertheless, the analysis in the Draft EIR explains that the maximally exposed receptor upon which the localized impact determination is based would be different for the proposed project and for the project at 1120 Larrabee Street. As such, the maximum localized emissions from each project would not be additive at the same receptors. This same rationale applies to other related projects, including the Arts Club at 8920 Sunset Boulevard (located 250 feet west of the project site) and the 9034 Sunset Boulevard project (located 1,000 feet west of the project site). However, it is noted that subsequent to publication of the Draft EIR, building permits for the Arts Club have been terminated. Although negotiations for a new development agreement with respect to that project are in process with the City, the construction schedule remains unknown. The 9034 Sunset Boulevard project remains in the initial stages of the City's review and is thus well behind the project's timeline. As such, the potential for concurrent construction is now anticipated to be unlikely but is nevertheless addressed in the EIR.

Additionally, several new projects have been proposed within the project vicinity, subsequent to publication of the Draft EIR. These projects have been reviewed for their potential to affect the conclusions in the Draft EIR. Such projects include the following: a new 24-unit multi-family housing project proposed in 2023 at 1238 Larrabee Street, over 1,000 feet north of the project site; a new 5-



unit multi-family housing project located at 1204 Larrabee Street, approximately 700 feet north of the project site; and, a 120-unit multi-family housing project proposed in 2023 located at 8657 Holloway Drive, over 1,000 feet east of the project site (City of West Hollywood 2021, City of West Hollywood 2023). Each of these projects is located further from the project site relative to the related projects at 1120 Larrabee Street or 8920 Sunset Boulevard that are discussed above. As with the other related projects, the maximally exposed receptor for 1238 Larrabee Street, 1204 Larrabee Street, and 8657 Holloway Drive would be different than the maximally exposed receptor for the proposed project. As such, the maximum localized emissions from each project would not be additive at the same receptors, and the introduction of additional projects being proposed in the project area would not introduce a new significant impact related to cumulative construction health risk.<sup>4</sup>

As described in Attachment C to this Final EIR, the project would result in a less-than-significant construction-related health risk impact with implementation of mitigation. Related projects would be subject to CEQA (or have already been reviewed under CEQA) and would require air quality analysis and, where necessary, would implement all feasible mitigation if the project would exceed SCAQMD thresholds. Diesel equipment used for the proposed project and the related projects would be subject to the California Air Resources Board Air Toxic Control Measure for in-use off-road diesel fleets, which would minimize diesel particulate matter emissions. Cumulative impacts involving localized effects of construction emissions on sensitive receptors were thus determined to be less than significant.

Additionally, it is noted that the SCAQMD does not have an established cumulative health risk approach but has initiated a public process (including four Working Group meetings as of June 2023) for the development of additional guidance for public agencies when they evaluate cumulative air quality impacts from increased concentrations of TACs for projects subject to the requirements of CEQA. Importantly, as part of this public process, the SCAQMD has not included construction health risk in the cumulative health risk analysis recommendations since construction is typically short-term. Further, concurrent construction with other projects, including the Arts Club Project or the 9034 Sunset project, is speculative. The CEQA Guidelines do not require discussion of speculative impacts (14 CCR 15145).

This comment further states that the Draft EIR relies on an impermissibly narrow geographical list of cumulative projects. The comment states that the Draft EIR does not include cumulative projects in the City of Los Angeles and that the Draft EIR must be revised and recirculated to analyze all cumulative projects in the City of Los Angeles and Los Angeles County generally which may have relevant cumulative air quality, health risk, GHG, noise, traffic, and VMT impacts when combined with the project's impacts.

Section 15130(b) of the CEQA Guidelines states that the discussion of cumulative impacts for a project should be “guided by the standards of practicality and reasonableness” and that the following elements are necessary to an adequate discussion of significant cumulative impacts: either (1) “a list of past, present, and probable future projects producing related or cumulative impacts” or (2) “a summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.” Method (1) will be referred

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<sup>4</sup> While the focus of this response is on construction health risk impacts, these additional related projects are not anticipated to introduce a new cumulative impact under the other environmental topical areas, given the relatively small-scale nature of these related projects and their distances from the project site.

to in this response as the “list method” and method (2) will be referred to in this response as the “projection method.”

Section 15130(b)(3) of the CEQA Guidelines states that “lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.” The Draft EIR complies with all of these specified requirements for the cumulative analysis and does not need to be recirculated due to an impermissibly narrow geographical list of cumulative projects. See pages 4-2 through 4-7 of the Draft EIR.

Because of the nature of individual environmental factors, the cumulative area for each topical issue is not the same. For instance, topic-specific cumulative study areas have been developed (e.g., South Coast Air Basin for air quality). In accordance with Section 15130(b)(3) of the CEQA Guidelines, Table 4-1 within the Draft EIR identifies the geographic scope that is defined for each environmental topical area and also identifies whether the list method and/or the projection method is used. Within the cumulative discussion for each issue area, explanation is provided for the selection of the particular geographic scope, per Section 15130(b)(3) of the CEQA Guidelines.

For environmental topical areas where the list method is used, specific relevant projects are referenced from a list of 115 development projects in the project vicinity, which are presented within Table 4-2 of the Draft EIR. This list consists of development projects in the cities of West Hollywood and Beverly Hills. This list and the geographic areas included in this list were developed in consultation with the City of West Hollywood.

For environmental topical areas where the projection method is used, a regional and/or local boundary has been selected based on the topical area. As shown in Table 4-1 of the Draft EIR, the following regional boundaries were used: South Coast Air Basin (construction and mobile sources for air emissions, GHGs); utility service areas (electricity and natural gas consumption); State of California (petroleum consumption); and Ballona Creek Watershed (hydrology and water quality). These boundaries encompass development within the City of Los Angeles and/or the County where the applicable regional boundary overlaps with those jurisdictions. For example, the South Coast Air Basin and the projections applicable to that area include the entirety of the City of Los Angeles, as well as the non-desert portions of the County (SCAQMD 2023). Similarly, the Ballona Creek Watershed includes certain areas within the City of Los Angeles and the County (Los Angeles County Public Works 2023). As such, the cumulative analysis considers growth within the City of Los Angeles and the County when relevant.

The geographic area selected for each environmental topical area relates to the resource being impacted by the project. Selection of the geographic area affected by each cumulative impact falls within the lead agency’s discretion, unless it can be shown that a lead agency has acted arbitrarily in its selection of the geographic areas (*City of Long Beach v. Los Angeles Unified School Dist.*, 176 Cal.App.4th 889, 98 Cal. Rptr. 3d 137 (Cal. Ct. App. 2009)). In the Draft EIR (Chapter 4.0), the City has defined and explained the geographic scope applicable to each environmental topical area, in consideration of the nature of the resource in question, the location of the project, and the type of project (*Kostka & Zischke, Practice Under the California Environmental Quality Act*, as cited in *City of Long Beach v. Los Angeles Unified School Dist.*). As such, the City’s selection of the geographic scope for the cumulative analysis of each environmental topical area is supported with reasonable explanation and was not arbitrary.

As stated above, the cumulative analysis in the Draft EIR includes a list of 115 related projects. Only some of these projects (those within the immediate vicinity of the site) are specifically referenced when discussing the cumulative impacts of the project. Expanding this list to include development within the City of Los Angeles and the County would not contribute to the cumulative analysis in a meaningful way. Further, the addition of development in the City of Los Angeles and the County to this list would not be considered practical or meaningful. The City of Los Angeles encompasses approximately 502 square miles and a population of approximately 4 million people. The County encompasses approximately 4,753 square miles and a population of approximately 10 million people. To include specific development projects within these jurisdictions for the purposes of evaluating the cumulative impacts of a single mixed-used redevelopment project in the urbanized of the City of West Hollywood area would be beyond the requirements of the CEQA Guidelines, which call for the use of practicality and reasonableness when evaluating cumulative impacts. For these reasons, the cumulative analysis presented in the Draft EIR is considered adequate pursuant to CEQA and does not require revising.

**02-10** This comment provides a characterization of CEQA and the Government Code, stating that because the Draft EIR fails to disclose and mitigate the project's potentially significant, unmitigated impacts on air quality, health risk, and noise, the City cannot make the necessary findings for the required project approvals under the City's Municipal Code and state land use laws.

As described in the responses above, this EIR has adequately analyzed, disclosed, and mitigated the project's impacts in the categories of air quality, health risk, and noise. Air quality and health risk impacts were determined to be less than significant and less than significant with mitigation, respectively. The comment further states that the project's significant and unavoidable noise impact would pose an "ongoing menace to local sensitive receptors from noise throughout the project's 3-year construction period." The comment states that "these unmitigated impacts render the project inconsistent with the user permit standards set forth in the Municipal Code. The City therefore cannot make the necessary findings under the Municipal Code to approve the project's entitlements until the noise impacts are fully mitigated."

As demonstrated in the responses presented above, the project's construction noise impact has been mitigated to the greatest extent feasible. Furthermore, this impact is temporary and is only considered significant and avoidable for certain receptors at the London Hotel. Since hotels have transient occupancy, the impact would be highly temporary for each sensitive receptor. Hotel guests are generally temporary occupants and therefore would not be considered "persons residing or working in the neighborhood of the proposed use" (WHMC Section 19.52.040 and Section 19.48.050). The temporary noise from construction would not pose serious health problems to nearby noise-sensitive receptors. Noise levels would be mitigated to below a level of significance at all nearby noise-sensitive receptors with the exception of the London Hotel, which is a transient occupancy use. Additionally, it should be noted that construction noise would not be produced during nighttime hours.

The comment further states that the City cannot adopt a statement of overriding considerations and approve a Vesting Tentative Map because the City has not mitigated the project's construction noise impacts to the greatest extent feasible and has not demonstrated that the project's benefits outweigh its costs, including providing employment opportunities for highly trained workers. As described in the responses above and in Topical Response No. 6, the City has mitigated the construction noise impacts to the greatest extent feasible. The City is required to prepare a statement of overriding considerations to be included in the record of the project approval. The proposed project will be reviewed by decision

makers, who would be required to adopt a statement of overriding considerations if they decide to approve the project. A statement of overriding considerations can include a variety of considerations and is not limited to the provision of highly trained workers as the comment suggests. Per CEQA Guidelines Section 15093(a), overriding considerations can include “specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits.” For example, the proposed project would include a hotel, restaurants, cafes, bars, meeting rooms, and a banquet hall, which would expand the commercial uses on the project site and provide increased fiscal and economic benefits for the City. The proposed project would also provide housing to help the City meet its Regional Housing Needs Allocation goals, including affordable housing consisting of 10 restricted-income units.

- 02-11** As stated above, a statement of overriding considerations would be prepared and added to the record, if the project were to be approved by decision makers. The CEQA Guidelines includes “provision of employment opportunities for highly trained workers” as an example of a potential finding that can be set forth under CEQA when a significant impact is identified. Specifically, CEQA Guidelines Section 15091 states that “Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” As such, a variety of considerations can be referenced when approving a project that has a significant and unavoidable impact. If City decision makers approve the project, a statement of overriding considerations will be prepared that conforms with the requirements of CEQA, including potential findings related to economic, legal, social, technological, or other considerations.
- 02-12** As demonstrated in the responses above, the Draft EIR is not inadequate under CEQA and recirculation is not required.
- 02-13** The technical comments on air quality that are presented in this letter report are addressed in Responses 02-2 through 02-5 and 02-9.
- 02-14** The technical comments on noise that are presented in this letter report are addressed in Responses 02-6 through 02-8. With respect to the “note about mufflers” on page 7 of this letter report, mufflers make a substantial difference in noise generated by construction equipment. According to the Federal Highway Administration, “reductions of 10 dBA or more can be achieved with optimal muffler systems” (FHWA 2017). Based upon studies of how sound is perceived, a 10 dBA decrease is considered to be a 50% noise reduction. The intent of the mitigation measure is to ensure that the best available noise suppression devices are used for the project and that such devices are properly maintained and installed, to ensure that construction noise is reduced to the maximum extent feasible.

Comment Letter 02 also includes numerous attached documents as references. These references have been considered and taken into account in the above responses to Comment Letter 02.

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## Response to Comment Letter O3

### Mani Brothers Nine Thousand, LLC

**03-1** This comment is introductory in nature and explains that the commenter’s letter addresses the adequacy of the Draft EIR, the merits of the project, and the project’s non-conformity with the General Plan, the SSP, code requirements, and other applicable laws. This comment does not present specific environmental comments or substantive issues regarding the Draft EIR.

The commenter’s concerns regarding the adequacy of the Draft EIR are addressed in the responses that follow (i.e., Responses to Comments O3-2 through O3-12). The project’s consistency with the General Plan, SSP, and zoning code requirements is discussed in Section 3.8 of the Draft EIR and in Topical Response No. 5, above. The project would be required by the City and other regulatory agencies to comply with applicable code requirements and laws.

**03-2** This comment expresses concerns regarding the scale of the project and related issues, including inconsistency with the SSP, adequacy of parking, traffic, noise, and toxic emissions.

The scale of the proposed project in contrast to the surrounding development is addressed in Section 3.15 of the Draft EIR. Consistency with the SSP is addressed in Section 3.15 and Section 3.8 of the Draft EIR and is discussed further in Topical Response No. 5 above. The EIR discloses that the project is not fully consistent with the SSP and would require a Specific Plan Amendment as part of the entitlements. It is at the discretion of City decision makers whether to approve or deny the requested Specific Plan Amendment. Regarding adequacy of parking, the proposed project’s parking meets Municipal Code requirements; Topical Response No. 7 further addresses the project’s parking supply. The project’s traffic, noise, and emissions are all adequately disclosed and addressed in the EIR. Specifically, Section 3.12 addresses transportation, Section 3.9 addresses noise, and Section 3.1 addresses air emissions, including toxic air contaminants. Supplemental information and analysis has been added within this Final EIR for the topic of air quality (see Attachment C), in response to comments raised by members of the public. As substantiated within the Draft EIR and this Final EIR, the proposed project would not result in significant unavoidable impacts to transportation or air quality; however, a significant and unavoidable temporary construction noise impact is identified and disclosed for the project.

**03-3** This comment presents a variety of questions and comments regarding the project programming.

Refer to Appendix B of the Draft EIR for floor-by-floor plans and the aggregate areas of banquet/meeting uses as 7,732 square feet, as requested in this comment. This comment also asks whether residential balconies have been included in the proposed uses. These areas are included in the private open space calculation. Further, outdoor landscaped areas are included on L4 of the proposed uses. Refer to Section 2.0 of the Draft EIR for a discussion of the proposed uses for the rooftop, inclusive of hotel and residential pools. Food and beverage service would be provided on the rooftops, and as discussed in Section 3.9 of the Draft EIR, amplified sound would be used in outdoor areas for the proposed project, including the rooftop. With the implementation of mitigation, noise impacts from outdoor gathering spaces would be less than significant. With respect to the other information requested, CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed project’s environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decisionmakers to meaningfully evaluate the proposed project’s

potential environmental impacts. CEQA does not require lead agencies to “provide all information requested by reviewers.” (*Id.*, § 15204.)

**03-4** This comment indicates that a formal amendment is needed to the General Plan every time the SSP is amended, because the General Plan incorporates the version of the SSP that was in place at the time of General Plan adoption. As such, because it is inconsistent with the SSP, the commenter asserts that the project is also inconsistent with the General Plan.

As described in Table 3.8-1 of the Draft EIR, the project was found to be consistent with the applicable land use goals and policies in the City’s General Plan, including those established specifically for Sunset Boulevard. The project was also found to be consistent with the overall description for Sunset Boulevard contained in the General Plan, which describes the Sunset Strip as an urban corridor with entertainment, restaurant, shopping, and hospitality destinations that attract visitors to the area. The project would support these aspects of the Sunset Strip through its iconic architecture and the introduction of a new restaurant and hospitality destination. Therefore, the project is considered consistent with the City’s General Plan.

The project’s inconsistencies with the SSP would be addressed through an SSP amendment. If City decision makers approve the SSP amendment, then the project would be brought into consistency with the City’s land use plans and policies. The SSP amendment does not result in a General Plan inconsistency requiring the General Plan to also be revised, and the comment relies on an inference that the SSP referred to in the General Plan is the exact version that was in place at the time the General Plan was adopted. The General Plan refers to the SSP as providing the general zoning parameters for all properties located along Sunset Boulevard in the City. The SSP itself contains the specific zoning standards for each individual parcel related to density/intensity, height, and number of stories along this corridor of the City, and different standards generally apply to each parcel. The General Plan does not specify the parcel-specific zoning requirements imposed by the SSP and does not state that the implementation of the SSP under the General Plan must be based on the SSP standards in place at the time of the General Plan’s adoption. The City has adopted numerous amendments to the SSP without amending the General Plan, and would not process a General Plan amendment in connection with an SSP amendment absent an identified inconsistency between the amendment and General Plan. The commenter does not point to any specific language or figures in the General Plan with which the project would be inconsistent. For these reasons, no General Plan amendment is required as part of the project’s entitlements.

The Draft EIR does not ignore and distort the SSP. Specifically, Section 3.8 of the Draft EIR presents a detailed consistency analysis with the current goals, objectives, requirements, and recommendations of the SSP. The project’s relationship to high-level goals for the Sunset Strip as a whole are discussed, as well as the project’s consistencies and inconsistencies with existing objectives, requirements, and recommendations for the Holloway Triangle and the project site itself. Areas where the project diverges from the SSP are disclosed, and the analysis concludes by describing how an SSP amendment would resolve these discrepancies. The Draft EIR also does not ignore the policies of the General Plan that are designed to protect adjacent properties and neighborhoods. Policies LU-1.2, 1.11, and 2.2, which are specifically listed by the commenter, are listed in Table 3.8-1 of the Draft EIR, and are accompanied by a description of the project’s consistency with those policies. Policies LU-2.10 and LU-4.4 were not included in Table 3.8-1 because they provide directions to the City, as opposed to specific development projects. Additionally, Policy LU-4.4 applies to development projects along commercial corridors that

adjoin residential properties. While the project site is located along a commercial corridor, it does not adjoin residential properties. The only property adjoining the project site is located to the south, which is occupied by a hotel, and does not contain any residential uses. Under CEQA Guidelines Section 15125(d), an EIR must discuss "any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans," and is not required to include a separate discussion demonstrating how the proposed project would be consistent with every element of such plans. No analysis is required if the proposed project is consistent with applicable plans. Accordingly, the Draft EIR was not required to discuss consistency with each and every plan or policy.

Nevertheless, for informational purposes, policies LU-2.10 and LU-4.4 are discussed below in relation to the proposed project:

- LU-2.10: Encourage the reuse of existing commercial structures through the use of incentives in order to maintain the scale of neighborhoods. The project would not involve reuse of the existing on-site commercial structures; however, the project would not impede the City from developing and using incentives to support building reuse. Retention of the existing on-site commercial structures has been evaluated in Chapter 5, Alternatives, in the Draft EIR. Specifically, an alternative that would retain the Viper Room building was assessed by the City but was rejected from detailed consideration due to its inability to avoid or substantially lessen the project's significant and unavoidable construction noise impact. Additionally, this alternative would not meet several of the project objectives. One project alternative (Alternative 1 – No Project Alternative) would retain the existing on-site buildings and has been carried forward for detailed review in the Draft EIR. City decision makers will review the proposed project and its alternatives (including Alternative 1) and determine whether to approve the proposed project or any of its alternatives.

The underlying purpose of the project is to revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential (Draft EIR, Section 2.4). The project site currently consists of surface parking and low-level commercial structures. While retention of these existing structures will be considered by City decision makers in their evaluation of the project alternatives, retention of some or all of the existing on-site structures would not achieve the underlying purpose of the project or the identified project objectives (Draft EIR, pages 5-8, 5-9, and 5-14).

- LU-4.4: Require development projects along commercial corridors to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences. As described above, the project site is located along a commercial corridor and does not adjoin a residential property, therefore this policy is not applicable. Nevertheless, as described in the Draft EIR, the project incorporates varied massing and heights, and the residential and hotel volumes would have differentiated material palettes to further break down the building scale. The opening between the two volumes would also minimize the massing. Additionally, several alternatives have been carried forward for detailed consideration that would involve reduced building height (see Alternative 2 in Chapter 5 of the Draft EIR and Alternative 4 in Chapter 3.0 of this Final EIR). Alternative 4 also involves reduced massing. As with the proposed project, these alternatives would include architectural design features that would help reduce the appearance of scale and massing on the project site. It is noted, however, that the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law (PRC Section 21099(d)(1)), and privacy is not a specified environmental topic area outlined in the State CEQA Guidelines.



LU-8.1 is not included because this policy is applicable to the residential areas identified in Figure 3-1 of the General Plan, and the proposed project is not within one of those areas. The EIR does not focus on policies that deal “generically with quality of life, signage, and economic growth,” as asserted by the commenter. Rather, the EIR includes over 15 pages of General Plan policy consistency analysis. Policies applicable to specific development projects are listed and analyzed, including urban design policies, public spaces and streetscape policies, and policies specific to Sunset Boulevard. While quality of life, signage, and economic growth are addressed as they pertain to certain general plan policies, the discussion is not limited to these topics. The Draft EIR includes a robust General Plan policy analysis that demonstrates consistency with applicable aspects of the Land Use and Urban Form Element. Nevertheless, as disclosed throughout the Draft EIR, the project would require an SSP amendment, in order to bring the project into consistency with the SSP plans and policies applicable to the project site.

**03-5** This comment pertains to the project’s fair share contributions to roadway improvements.

As noted by the commenter, Policy M-5.9 of the General Plan requires new developments to pay a share of transportation improvements, as necessitated by that development. As detailed in Section 3.12 of the Draft EIR, with additional detail provided in Appendix L of the Draft EIR (the project’s Transportation Analysis) the project is located within a high-quality transit area and would be screened out of further VMT analysis pursuant to the criteria in the City’s guidelines, OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA, and CEQA Guideline Section 15064.3, subdivision (b)(1). Section 3.12 also addresses conflicts with programs, plans, and regulations addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts were determined to be less than significant. As such, no significant transportation impact is anticipated with development of the project, as substantiated in Section 3.12 and Appendix L of the Draft EIR. Therefore, the project is not required to provide mitigation measures and is not subject to contributing towards transportation improvements, and the Draft EIR was not required to include the information requested by this comment. CEQA does not require extensive detail beyond that needed for evaluation and review of the project’s environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provided sufficient information in order for the public and decisionmakers to meaningfully evaluate the project’s potential environmental impacts. CEQA does not require “a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters” and lead agencies are not required to “provide all information requested by reviewers.” (*Id.*, § 15204.) Because this information was not required to be included in the Draft EIR to analyze the project’s environmental impact, no recirculation is required.

**03-6** This comment pertains to the project’s VMT analysis; Topical Response No. 8 addresses the project’s VMT analysis, including the City’s VMT guidelines regarding what projects could result in a “regional draw.” Although the total number of vehicular trips generated by the project’s hotel and restaurant uses were based on data from empirical studies conducted at sites throughout the City, as noted in the comment, trip types and trip lengths associated with hotel and restaurant visitors are inconsistent and unpredictable due to daily guest variations. Conversely, and as noted in the City’s VMT guidance, resident and employee trips and associated trip lengths are data points that provide a consistent modeling analysis and are therefore considered in the VMT impact analysis metric. As noted on page 17 of the OPR Technical Advisory, “[o]f land use projects, residential, office, and retail projects tend to have the greatest influence on VMT” and “[l]ead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types.” Further, as

detailed in Appendix 1 of the OPR Technical Advisory, “lead agencies have discretion to choose the most appropriate methodology to evaluate project impacts” (OPR 2018).

The comment incorrectly represents statements from the Draft EIR regarding the land uses proposed by the project and how they relate to VMT. As reported in this comment, the Draft EIR discloses that the project would develop new uses on the project site that would be more extensive than the on-site uses that currently exist and that such uses would include a nightclub and conference/event space. As stated in the City’s VMT guidance and as explained in Topical Response No. 8, projects with a more typical workforce, such as hotels, restaurants/bars, office buildings, and event spaces are not considered to have a significant regional draw. Furthermore, the City’s VMT guidance notes that the size of a development does not directly indicate that a project would generate a significant regional draw. Additionally, as addressed in the City’s TIA Guidelines, whether a project is considered a regional draw is based on the type of use within the project, and not whether the project has landmark architectural qualities. As such, the project’s size, its expansion of land uses on the project site, its inclusion of a nightclub and conference/event space, and its architectural qualities do not provide evidence that it would constitute a significant regional draw.

The commenter challenges statements made in the Draft EIR that the project’s land uses would be similar to existing uses, stating that the Draft EIR contradicts itself in stating that the project would “introduce new uses.” Again, these claims misrepresent statements made in the Draft EIR which accurately explains that the project would introduce new uses to the project site, when compared to existing conditions. The Draft EIR does not purport that the project’s uses are new or unique relative to other land uses in the City. As noted on page 3.12-14 of the Draft EIR, the proposed hotel, residential, restaurant, and nightclub uses proposed by the project would be similar to existing uses within the City, particularly those located along the Sunset Boulevard corridor. Thus, consistent with existing uses in the City, the project’s residential and work-related trips are anticipated to be lower than SCAG’s average VMT for the region, related to the dense and diverse mix of uses in the City, high walkability, and frequent transit services.

The Draft EIR’s analysis is appropriately based on the guidelines established by the City, as lead agency, which expressly state that hotels, restaurants/bars, and event spaces would not be considered to have a regional draw, rather than on comments made by councilmembers at a hearing that were not memorialized in City guidance documents or findings.

**03-7** This comment states that because of the low number of bicycle trips in the project area under existing conditions, the project and the environmental analysis should not be able to rely on any TDM measures related to bicycle use.

As detailed in the Table 4 of the Transportation Study for the project (Draft EIR, Appendix L), no trip reductions were applied to the project’s trip generation estimates to account for bicycle and walk-in trips. Therefore, the trip generation presented is conservative. Attachment E of the Transportation Study provides details of potential TDM strategies that the project could implement to meet the trip reduction requirements of the City’s TDM Ordinance. The project would be required to develop a TDM Plan, which may include some of the strategies listed in Attachment E of the Transportation Study, and would be subject to trip monitoring to demonstrate compliance with the trip reduction requirements of the TDM Ordinance.

**03-8** This comment pertains to the project's trip generation calculations and to level of service calculations.

Specifically, the comment suggests that the Draft EIR and Transportation Analysis be revised and recirculated to include the following:

- (1) Guest surveys at other similar area hotels to provide a reasonable basis for estimating guest trip/tour lengths for overnight, restaurant and special event guests,
- (2) Employee surveys at similar hotels to determine length of employee trips,
- (3) Reasonable "worst-case" estimates of peak hour trips assuming simultaneous guest arrivals for a maximum capacity special event along with peak guest and employee arrivals and departures for the residential, hotel room, restaurants, nightclub and other project components,
- (4) Source documents should be included and summarized by methodology and results for all trip generation estimates,
- (5) A detailed VMT analysis including assumptions, sources, analysis and conclusions should be provided. Trip lengths and number of trips should reflect and be consistent with the updated guest surveys and maximum event capacity (times number of events) as indicated above.
- (6) A revised and expanded LOS and street analysis should be provided in accordance the City's Local Transportation Guidelines and General Plan Policy M-5.9.
- (7) The project's impact on the transportation system (streets, intersections, sidewalks, bus, transit, rideshare, etc.) should be quantified and mitigated.
- (8) The TDM menu should be revised to eliminate all bicycle-related measures (due to their proven inefficacy as discussed above).
- (9) Analyses of noise, air quality and other impact sections in the Draft EIR should be revised in accordance with the changes to trip generation and trip length indicated above.

Refer to Response to Comment 03-5 regarding the project's consistency with General Plan Policy M-5.9 related to the analysis of impacts on the transportation system and quantification of the project's fair share contribution, Topical Response No. 8 regarding the anticipated local draw of the project, and Response to Comment 03-7 regarding the TDM program.

The trip generation estimates included in the Transportation Analysis for informational purposes are based on rates developed using empirical data from surveys from conducted at hotel sites within the City and consider all trip types including guest and employee trips to the hotel and the ancillary uses (i.e., retail and restaurant). Further, as discussed in Section 3.12, with additional detail provided in Appendix L, of the Draft EIR, and Topical Response No. 8 of this Final EIR, consistent with CEQA Guidelines section 15064.3 and the City's guidelines for analyzing VMT, the project would meet all five of the City's screening criteria under its guidelines, such that further VMT analysis was not required, and no mitigation measures would be required.

With the passage of SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments. SB 743 directed lead agencies to revise transportation guidelines to include the established transportation performance metric of VMT as the most appropriate metric to evaluate a project's transportation impacts. CEQA Guidelines Section 15064.3, subdivision (b)(1) states

that a lead agency has discretion to choose the most appropriate method to evaluate a project's VMT. Thus, LOS analysis is no longer required by CEQA, and the City's adoption of VMT guidelines supersedes the previous Local Transportation guidelines. Nonetheless, a peak hour trip generation analysis was included in the project's Transportation Analysis (Draft EIR, Appendix L) for informational purposes only to evaluate the project's trip generation during the "worst-case" operating conditions of the adjacent roadway network (i.e., the commuter peak hours), in accordance with the City's guidelines. The trip generation estimates were calculated based on published rates from *Trip Generation Manual, 10<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2017) as well as trip generation rates developed based on empirical studies conducted in the City, consistent with *Trip Generation Handbook, 3<sup>rd</sup> Edition* (ITE, 2017), which suggests that properly collected data and validated local data should be considered in addition to the national database. The trip generation rates account for trips associated with ancillary and supporting amenities, including meeting facilities and restaurant/retail uses within hotel uses. The Transportation Analysis disclosed the anticipated traffic volumes with the addition of project traffic under Existing and Future Conditions at the adjacent intersections during the commuter peak hours, as well as the average daily traffic volumes along the adjacent residential street segments. In accordance with the City's TIA Guidelines, the Transportation Analysis also included for informational purposes a Site Plan Review and Analysis that considered the four corners of the project site and a Driveway and Circulation Analysis that considered intersections that provide access to the project site, critical nearby major intersections, and project driveways. As part of these informational analyses, the project's potential effect on the transportation system is addressed, including bicycle, pedestrian, and transit access, as well as emergency access.

Since the Draft EIR was not required to include an LOS analysis following the passage of SB 743, and the Transportation Analysis includes all required analyses in accordance with the City's TIA Guidelines, the information requested in this comment is not required to be included in the Draft EIR, and therefore no recirculation is required. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers." (CEQA Guidelines, § 15204.)

**03-9** See Topical Response No. 7 for a discussion of the project's parking.

**03-10** This comment outlines a number of claimed inconsistencies between the proposed project and the SSP. Inconsistencies listed by the commenter are outlined below, followed by a discussion of how each alleged inconsistency is addressed and discussed in the Draft EIR. See also Topical Response No. 5 for additional discussion of the project's consistency with the SSP.

- "The SSP (p. 59) provides for a maximum FAR of 2.75 on this site (designated "Site 6E"); whereas the project has an FAR of 6.0." The topic of the project's FAR as it relates to SSP consistency is addressed in Section 3.8 of the Draft EIR (see Table 3.8-2, page 3.8-28). As stated therein, the requested project approvals include an SSP amendment, which would establish a base density for the project site of 6.00. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the density and height requirements in the SSP. The environmental impacts associated with increased density and height, which include increased air emissions, noise, transportation, population, and demands for public services and utilities, are evaluated throughout this EIR.
- "The SSP (p. 65) provides for a maximum height of 110 feet compatible with the adjacent London Hotel at 117 feet tall; whereas, the proposed Project will be 200 feet tall and will loom over the

London Hotel.” The topic of the project’s height as it relates to SSP consistency is addressed in Section 3.8 of the Draft EIR (see Table 3.8-2, page 3.8-28). As stated therein, the requested project approvals include an SSP amendment, which would establish a new maximum allowable height limit on the project site that would allow for the proposed project’s increased height. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the height requirements in the SSP. The environmental impacts associated with increased height, which include increased air emissions, noise, transportation, population, and demands for public services and utilities, are evaluated throughout this EIR.

- “The SSP (pp. 65 and 219) specifies that the northern portion of the site along Sunset should be no more than 35 feet in height, with a taller height of up to 110 feet allowed in the southern portion; whereas, the proposed project will appear to hang over Sunset Boulevard with two 200-foot towers, one of which is set back less than 5 feet from Sunset at most floor levels.” Height is addressed in the above bullet point. The project’s setbacks, as they relate to SSP consistency, are addressed in Section 3.8 of the Draft EIR (see Table 3.8-2, page 3.8-29). As stated therein, the proposed project would provide a setback from Sunset Boulevard ranging from approximately 34 feet to 18 feet, consistent with the SSP.
- “The SSP allowed a maximum commercial development cap, whereas the project will exceed the development cap by hundreds of thousands of square feet of development.” The SSP’s commercial development cap is addressed in the Draft EIR on page 3.8-3. As stated therein, the commercial development cap from the SSP was realized approximately in 2019. If either the cap or the land use mix are changed from the assumptions set forth in the SSP, the City is required to prepare supplemental environmental analyses to evaluate those changes. The proposed project would thus contribute to an already existent exceedance in the commercial cap, and the City has prepared an environmental analysis to evaluate this (contained herein and in the Draft EIR for the project). In summary, while the project exceeds the commercial development cap, the City has dealt with this exceedance by analyzing the proposed project for its environmental impacts, consistent with the requirements of the SSP and of CEQA. The environmental impacts analysis for the project also addresses its cumulative environmental impacts in light of other recent development within the SSP area.
- “The SSP did not identify this site as being appropriate for residential development (SSP, p. 103), and yet the project includes 41 residential units.” The project’s inclusion of residential units is analyzed throughout the EIR. As it specifically relates to policy consistency, the project’s residential component is discussed in Section 3.8 of the Draft EIR (see pages 3.8-3, 3.8-9 through 3.8-11, and 3.8-29). While the project site is not specifically identified in the SSP as a site that may be appropriate for residential use, the project would be brought into consistency with the land use specifications for the project site upon approval of the proposed SSP amendment. The environmental impacts associated with the development of hotel and residential uses at the site are evaluated throughout the EIR (Draft EIR, page 3.8-29). Furthermore, it is noted that land use policy considerations have changed since the time of the SSP. California is currently undergoing crises of housing affordability and availability, and the state has enacted numerous pieces of legislation to spur more housing production and promote denser housing closer to major employment hubs. At a local level, the current Regional Housing Needs Allocation cycle assigns the City with developing 3,933 new housing units, whereas the prior cycle assigned the City with development of 77 new housing units. This illustrates an increasing emphasis on the development of new housing, and the proposed project would thus contribute to these more recent land use policy goals.

- *“The SSP (p. 100) has a policy of encouraging the development of Class “A” office space on Site 6E, and yet the Project includes no commercial office space.”* The project’s lack of office space, despite policies encouraging development of office uses, is addressed in Section 3.8 of the Draft EIR (see pages 3.8-17 and 3.8-29). As stated therein, while the project would not include office uses, project approval would involve an SSP amendment, which would specify development of a hotel and residential uses at the project site. As such, upon approval of the proposed SSP amendment, the project would be brought into consistency with the land use specifications for the project site. The environmental impacts associated with the development of hotel and residential uses instead of office uses are evaluated throughout this EIR (Draft EIR, page 3.8-29). Additionally, as also stated in Section 3.8, while the proposed project would not include office space, it would support nearby offices and would also provide meeting rooms and a banquet space, which could be used by businesses in the area to host meetings or events (Draft EIR, page 3.8-17).
- *“The SSP (p. 221) requires the Project to have a coordinated entry plaza shared with the London Hotel to the south; whereas, the proposed Project has no coordinated entry or plaza.”* Coordination between the London Hotel and the project site is addressed in Section 3.8 of the Draft EIR (see pages 3.8-29 and 3.8-30). As explained therein, specifications for a coordinated entry plaza are design recommendations from the SSP, not requirements. Nevertheless, these recommendations are discussed in the Draft EIR, and the project’s inconsistencies with these recommendations are described. As stated therein, upon approval of the proposed SSP amendment, the project would be brought into consistency with the recommendations in the SSP. Additionally, as also noted in the Draft EIR, inconsistencies with the design recommendations for the relationship between development on the project site and the London Hotel would not cause significant environmental impacts, as these recommendations pertain to urban design as opposed to environmental impact mitigation (Draft EIR, page 3.8-30).

As described above, the inconsistencies between the proposed project and the SSP are disclosed in Section 3.8 of the Draft EIR. However, as also described in Section 3.8, while the project does not meet all of the precise development parameters that were established for the project site in the SSP, the project is consistent with, and would help achieve, the City’s overall vision for the Sunset Strip as established in both the SSP and in the General Plan. The overarching goals of the SSP are to preserve the eclectic character of Sunset Boulevard, manage and direct growth, and promote responsible development. The proposed project would contribute to maintaining the eclectic character of the Sunset Strip through a new building with unique and innovative architecture that would continue the legacy of creativity and eclectic design along Sunset Boulevard. The project would also involve growth within the confines of one of the Target Sites that was selected for new development, increased height, and increased density on the Sunset Strip, thereby remaining consistent with the SSP’s overall guidance regarding growth. The proposed project would also incorporate a range of sustainable, pedestrian-oriented, and transit-oriented features and would promote and support economic growth in the City, thereby incorporating the SSP’s overarching goal of promoting responsible development. While the project is consistent with the overall vision for the Sunset Strip described in the SSP, the project also provides an opportunity to revisit the SSP through the amendment process to consider more up-to-date design and land use needs, which have changed over the course of the past 27 years. (The SSP was adopted 27 years ago, in 1996. Since that time, urban design concepts have evolved, the Southern California economy has undergone a variety of changes, and the nature of development and design along the Sunset Strip has shifted over time) (Draft EIR, pages 3.8-30 and 3.8-31).

Nevertheless, as explained in Section 3.8 and as described above, the proposed project requires approval of a Specific Plan Amendment in order to bring the project into consistency with the SSP. City decision makers have the discretion to approve or deny the SSP amendment. If the amendment is not approved, then the project as proposed would not be consistent with the SSP and would not be constructed.

This comment also mentions that the project would be “spewing noise, shadows, traffic, GHGs throughout the neighborhood and beyond.” Potential noise impacts are addressed in Section 3.9 of the Draft EIR. Section 3.15 of the Draft EIR discusses potential impacts related to shadows for informational purposes. While impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, traffic impacts are addressed in Section 3.12 of the Draft EIR. GHG emissions are addressed in Section 3.5 of the Draft EIR. With the exception of construction noise, impacts were determined to be below a level of significance under CEQA (with mitigation incorporated, where applicable).

**03-11** As described under Response 03-8, the project’s trip generation estimates are appropriate and do not underestimate the trips that would be generated by the proposed project. The trip generation estimates were calculated based on published rates from Trip Generation Manual, 10th Edition (Institute of Transportation Engineers [ITE], 2017) as well as trip generation rates developed based on empirical studies conducted in the City, consistent with Trip Generation Handbook, 3rd Edition (ITE, 2017), which suggests that properly collected data and validated local data should be considered in addition to the national database. The trip generation rates for the hotel use account for trips associated with ancillary and supporting amenities, including meeting facilities and restaurant/retail uses within the proposed project’s hotel uses. The Transportation Analysis disclosed the anticipated traffic volumes with the addition of project traffic under Existing and Future Conditions at the adjacent intersections during the commuter peak hours, as well as the average daily traffic volumes along the adjacent residential street segments. Since the estimates are appropriate, the air quality modeling does not need to be redone to account for revised trip generation estimates.

The Air Quality Management Plan (AQMP) is not based on growth assumptions or development caps from the SSP. Rather, AQMPs incorporate more generalized growth assumptions from the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Draft EIR demonstrates the project’s consistency with growth that is predicted in the SCAG RTP/SCS. Because the project’s growth falls well within growth predicted for the City in the SCAG RTP/SCS, the project is determined to be generally consistent with the growth assumptions included in the AQMP. Furthermore, the planning horizon for the SSP ended in 2016; as such, potential exceedances in the development caps of the SSP are anticipated and are permitted by the SSP to be addressed in individual environmental documents, such as this EIR. For these reasons, the AQMP consistency analysis presented in the EIR is appropriate and does not require revisions. As described in Chapter 3.0, Errata, subsequent to publication of the Draft EIR for public review in September 2021, the SCAQMD adopted its 2022 AQMP. As substantiated in Chapter 3.0, the recent adoption of the 2022 AQMP does not change the consistency analysis or impact conclusions presented in the air quality section of the Draft EIR.

Regarding other related projects in the air basin that are associated with density bonuses or plan amendments that increase density, the Draft EIR includes and analyzes a robust list of related/cumulative development projects in the vicinity. This list captures 115 related projects, including other projects that have density bonuses or plan amendments within a relevant geographic

radius around the project site (see Chapter 4.0 of the Draft EIR). On a regional scale, regional projections (such as those contained in SCAG's RTP/SCS) are updated on a periodic basis. For example, SCAG's RTP/SCS is updated every four years. This means that SCAG and other regional agencies periodically poll local agencies to update projections based on plan amendments and other new development. As such, as new projects are developed and plan amendments are approved, such growth becomes incorporated into regional projections. For relevant topical areas, the cumulative analysis in the Draft EIR relies on regional projections and reflects regional growth, including growth that may be associated with density bonus projects and/or plan amendments.

**03-12** This comment provides a summary of comments raised in this letter. Refer to the responses above. As described above, this comment and the comments in this letter do not raise any significant new information requiring recirculation of the Draft EIR pursuant to CEQA Guidelines section 15088.5. The commenter's recommendation that the project should be redesigned and their statement that elected officials should support projects that improve resident's daily lives are included in this Final EIR for review and consideration by City decision makers.

### References

OPR (Governor's Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).



## Response to Comment Letter O4

### West Hollywood Heights Neighborhood Association Survey #1 – Project Height and Design

This comment letter consists of an online survey pertaining to the proposed project that was conducted by the West Hollywood Heights Neighborhood Association. Due to the variety of topics raised throughout the survey responses, the topics raised by survey respondents are summarized in the list below, and aggregate responses are provided to each environmental topic raised.

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
<b>General Project Design</b>	
Structural Engineering Concerns	As discussed in Section 3.4 of the Draft EIR, the project would be subject to all local and state building codes and would be approved by a certified structural engineer prior to the beginning of construction activities. Additionally, per MM-GEO-1, the project would be required to implement the recommendations set forth within a site-specific Geotechnical Investigation.
Concerns that Landscaping will not Survive	As discussed in Section 3.7 of the Draft EIR, the project's landscaping would consist of native planting and short palm trees. All landscaping would be meet the City's drought tolerance requirements for plant materials (Section 19.26.090 of the City's Municipal Code). The use of native, drought-tolerant landscaping would minimize landscaping maintenance requirements and maximize landscaping survival to the extent practicable. It is also noted that landscape maintenance is not an environmental topical area under CEQA, and statements that the project's landscaping may not survive are highly speculative.
<b>Aesthetics and Visual Resources</b>	
View Blockage	See Topical Response No. 3
Neighborhood Scale & Character	See Topical Response No. 2
Shade/Shadow	The topic of shade/shadow is addressed in Section 3.15 of the Draft EIR for informational purposes. Specifically, Figures 3.15-9 through 3.15-17 of the Draft EIR show the shadows that would be cast by the proposed project at different times throughout the year. As shown, shadows cast on shade/shadow-sensitive uses (residences, parks, schools) would be relatively limited. This analysis is provided in the Draft EIR for informational purposes only, as the City does not define a specific threshold for shade/shadow impacts and, furthermore, the aesthetic impacts of the project cannot be

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>considered significant environmental impacts pursuant to PRC Section 21099(d)(1) (see Topical Response No. 2 for a discussion of the applicability of PRC Section 21099(d)(1) to the project).</p>
<p>Light Pollution</p>	<p>Light pollution is discussed in Section 3.15 of the Draft EIR for informational purposes. Because the proposed project is a mixed-use residential project located on an infill site within a transit priority area, its aesthetic impacts (including light/glare impacts) cannot be considered significant impacts to the environment pursuant to PRC Section 21099(d)(1) (see Topical Response No. 2 for a discussion of the applicability of PRC Section 21099(d)(1) to the project). For informational purposes, aesthetics analysis is provided in the Draft EIR, within Section 3.15. As stated therein, the project would comply with the City’s requirements and regulations regarding outdoor lighting, including Section 19.20.100 of the City’s Municipal Code, which requires outdoor lighting to be designed to prevent glare, light trespass, and sky glow. In addition, this regulation requires that lighting be architecturally integrated with the character of structures and directed away from adjacent properties (and the public right-of-way) and shielded to confine all glare within the boundary of the site. Additionally, the project’s proposed billboards would be required to comply with the Sunset Boulevard Off-Site Signage Policy, which establishes maximum brightness standards based on the time of day, as well as light trespass limits. Furthermore, the project would be subject to design review to ensure building materials that could create adverse light or glare effects are not included in the design.</p>
<p>Concerns Regarding Design/Architectural Style</p>	<p>As discussed in Section 3.8 of the Draft EIR, the project’s design would contribute to maintaining the eclectic character of the Sunset Strip through its innovative architectural style. The design would meet the City’s overarching goals for scenic quality along the Sunset Strip, as established in the General Plan and SSP. Additionally, the project’s design would comply with all applicable federal, state, and local design requirements.</p>
<p>Digital Billboards &amp; Driver Distraction</p>	<p>The City’s Sunset Boulevard Off-Site Signage Policy Initial Study/Negative Declaration (City of West Hollywood 2019) concluded that compliance with the maximum sign luminance requirements from the Sunset Boulevard Off-Site Signage Policy would limit nighttime sign brightness to below 500 foot lamberts</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>(fL), which is the maximum allowable luminance under California Vehicle Code Section 21466.5. (See Sunset Strip Off-Site Signage Policy Initial Study/Negative Declaration, p. 48.) The Sunset Strip Off-Site Signage Policy Initial Study/Negative Declaration also concluded that compliance with the Sunset Boulevard Off-Site Signage Policy would protect pedestrians and drivers from potentially adverse effects of installing digital signage along the Sunset Strip. As further stated in the Sunset Strip Off-Site Signage Policy Initial Study/Negative Declaration, upon compliance with the Sunset Boulevard Off-Site Signage Policy, new billboards are not expected to produce light or glare to the extent that significant impacts would result under CEQA (see Sunset Strip Off-Site Signage Policy Initial Study/Negative Declaration, p. 50). The project’s billboard component would be subject to the requirements of the Sunset Boulevard Off-Site Signage Policy. Additional standards, above and beyond state regulations, are also included in the Sunset Boulevard Off-Site Signage Policy to limit the aspects of digital imagery that may be particularly distracting to drivers.</p>
<p>Inaccurate Visual Renderings/Skewed Perspective</p>	<p>While the project renderings are referenced in the Draft EIR, they do not form the basis for any impact conclusions under CEQA and are included solely for informational and illustrative purposes. The aesthetics section of the Draft EIR (Section 3.15) also includes photorealistic visual simulations of the project from a variety of vantage points (see Figures 3.15-3 through 3.15-6). These simulations were prepared with a three-dimensional digital model of the surrounding urban context using Geographic Information System data for topography and buildings. From there, the project was placed in a three-dimensional digital model in perspective to match the vantage point, allowing the simulations to realistically illustrate what the proposed project would look like in the surrounding context. Because the project is rendered in perspective to match the pedestrian eye level vantage point of the existing photographs, visual elements in the foreground appear larger than visual elements further in the distance, consistent with how pedestrians experience their surrounding environment. Visual elements that are in the foreground can sometimes block the full view of visual elements at a distance even though the foreground element may be a smaller dimension. These simulations are included for informational</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>purposes, since the aesthetic impacts of the project cannot be considered significant, pursuant to state law (see Section 3.15.2 of the Draft EIR for details).</p>
<b>Air Quality</b>	
<p>Wind Patterns/Canyon Effects along Sunset Strip</p>	<p>The proposed project’s immediate surroundings are characterized by low-rise buildings. The addition of a new 15-story mixed-use hotel and residential building would not be expected to create a “canyon-like effect” or any substantial changes in wind patterns in the project vicinity. These phenomena are generally associated with many tall buildings channeling wind flow within a dense urban setting. The commenter does not provide a specific environmental concern pertaining to canyon effects or wind patterns and does not provide substantial evidence that changes in wind patterns or creation of a canyon effect would result in a significant impact to the environment pursuant to CEQA.</p>
<b>Biological Resources</b>	
<p>Habitat and dangers to avian populations (e.g., from birds flying into windows)</p>	<p>Potential impacts to biological resources were addressed in the Initial Study (Draft EIR, Appendix A). The Initial Study determined that the proposed project would not have any potential to result in a significant impact to biological resources and the topic was eliminated from further consideration in the EIR. The project is located in a highly urbanized area and suitable habitat for sensitive or special-status species does not occur on the project site. Furthermore, the Sunset Strip as a whole is interspersed with buildings rising over 100 feet above the street. As such, the proposed project would not present a particularly unique scale relative to what currently exists in the surrounding environment. Bird-window collision mortality has been shown to be strongly associated with an interaction effect between building size and regional urbanization, with the positive effect of building size on mortality strongest in areas with low levels of regional urbanization and weak to nonexistent in regions with high levels of urbanization (Loss et al. 2019, Hager et al. 2013).</p>
<p>Urban heat island effect</p>	<p>The project would increase vegetation and pervious surfaces relative to existing conditions and would also remove an existing surface parking lot. As such, the project is not anticipated to substantially contribute to an urban heat island effect relative to existing conditions. Additionally, the City has introduced a new alternative (Alternative 4) as part of</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>this Final EIR. (See Chapter 3.0, Errata, “Alternative 4.”) Alternative 4 would incorporate approximately 4,000 square feet of permeable surfaces in the form of landscaping and public realm enhancements, which would also increase pervious surfaces on the site relative to existing conditions and relative to the proposed project.</p>
<b>Cultural Resources</b>	
Historic Los Angeles Landmarks	See Topical Response No. 1
Historic Character of Sunset Strip	See Topical Response No. 1
<b>Geology and Soils</b>	
Earthquake Risk	See Topical Response No. 4
<b>Land Use and Planning</b>	
<p>Sunset Specific Plan Compliance</p> <ul style="list-style-type: none"> <li>▪ Conflicts with SSP Height Limit of 10 Stories</li> <li>▪ Justification for 15 stories is “poorly justified in the Draft EIR”</li> <li>▪ The corner of Sunset Boulevard and Larrabee Street may not be defined as a “Target Site”</li> <li>▪ Concerns of setting a precedent for increased height</li> </ul>	<p>See Topical Response No. 5. It is noted that the entirety of the project site is outlined as a “Target Site” in the SSP. The proposed project’s height and number of stories is consistent with the Project Objectives, as described in Section 2.4 of the Draft EIR, which include concentrating increased height and density on a designated Target Site and maximizing the development potential of the project site while minimizing the appearance of massing. Furthermore, the project’s exceedance of height restrictions requires project-specific discretionary review and approval. Any other projects in the area with height exceedances would generally require a similar level of review. The SSP was written with a certain level of flexibility to allow decision makers to review and potentially approve projects that do not fit all of its specifications, if those projects are otherwise found to further the goals of the SSP.</p>
<b>Noise</b>	
Construction and Operational Noise Impacts	<p>Construction and operational noise are analyzed in the Draft EIR (Section 3.9) pursuant to the requirements of CEQA. Mitigation measures are identified therein to reduce noise generated by the project during both construction and operations. However, construction noise was determined to be a significant and unavoidable impact, even after implementation of all feasible mitigation. See also Topical Response No. 6 for additional information regarding noise.</p>
<b>Population and Housing</b>	
Lack of Need for Hotels	<p>As discussed in Topical Response No. 5, the addition of the project, including its hotel component, would be consistent with the City’s vision for the Sunset</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	Strip, as established in the General Plan and in the SSP. The General Plan describes the Sunset Strip as an urban corridor with entertainment, restaurant, shopping, and hospitality destinations that attract visitors to the area. The project would support these aspects of the Sunset Strip through its iconic architecture and the introduction of a new restaurant and hospitality destination.
Need for More Housing	As discussed in Section 3.10 of the Draft EIR, the project includes 41 dwelling units, which would contribute to the approximately 4,100 households that are expected to be added to the City by 2045, according to SCAG's 2020-2045 RTP/SCS. Additionally, as discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. This new alternative includes more housing units when compared to the proposed project. (Specifically, Alternative 4 would include 62 market-rate units and 16 affordable units, for a total of 78 units.) City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.
<b>Traffic and Transportation</b>	
Congestion in the Project Area	See Topical Response No. 9
Concerns about Parking in the Project Area	See Topical Response No. 7
Lacks Pedestrian Scale	As described in the Draft EIR (Sections 3.8 and 3.12), the project was determined to be consistent with the City's land use plans and policies pertaining to pedestrian facilities. Nevertheless, the City has introduced a new alternative (Alternative 4) as part of this Final EIR that shows a variety of changes in design and land use programming, in response to comments made by community members. (See Chapter 3.0, Errata, "Alternative 4.") With regards to pedestrian scale, Alternative 4 includes a horizontal architectural feature above the ground floor to emphasize the street level. Additionally, a publicly accessible outdoor area would be included on the ground floor and would connect to Sunset Boulevard via a breezeway. As such, Alternative 4 presents additional features to emphasize and enhance the pedestrian realm. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.
Need for Public Transportation Access to Reduce Vehicle Traffic	The City is located within a high-quality transit area, as identified by SCAG and the Los Angeles County Metropolitan Transportation Authority (Metro) (see

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>Appendix L of the Draft EIR). The project area is served by bus lines operated by Metro and City of West Hollywood shuttles. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard. As detailed in Section 3.8 of the Draft EIR, the project is also located within 0.5 miles of Santa Monica Boulevard and San Vicente Boulevard, which is considered a major transit stop. A major transit stop is defined in PRC Section 21064.3 as a site containing (a) an existing rail or bus rapid transit station, (b) a ferry terminal served by either bus or rail transit service, or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the commuter morning and afternoon peak periods. Therefore, the project site is located within a transit priority area (defined in PRC Section 21099 as the area within 0.5 miles of a major transit stop). As such, and as described in Section 3.8 of the Draft EIR, the project would support the City’s vision for improved circulation as it would be a mixed-use development located within the vicinity of mass transit.</p>
<b>Utilities and Service Systems</b>	
<p>Need for Increased Law Enforcement and Emergency Services</p>	<p>Police protection and fire protection services (which include emergency medical services) are addressed in Section 3.11 of the Draft EIR. As described therein, the growth attributable to the project is not anticipated to outpace the capacities of service providers. Furthermore, the City has contracts with the Los Angeles County Sheriff’s Department and the Los Angeles County Fire Department, and additional funds can be allocated for increased support as needed.</p>
<p>Water Usage and Supply</p>	<p>As discussed in Section 3.14 of the Draft EIR, the increase in water demand created by the project falls well within the supply capacity of the City of Beverly Hills, which would provide water to the project site. In addition, the project would incorporate a number of water-efficiency features. These include low-flow showerheads, water efficient kitchen and bathroom faucets, water-efficient toilets and urinals, and drought tolerant landscaping. For these reasons, impacts associated with the project’s water use were determined to be less than significant.</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
<p><b>Suggested Alternatives/Project Recommendations</b></p> <ul style="list-style-type: none"> <li>▪ Reduced Height</li> <li>▪ Alternative Location</li> <li>▪ Incorporation of a semi-public vertical park and overlook</li> <li>▪ Incorporation of more community use components like green space and outdoor seating areas in park-like settings</li> <li>▪ Incorporation of sustainable elements; LEED certification, renewable energy, sustainable greenery</li> <li>▪ Incorporate a music venue (to replace the Viper Room)</li> <li>▪ Dedicate 50% of the building area to passive recreational uses, e.g., butterfly pavilion, aviary, garden</li> <li>▪ Inclusion of parking for every unit and charging stations for e-vehicles</li> <li>▪ Set aside first few stories for income-restricted units (e.g., micro-units in NYC)</li> <li>▪ Eliminate outdoor spaces to reduce noise</li> </ul>	<p>Refer to Chapter 5.0 of the Draft EIR, which discusses alternative locations, alternatives with reduced heights.</p> <p>The proposed project and its alternatives would have goal of LEED Gold or equivalent green building standards and would incorporate a variety of sustainability features, in accordance with the City’s Climate Action Plan and the more recently adopted Climate Action and Adaptation Plan. Sustainability features would include charging stations for e-vehicles. See Section 2.4 of the Draft EIR for details. Additionally, the Viper Room business would be incorporated into the proposed project and all of the alternatives that have been carried forward for consideration by City decision makers.</p> <p>As discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. This new alternative includes ground floor, publicly accessible open space with seating and green space and was developed in response to recommendations and feedback from the community and decision makers related to the project design. Alternative 4 also includes more income-restricted units when compared to the proposed project or when compared to the alternatives carried forward for detailed consideration in the Draft EIR.</p> <p>Devoting 50% of the project to passive recreation would not achieve most of the basic project objectives identified in Section 2.4 of the Draft EIR and would thus not be considered a feasible alternative to the project under CEQA. Nevertheless, this recommendation will be included in this Final EIR for review and consideration by decision makers.</p> <p>Recommendations involving parking would not address a significant environmental impact, as parking is not an environmental topical area under CEQA. Nevertheless, the community’s recommendations involving parking will be included in this Final EIR for review and consideration by decision makers. The proposed project and each of its alternatives would be required to include EV charging stations, pursuant to state and local green building requirements.</p> <p>Regarding outdoor noise, the proposed project’s operational noise can be reduced to less-than-</p>



**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	<p>significant levels through mitigation measures (see Section 3.9 of the Draft EIR). As such, further measures to reduce operational noise (such as enclosing the entirety of the building and eliminating outdoor spaces) is not necessary to evaluate under CEQA. CEQA does not require “a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters” and lead agencies are not required to “provide all information requested by reviewers” (CEQA Guidelines., § 15204). The Draft EIR provided sufficient information in order for the public and decisionmakers to meaningfully evaluate the project’s potential environmental impacts.</p>
<b>Non-CEQA</b>	
Property Values	<p>As stated in the State CEQA Guidelines Section 15064(e) “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” The topic of property values is thus not within the scope of required environmental analysis pursuant to CEQA.</p>
Need for Affordable Housing	<p>The residential portion of the project would include 10 income-restricted units, which would contribute to the City’s affordable housing need. Additionally, as discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. In response to comments from the public and decision makers, this new alternative includes more housing units when compared to the proposed project, including more affordable housing units. (Specifically, Alternative 4 would include 62 market-rate units and 16 affordable units, for a total of 78 units.) City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.</p>
Concerns about Surrounding Residents’ Privacy and Quality of Life	<p>Privacy is not a specified environmental topic area outlined in the State CEQA Guidelines. CEQA requires analysis of a project’s potential impact to views from publicly accessible vantage points. Thus, concerns pertaining to the project’s impact to private property’s privacy is outside of the scope of the required environmental analysis.</p> <p>While quality of life is not a topic that is specifically addressed under CEQA, effects to surrounding neighborhoods, particularly in the categories of air quality, land use and planning, noise, transportation, and aesthetics are evaluated in Sections 3.1, 3.8, 3.9, 3.12, and 3.15 of the Draft EIR, respectively.</p>

**Table 2-2. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 1 - Project Height and Design**

Environmental Topics	Applicable Comment Responses
	With implementation of required mitigation measures as listed in Chapter 4.0 of this Final EIR, impacts would be below a level of significance, with the exception of construction noise, which would remain significant and unavoidable. (It is noted, however, that construction noise impacts at residential properties are shown to be mitigated to below a level of significance; the significant unavoidable construction noise levels would be limited to the London Hotel.)

**References**

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## Response to Comment Letter O5

### West Hollywood Heights Neighborhood Association Survey #2 – Uses and Intensity

This comment letter consists of an online survey pertaining to the proposed project that was conducted by the West Hollywood Heights Neighborhood Association. Due to the variety of topics raised throughout the survey responses, the topics raised by survey respondents are summarized in the list below, and aggregate responses are provided to each environmental topic raised.

**Table 2-3. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 2 - Uses and Intensity**

Environmental Topics	Applicable Comment Responses
<b>Aesthetics and Visual Resources</b>	
View Blockage	See Topical Response No. 3
Project Size/Scale	See Topical Response No. 2
Digital Billboard nuisance and distraction to drivers	See Response to Comment Letter O4, Table 2-2, under Aesthetics and Visual Resources.
<b>Air Quality</b>	
Construction and Operational Impacts	See Section 3.1 of the Draft EIR, as well as Attachment C of this Final EIR, which contains supplementary air quality analysis. No significant unavoidable impacts have been identified.
<b>Cultural Resources</b>	
Impacts to historic buildings/character of Sunset Boulevard	See Topical Comment No. 1
<b>Geology and Soils</b>	
Geologic concerns regarding Excavation Depth and Structural Integrity	For geologic and groundwater concerns, see Topical Response No. 4. In addition, the project would be subject to all local and state building codes, and the final design would be reviewed and stamped by a certified structural engineer. Additionally, the project would be required to implement the recommendations set forth within the site-specific Geotechnical Investigation prepared for the project, per MM-GEO-1.
Seismic and Earthquake Safety Concerns	See Topical Response No. 4.
<b>Land Use and Planning</b>	
Zoning Inconsistency and Opposition to Height Variance	See Topical Response No. 5
Concerns Regarding Density and Land Use Intensity	As discussed in Topical Response No. 5 and Section 3.8 of the Draft EIR, the project would be consistent with the City's vision, goals, and policies regarding land use and density, as established in the West Hollywood General Plan, the Sunset Specific Plan, and the City's Zoning Ordinance.

**Table 2-3. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 2 - Uses and Intensity**

Environmental Topics	Applicable Comment Responses
<b>Noise</b>	
Increased Noise Pollution with Outdoor Uses	The project would implement mitigation measures to reduce noise impacts to surrounding uses to the extent feasible. Refer to Section 3.9 of the Draft EIR for details. As demonstrated therein, noise from operational sources (including the project's outdoor areas) would be less than significant after mitigation.
<b>Population and Housing</b>	
Lack of Need for Hotels	As discussed in Topical Response No. 5, the addition of the project, including its hotel component, would be consistent with the City's vision for the Sunset Strip, as established in the General Plan and in the SSP. The General Plan describes the Sunset Strip as an urban corridor with entertainment, restaurant, shopping, and hospitality destinations that attract visitors to the area. The project would support these aspects of the Sunset Strip through its iconic architecture, and the introduction of a new restaurant and hospitality destination.
<b>Traffic and Transportation</b>	
Traffic Congestion on Sunset, San Vicente, and Larrabee	See Topical Response No. 9
Project Access and Circulation (Concerns regarding one parking entrance and valet only)	See Topical Responses No. 7 and 9
Preference for Sustainable Transportation and Transit Access	The City is located within a high-quality transit area, as identified by SCAG and Metro (Draft EIR, Appendix L). The project area is served by bus lines operated by Metro and City of West Hollywood shuttles. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard. As such, the project would support the City's vision for improved circulation as it would be a mixed-use development located within the vicinity of mass transit.
<b>Utilities and Service Systems</b>	
Concerns Regarding Impacts to surrounding Utilities (electrical, sewage, etc.) with Increased Density	As further discussed in Section 3.14 of the Draft EIR, the project would be adequately served by existing utility infrastructure and would result in a negligible increase for utility services when compared to the existing demand for these services in the project area.

**Table 2-3. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 2 - Uses and Intensity**

Environmental Topics	Applicable Comment Responses
<p><b>Suggested Alternatives/Recommendations</b></p> <ul style="list-style-type: none"> <li>▪ Include public street-front plaza</li> <li>▪ Include more public amenities and mixed use (i.e., gym, park, public garden, public restrooms, nightclub/entertainment, restaurants, commercial/retail)</li> <li>▪ Include more meeting and conference space</li> <li>▪ Inclusion of affordable housing elsewhere as a part of project approval (with no affordable housing onsite)</li> <li>▪ Inclusion of EV charging</li> </ul>	<p>The proposed project would include enhancements to the streetscape along the project frontage, with open space on the mid-level roof terrace. In response to comments, recommendations, and feedback from the community and decision makers, a new project alternative has been developed and is described in Chapter 3.0 of this Final EIR (Alternative 4). This alternative includes a ground floor publicly accessible open space area. While this area is not located directly along the street front, it is accessible via a breezeway connecting the open space to the sidewalk along Sunset Boulevard. Alternative 4 would also incorporate a public observation deck that is integrated with a Native Soil Immersion Garden at the corner of Sunset Boulevard and San Vicente Boulevard, extending south along the project’s San Vicente Boulevard frontage. The Native Soil Immersion Garden would include seating opportunities for pedestrians and native plantings. The publicly accessible observation deck would include a canopy and seating and provide views of the greater Los Angeles Basin to the south. While the proposed project includes nightclub space and restaurant space, the new alternative described above would include slightly more nightclub square footage. This new alternative would also include more affordable housing relative to the proposed project or the previously identified project alternatives; however, the affordable housing would be located on site. The recommendation to locate affordable housing off site as part of project approval will be included in this Final EIR for review and consideration by decision makers; however, this recommendation would not address a significant environmental impact of the project and is thus not required to be evaluated in detail under CEQA.</p> <p>The proposed project and each of its alternatives would be required to include EV charging stations, pursuant to state and local green building requirements.</p>

**Table 2-3. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 2 - Uses and Intensity**

Environmental Topics	Applicable Comment Responses
<b>Non-CEQA</b>	
<p>Need for Affordable Housing</p> <ul style="list-style-type: none"> <li>▪ Concerns that 10 affordable units is not sufficient in context of the City’s housing crisis</li> <li>▪ Concerns that the affordable units are separated from the market-rate units</li> </ul>	<p>The proposed 10 income-restricted units would still contribute to the City’s affordable housing need and would increase affordable units in the City relative to existing conditions. The City’s Affordable Housing Ordinance allows inclusionary units to be clustered within a building if it results in the creation of more affordable units than would otherwise be provided, and that better serves the affordable housing needs of the City. The project is required to provide 20% of the 41 total units as affordable, which is equal to 9 units. A total of 10 one-bedroom units that better serve the affordable housing needs of the City are clustered in the project design to achieve 1 more affordable unit than would otherwise be required. Additionally, as discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. This new alternative includes more housing units when compared to the proposed project, including more affordable housing units. (Specifically, Alternative 4 would include 62 market-rate units and 16 affordable units, for a total of 78 units.) Under the Alternative 4 design, the affordable units would not be clustered on a single floor (see Attachment E of this Final EIR for the Alternative 4 floor plans). City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.</p>
<p>Quality of Life for Surrounding Residents</p>	<p>The residential portion of the project would include 10 income-restricted units, which would contribute to the City’s affordable housing need. Additionally, as discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. This new alternative includes more housing units when compared to the proposed project, including more affordable housing units. (Specifically, Alternative 4 would include 62 market-rate units and 16</p>

**Table 2-3. Environmental Topics - West Hollywood Heights Neighborhood Association Survey # 2 - Uses and Intensity**

Environmental Topics	Applicable Comment Responses
	affordable units, for a total of 78 units.) City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

## Response to Comment Letter O6

### West Hollywood Heights Neighborhood Association Survey #3

This comment letter consists of an online survey pertaining to the proposed project that was conducted by the West Hollywood Heights Neighborhood Association. The survey associated with Comment Letter O6 addresses parking and traffic. For the purposes of responding to this survey, comments raised by survey respondents that pertain to the project's environmental analysis are bracketed, and responses are provided below. It is noted that the survey responses are structured such that written comments from respondents are aggregated towards the beginning of the comment letter within a summary section (see pages 2/44 through 31/44 of Comment Letter O6). These same written comments are then repeated later in the comment letter, where detailed reports of each respondent's individual survey answers are provided (see pages 1/462 through 462/462 of Comment Letter O6). The written survey responses are only bracketed within the summary section of the comment letter, to avoid provision of duplicate responses in the below Response to Comment Letter O6.

- 06-1** Please see Topical Response No. 9 for a discussion on the project's site access and anticipated effect on local traffic operations in the project area and Topical Response No. 7 for a discussion on the project's code parking requirement and proposed parking supply.
- 06-2** Please see Topical Response No. 9 for a discussion of the project's site access and anticipated effect on local traffic operations in the project area and Topical Response No. 7 for a discussion on the project's code parking requirement and proposed parking supply. Furthermore, with respect to comments regarding the need for additional public transportation, the City is located within a high-quality transit area, as identified by SCAG and Metro (Draft EIR, Appendix L). The project area is served by bus lines operated by Metro and City of West Hollywood shuttles. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard. As such, the project would support the City's vision for improved circulation as it would be a mixed-use development located within the vicinity of mass transit.
- 06-3** Please see Topical Response No. 7 for a discussion on the project's code parking requirement and proposed parking supply, Topical Response No. 8 on the project's vehicle miles traveled analysis and CEQA transportation impact conclusions, and Topical Response No. 9 for a discussion on the project's anticipated effect of local traffic, pedestrian, bicycle, and transit operations in the project area. Please see Topical Response No. 2 for a discussion of the project scale. Based on the latest information published by Metro, the potential alignments for the Metro K Line that could directly serve the City would not include stations directly adjacent to the project site. Nevertheless, the project would maintain and/or improve adjacent sidewalks in accordance with City standards and guidelines, including the SSP and West Hollywood Pedestrian & Bicycle Mobility Plan.
- 06-4** Please see Topical Response No. 7 for a discussion on the project's code parking requirement and proposed parking supply, Topical Response No. 8 on the project's vehicle miles traveled analysis and CEQA transportation impact conclusions, and Topical Response No. 9 for a discussion of the project's site access, Refer to Response O6-2 for a discussion of how the project would support the City's vision for improved circulation as it would be a mixed use development located within the vicinity of mass transit. Regarding commenters' requests for larger setbacks on the property, the proposed project's setbacks exceed recommendations established for the site in the SSP (see Draft EIR, page 3.8-29).



The project's underlying purpose as described in Section 2.4 of the Draft EIR is to revitalize an underutilized block on the Sunset Strip in a manner that maximizes infill development potential, and further expanding the project's setbacks would not maximize the site's infill development potential. Nevertheless, requests for larger setbacks will be included in this Final EIR for review and consideration by decision makers.

## Response to Comment Letter O7

### Southwest Regional Council of Carpenters (SWRCC)

**07-1** This comment is introductory in nature and requests that the SWRCC be provided all notices referring or related to the project. The City will include SWRCC on its mailing lists for the project.

**07-2** The commenter's suggestion for a local hire and skilled/trained workforce requirement will be included in this Final EIR for review and consideration by City decision makers. As demonstrated in the Draft EIR, the proposed project would result in less than significant impacts to GHGs and to transportation under CEQA.

The Draft EIR concluded that construction and operational GHG emissions from project development, either directly or indirectly, would be less than significant, for the reasons explained therein. This conclusion is reaffirmed in Attachment C of this Final EIR, which evaluates GHG emissions using the most recent version of CalEEMod (CalEEMod 2022.1), which was published in December 2022. The comment letter does not provide evidence that local hire requirements would result in reduced construction GHG emissions, and the analysis attached to the letter from SWAPE expressly states that "it does not indicate that local hire requirements would result in reduced construction-related GHG emissions for all projects." Because the project would not result in a significant impact from GHG emissions, it is not necessary or appropriate to adopt additional mitigation to address construction-related GHG emissions.

Regarding air quality, construction air emissions were determined to be less than significant with mitigation, and operational air emissions were determined to be less than significant (see Section 3.1 of the Draft EIR and Attachment C of this Final EIR). Because the project would not result in a significant impact from air emissions that has not already been addressed through mitigation, it is not necessary or appropriate to adopt additional mitigation to address air emissions, as CEQA only requires the adoption of mitigation for significant environmental impacts.

Similarly, mitigation is not required to address transportation-related impacts or reduce vehicle-miles traveled (as the commenter suggests would be achieved by a local hire requirement). The project's Transportation Analysis (see Appendix L of the Draft EIR) included screening analysis based on the City's established guidelines and methodology in accordance with OPR's Technical Advisory, as detailed above. As detailed in the Transportation Analysis, the project met all five screening criteria. Therefore, no further VMT analysis was required, and the project would result in a less than significant VMT impact. Thus, no transportation-related mitigation measures were required.

Furthermore, measures to promote economic benefits are outside the scope of CEQA. Per Section 15064(e) of the State CEQA Guidelines, "economic and social changes resulting from a project shall not be treated as significant effects on the environment." Nevertheless, while the commenter's recommendations are not required to be incorporated into the project pursuant to CEQA, City decision makers will consider the recommendations during their review of the project.

**07-3** The proposed project would be built in accordance with the 2022 California Green Building Code, or the most recent building code that is in place when the project is constructed (assuming that it is approved). Furthermore, the project would achieve LEED Gold or equivalent green building standards, and a Green

Star rating. The project applicant has also committed to an exceedance of Title 24<sup>5</sup> water efficiency requirements by 35%, an exceedance of Title 24 energy requirements by 20%, and an exceedance of Title 24 energy code requirements by at least 5% (based on the version of Title 24 in place at the time of the Draft EIR). See Section 2.5 of the Draft EIR for further details.

- 07-4** This comment describes the technical experience of Eldon M. Gath, a geologist whose comments on the Draft EIR are included in Comment Letter O7. This comment does not raise any environmental issues pertaining to the Draft EIR; no response is required.
- 07-5** This comment consists of characterizations, statements, and citations selected by the commenter pertaining to the purpose and procedures of CEQA. The comment does not present any specific statements, evidence, or environmental concerns pertaining to the Draft EIR. As explained in Response to Comment Letter O1-1, the Draft EIR has been prepared in compliance with the requirements of CEQA and is not in violation of CEQA.
- 07-6** This comment provides the commenter’s explanation regarding the triggers for recirculation of an EIR pursuant to CEQA. The comment does not present any specific statements, evidence, or environmental concerns pertaining to the Draft EIR. As explained in Response to Comment Letter O1, the Draft EIR has been prepared in compliance with the requirements of CEQA and is not in violation of CEQA. As also explained in Response to Comment Letter O1-1, the Draft EIR does not require recirculation pursuant to CEQA. As described throughout this Final EIR, information qualifying as “significant new information” pursuant to CEQA has not been added to this EIR subsequent to circulation of the Draft EIR for public review (see Section 1.4 of this Final EIR for details).
- 07-7** The comment states that due to the current COVID-19 crisis, the City must adopt a mandatory finding of significance that the project may cause a substantial adverse effect on humans and mitigate COVID-19 impacts. The comment provides information related to construction workplace safety during the COVID-19 pandemic and states that several construction sites have been identified as sources of community spread. The comment recommends the City adopt CEQA mitigation to mitigate public health risks from the project’s construction activities, and provides a list of such measures. The comment concludes that the City should require all construction workers to undergo COVID-19 training before being allowed to conduct construction activities on the project site. The City acknowledges the comment. COVID-19 is an existing condition and is not an impact of the project on the environment. As such, COVID-19 is not required to be addressed and/or mitigated as an environmental impact under CEQA. As noted in the comment, construction activities range in their safety and have been defined from lower to high risk for COVID-19. Construction activity was allowed to continue throughout the COVID pandemic as an “essential” activity. The California Occupational Safety and Health Administration and other agencies oversee workplace safety and require implementation of safety-related protocols and procedures, including those related to COVID. Furthermore, it is noted that the federal government ended the National Public Health Emergency associated with COVID-19 in May 2023.
- 07-8** This comment consists of statements and citations selected by the commenter pertaining to CEQA, including “new information” as defined under CEQA, thresholds of significance, and regulatory compliance. The comment does not present any specific statements, evidence, or environmental concerns pertaining to the Draft EIR. As described throughout this Final EIR, information qualifying as “significant new information”

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<sup>5</sup> Title 24 of the California Code of Regulations includes California’s Building Energy Efficiency Standards and the California Green Building Standards Code.

pursuant to CEQA has not been added to this EIR subsequent to circulation of the Draft EIR for public review (see Section 1.4 of this Final EIR for details).

**07-9** The comment asserts that the Draft EIR’s analysis of air quality and GHGs is not supported by substantial evidence as it relies on an older version of the California Emissions Estimator Model (CalEEMod). While it is accurate that a newer version of CalEEMod (version 2020.4.0) was available when the Draft EIR was released, CalEEMod 2016.3.2 was appropriately used for the analysis included in the Draft EIR since it was the current model at the time that the Notice of Preparation (NOP) was issued for the Draft EIR. The latest version of the model is currently CalEEMod 2022.1, which was published in December 2022 and includes many updated and refined underlying calculations for emissions quantification, such as updated mobile source emission factors, traffic analysis zone-specific vehicle trip data, and electricity intensity factors forecasted through 2050. Based on the considerable model updates and the concerns expressed in this comment, the criteria air pollutant and GHG emissions analysis has been run using CalEEMod 2022.1 for informational disclosure and in response to comments received by the City, as detailed in Attachment C to this Final EIR. Analysis of the project using the updated model as detailed in Attachment C did not change the air quality or GHG impact determinations that were identified in the Draft EIR, and impacts related to criteria air pollutants and GHG emissions remain less than significant.

**07-10** The intersection of San Vicente Boulevard and Santa Monica Boulevard is designated by the Southern California Association of Governments (SCAG) as a major transit stop, and this designation remains in place under current conditions (SCAG 2022). Furthermore, the environmental analysis in the EIR relies on the baseline existing conditions at the time of the NOP in 2019. Additionally, while bus services may have changed during the COVID-19 pandemic in 2020 and 2021, it is reasonable to assume that bus services will resume former operations in post-pandemic conditions. The proposed project, if approved, is anticipated to begin operations in 2028, and its operational life is assumed to be at least 30 years. As such, the project’s operations are expected to occur primarily in post-pandemic conditions, in which bus services will have returned to more robust service levels. This is illustrated by the services that are currently available at the San Vicente Boulevard/Santa Monica Boulevard intersection, and the time of this writing in 2023. Specifically, this intersection is currently served by Metro routes 105, 16, and 4. Route 105 has peak hour headways of approximately 10 minutes, Route 16 has peak hour headways of approximately 5–6 minutes, and Route 4 has peak hour headways of approximately 7.5 minutes (Metro 2023). As such, the transit services currently available at the San Vicente Boulevard/Santa Monica Boulevard intersection meet the requirements for a major transit stop. (A major transit stop is defined pursuant to PRC Section 21064.3 as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.)

It is also noted that while the project is within a half-mile of a major transit stop, the EIR nevertheless provides an analysis of the project’s aesthetics impacts for informational purposes. This analysis, provided in Section 3.15 of the Draft EIR, presents a description of the viewsheds in the vicinity of the project site, a detailed consistency analysis with plans and policies for visual quality, a shade/shadow analysis that includes shade/shadow simulations, and photo-realistic renderings of the project site, pre-project and post-project. The level of detail and rigor of analysis provided in this section would be considered generally equivalent to that of a project with aesthetics impacts that are not subject to the exclusions provided in SB 743.

- 07-11** While the project’s proximity to transit in general is described qualitatively, the entire City is considered a high-quality transit area, as detailed in the City’s TIA Guidelines. Therefore, in accordance with OPR’s Technical Advisory and the City’s TIA Guidelines, all development projects within the City are considered to have less than significant transportation impacts, unless the screening criteria in the City’s guidelines are not met. As further detailed in Topical Response No. 8, the project meets all screening criteria as identified in the TIA Guidelines, and therefore was deemed to have a less than significant transportation impact. Furthermore, trip credits or reductions were not applied to the project’s trip generation estimates as part of the site plan review and analysis or driveway and circulation analysis. As such, the project’s transportation impact conclusions would not be affected by specific transit service at the intersection of San Vicente Boulevard and Santa Monica Boulevard.
- 07-12** The aesthetics section (Draft EIR Section 3.15) was included in the Draft EIR for the purpose of responding to community concerns regarding the aesthetics and is provided for informational purposes only. As described therein, aesthetic impacts cannot be considered significant impacts on the environment pursuant to SB 743 because the proposed project is located within a transit priority area. While Section 3.15 recognizes that the proposed project would not result in substantial adverse effects with respect to aesthetics, contrary to the commenter’s assertion, it does not make CEQA impact determinations regarding aesthetics.
- 07-13** This comment raises concerns about whether the 2018 Fault Rupture Study conducted by John Helms is adequate given the change in site ownership and proposed project since the Study’s publication in 2018. The comment also states that the fault report was not submitted, reviewed, and approved by the City’s geologist. Site ownership and the nature of the proposed project do not have any bearing on the existing site conditions, and this comment does not provide any evidence to the contrary. Further, as discussed in Appendix F, Geotechnical Reports, of the Draft EIR, the 2018 Fault Rupture Study “was reviewed and approved by the City of West Hollywood.”
- 07-14** This comment contends that Appendix F of the Draft EIR (Geotechnical Reports) may not be sufficient to support conclusions in the areas of settlement, shaking coefficients, liquefaction, and retaining wall stability because it is based on three borings. As discussed in Appendix F, in 2018 three borings on the project site were excavated to depths ranging from approximately 60.5 feet to 80.5 feet below the existing ground surface. Representative and relatively undisturbed soil samples were also obtained. Additionally, bulk samples were collected and Standard Penetration Tests (SPTs) were performed. Accordingly, the three borings were not the only method of field investigation regarding soil, groundwater, and geologic conditions on the project site. Nevertheless, as discussed in Attachment D3, Addendum to Geotechnical Investigation, of this Final EIR, additional site exploration was performed in 2022. Three additional borings were excavated to depths between 100.5 feet and 111.5 feet below the ground surface using a rotary-wash drilling machine, which results in more accurate blow counts and less sample disturbance, particularly below the water table. The soil conditions encountered in these three additional borings are generally consistent with those encountered in the first three borings conducted in 2018, and therefore confirm and are consistent with the underlying information used to inform the Draft EIR’s analysis and support its conclusions, including those related to settlement, shaking coefficients, liquefaction, and retaining wall stability, as provided in Section 3.4, Geology and Soils, and Appendix F, Geotechnical Reports, of the Draft EIR. Refer to Attachment D3, Addendum to Geotechnical Investigation, for further discussion of the 2022 site investigation and findings. As discussed in Section 3.4, compliance with the California Building Code and incorporation of mitigation measure MM-GEO-1, requiring the proposed project to be designed in accordance with

the recommendations from the site specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation, would ensure that the proposed structures can withstand the expected worst-case seismic ground shaking that could occur at the project site, and would also reduce potential risks associated with seismically related ground failure, including liquefaction. Accordingly, the Draft EIR appropriately concludes that impacts would be less than significant with mitigation. Refer to Response to Comment 07-17 for further discussion of the sufficiency of the Draft EIR's geotechnical analysis.

**07-15** This comment states that correspondence between Geocon (preparer of the project's geotechnical investigation, Draft EIR Appendix F-1) and the City's engineers suggest that the geotechnical analysis provided insufficient information regarding settlement. Refer to Attachment D1 to this Final EIR for a Geotechnical, Geology, and Seismic Review Sheet dated August 12, 2021, from the City of West Hollywood. This document demonstrates that the City recommended approval of the proposed project upon review of the referenced July 28, 2021 Response to Geotechnical, Geology, and Seismic Review Sheet. The City's August 12, 2021 Review Sheet notes that additional review is required as a condition of project approval to show that dewatering will not result in significant settlement once the project has advanced further in its design. This requirement is reflected in mitigation measure MM-GEO-1, which requires the project design to incorporate recommendations from the site-specific Geotechnical Investigation, including those pertaining to dewatering and including any changes to the recommendations that may be made in the project's final geotechnical report.

Nevertheless, in response to the commenter's concerns, an addendum to the project's Geotechnical Investigation has been prepared in order to further assess the topic of settlement during temporary construction dewatering. This addendum is included as part of this Final EIR (see Attachment D3) and is also discussed in Chapter 3.0, Errata. This additional analysis confirms that temporary dewatering can be performed on the project site in a manner that is consistent with typical construction techniques used within the project vicinity and will not adversely impact the surrounding public right-of-way, properties, and/or associated improvements. Attachment C2 to this Final EIR, Construction Dewatering Drawdown Analysis, analyzes multiple potential foundation configurations (tiered and flat-bottomed, as well as three potential excavation depths) for the proposed project with perimeter dewatering wells.<sup>6</sup> Attachment D2 recognizes that if future testing determines that transmissivity is near the low end of the range considered in the analysis, dewatering may be possible using interior trenches within the shored excavation to capture the relatively small amount of water (approximately 10 gallons per minute) that would seep through the sidewalls and floor under stabilized conditions. If future testing determines that the actual transmissivity is near the high end of the range considered, impermeable shoring could also be used, which would substantially reduce lateral inflow of groundwater into the excavation, although additional field testing and analysis by a dewatering contractor would be necessary. The findings from Attachment D2 were used to inform the analysis in Attachment D3, Addendum to Geotechnical Investigation, using both the high and low transmissivity ranges for each of the foundation configurations. Based on this analysis, Attachment D3, concludes that by using interior trenches for dewatering, settlements at the ground surface would fall below the criteria identified by the City and, therefore, project construction would result in soil settlement that is not anticipated to adversely impact the surrounding properties and public right-of-way.

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<sup>6</sup> Attachment D2 also analyzes the potential foundation configuration for Alternative 4, consisting of a flat-bottomed foundation that would extend to an elevation of 292 feet above mean sea level.

**07-16** This comment contends that the Draft EIR should have considered the possibility of supplementing the building's foundations with shallow piles into bedrock to mitigate settlement issues. As discussed in Section 3.4, Geology and Soils, of the Draft EIR, on-site soils could be susceptible to approximately 0.5 inches of total settlement as a result of the Design Earthquake or Maximum Considered Earthquake ground motion. The differential settlement at the foundation level is anticipated to be less than 0.25 inches over a distance of 20 feet (in addition to static settlements). Recommendations of a project-specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation would be adhered to during final project design, per MM-GEO-1. Construction in accordance with foundation design requirements from the Geotechnical Investigation and associated response to City comments would reduce potential risks associated with seismic-related ground failure, including liquefaction, as foundations would be deepened into satisfactory soils, the subgrade would be stabilized prior to construction of the mat foundation, and the mat foundation would be constructed such that the allowable bearing value would minimize soil settlement. Accordingly, MM-GEO-1 accounts for the potential that the building's foundations may need to be modified (i.e., stabilizing the subgrade foundations) as necessary pursuant to the Geotechnical Investigation and final design recommendations. Therefore, impacts would be less than significant with the implementation of mitigation. Because settlement impacts would be less than significant, no additional mitigation is required pursuant to CEQA section 21002.1(a).

**07-17** This comment raises several critiques of the Geocon geotechnical analysis provided in Appendix F, Geotechnical Reports, to the Draft EIR. First, the comment states that there is a 20-foot difference between groundwater levels identified in the Geocon geotechnical analysis and the 2018 Fault Rupture Study conducted by John Helms. Appendix F-1, Geotechnical Investigation, recognizes that groundwater was encountered in the three borings at depths of 40 feet, 40.5 feet, and 42 feet below the existing ground surface, and borings and cone penetration tests performed as part of the site-specific fault rupture hazard investigation (the 2018 Fault Rupture Study) documented static groundwater levels ranging from approximately 19 feet to 26 feet. Appendix F-1 recognizes that based on the historic high groundwater level, the depth to groundwater encountered in the borings, and the static groundwater levels encountered during the fault investigation, groundwater would likely be encountered during construction. In turn, Section 3.7, Hydrology and Water Quality, notes that the project site has a historic high groundwater level of 20 feet, and groundwater was encountered at depths ranging from 19 feet to 42 feet in geotechnical explorations of the site. Refer to Attachment D3, Addendum to Geotechnical Investigation, and Attachment D3, Construction Dewatering Drawdown Analysis, of the Final EIR, for further discussion of groundwater conditions on the project site. While the 2018 Fault Rupture Study included information related to the depth of groundwater and the elevation of the groundwater surface, the most complete groundwater level dataset is provided from five monitoring wells that were installed in the northwest corner of the project site as part of a contaminant investigation of a gas station located across Sunset Boulevard. Results of this investigation were published in 2019, subsequent to the 2018 Fault Rupture Study. The monitoring wells provide over 20 years of data regarding groundwater elevations at the project site. This information was used along with data from the 2018 Fault Rupture Study to determine the most accurate groundwater levels for the purpose of the proposed project's geotechnical analysis. Attachment D3, Addendum to Geotechnical Investigation, accordingly uses both the historic high groundwater depth of 20 feet and the anticipated median groundwater condition of 30 feet for the purposes of its analysis.

Second, the comment contends that the Draft EIR does not discuss the potential adverse effects of settlement from dewatering. Refer to Response to Comment 07-15 for a discussion of how temporary

dewatering can be performed on the project site in a manner that is consistent with typical construction techniques used within the project vicinity and in a manner that would not adversely impact the surrounding public right-of-way, properties, and/or associated improvements.

Third, the comment states that there was no documentation that a dewatering consultant has been retained for the proposed project. A dewatering consultant has been retained. Refer to Attachment D2, Construction Dewatering Drawdown Analysis, for an analysis of the anticipated drawdown of the groundwater surface that would occur during temporary construction dewatering for the proposed project.

Fourth, the comment notes that Geocon recommended a survey of surrounding structures and roads but there was no evidence that such surveys had occurred, and therefore any mitigation based on surveying damage to other structures and roads would be ineffective. Refer to Response to Comment 07-15 for a discussion of how the updated geotechnical analysis concludes that settlement from temporary dewatering would not adversely impact the surrounding right-of-way, properties, and/or associated improvements. Based on excavation depths provided for multiple potential foundation designs, settlements at the ground surface level are expected to be below the City's approved criteria and therefore potential settlement impacts from temporary construction dewatering through the planned use of interior trenches would be less than significant. Because settlement impacts would be less than significant, no mitigation is required pursuant to CEQA section 21002.1(a), and therefore no surveys are required to ascertain existing conditions for surrounding roads and structures. However, Attachment D3 also recommends that additional monitoring be performed by installing and then surveying surface monitoring points during dewatering to ensure that the selected dewatering methods are effective at appropriately managing settlement. Adjustments to the dewatering program can be made in the event that settlement in exceedance of applicable criteria is detected. Such additional monitoring would be incorporated as a construction best management practice for the project that would be noted on the project's final construction plans (see Chapter 3.0, Errata, for further details).

The analysis output plots provided in Attachment D3, Addendum to Geotechnical Investigation, show that settlement along the south property line is relatively uniform in the east-west direction; therefore, settlement monitoring can be performed from the public right-of-way and will be considered representative of the south property line.

Fifth, the comment states that there should be a technical analysis of expected dewatering drawdown impacts. Draft EIR Sections 3.4, Geology and Soils, and 3.7, Hydrology and Water Quality analyze whether dewatering would result in potential impacts related to subsidence and water quality, respectively. This analysis is supported by the information provided in Appendix F-1, Geotechnical Investigation, of the Draft EIR. CEQA does not require "a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters" and lead agencies are not required to "provide all information requested by reviewers" (CEQA Guidelines, § 15204). The Draft EIR provides sufficient information to enable decision makers to understand the proposed project's potential impacts related to dewatering.

Pursuant to industry standards, more detailed dewatering and drawdown analysis would be performed prior to project construction and consistent with the parameters set forth in MM-GEO-1. Project design must also meet City Building Official requirements for dewatering settlement, and if a project is unable to meet these parameters, an impermeable shoring system may need to be used instead of a dewatered shoring system. In summary, the Draft EIR appropriately analyzes impacts resulting from



dewatering to subsidence and water quality and is not required to consider the more detailed dewatering and drawdown analysis that would be conducted prior to project construction consistent with the parameters set forth in MM-GEO-1. Nevertheless, Attachment D2, Construction Dewatering Drawdown Analysis, provides additional analysis of project-specific drawdown that would occur during temporary construction dewatering. Attachment D2 identifies the maximum potential drawdown that could occur at the site based on three potential foundation depths. The findings from Attachment D2 were used to inform the analysis in Attachment D3, Addendum to Geotechnical Investigation, using both the high and low transmissivity ranges for each of the foundation configurations. Based on this analysis, Attachment D3, concludes that by using interior trenches for dewatering, temporary dewatering during project construction would result in settlements at the ground surface that are below the criteria identified by the City and, therefore, resulting soil settlement is not anticipated to adversely impact the surrounding properties and public right-of-way under these scenarios. As discussed in Attachment D3, Addendum to Geotechnical Investigation, if pump testing indicates that the aquifer properties are higher than those assumed in the scenarios analyzed, the project may need to use an impermeable shoring system. This would eliminate the need to dewater the excavation and would effectively eliminate drawdown outside of the shoring. With an impermeable shoring system, settlement from dewatering would not occur outside the excavation area because temporary dewatering would not be necessary.

Sixth, the comment states that a permanent dewatering system should be utilized. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, permanent dewatering during operation would not be required as the subterranean structure would be designed to resist hydrostatic pressure and would incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods. CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) The Draft EIR provides sufficient information in order for the public and decisionmakers to meaningfully evaluate the proposed project's potential environmental impacts, noting that the project's design would comply with industry standards regarding hydrostatic pressure and waterproofing. CEQA does not require lead agencies to "provide all information requested by reviewers." (*Id.*, § 15204.) Further, the comment does not provide evidence indicating that waterproofing would otherwise be infeasible. The proposed project and project site do not have any unique features that would render waterproofing infeasible.

**07-18** This comment states that project structures would need to be waterproofed. Refer to Response 07-17 for a discussion of how the subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems. The Draft EIR provided sufficient detail regarding how waterproofing would be implemented in the project.

**07-19** Refer to Response to Comment 07-17 for a discussion of how a supplemental dewatering analysis was conducted for the project. Further, CEQA does not require extensive detail beyond that needed for evaluation and review of the proposed project's environmental impact. (See, e.g., CEQA Guidelines § 15124.) Sufficient detail was provided for such evaluation and review, and the additional information that the commenter requests is based on advanced designs and plans unavailable at this stage of the project.

**07-20** The geotechnical comments raised in Comment Letter 07 have been addressed herein (see Responses to Comments 07-13 through 07-19 and 07-25 through 07-31). No recirculation is required.

**07-21** Concerns regarding the geotechnical investigations are addressed in Responses to Comments 07-13 through 07-19 above. As stated therein, additional geotechnical information is provided as part of this Final EIR.

This comment provides characterizations of CEQA’s mitigation requirements, contending that the Draft EIR improperly deferred mitigation. Specifically, the commenter states that MM-GEO-1 inadequately addresses dewatering, waterproofing, and hydrostatic forces and suggest that these inadequacies constitute deferral. As demonstrated in Responses to Comments 07-13 through 07-19 above, dewatering, waterproofing, and hydrostatic forces are adequately addressed in the Draft EIR. MM-GEO-1 would ensure that site-specific geotechnical recommendations for dewatering, waterproofing, hydrostatic forces, and other geotechnical topics are included on the project’s final design and construction plans. MM-GEO-1 is thus a mechanism by which the project’s geotechnical recommendations are enforced during construction and design. While MM-GEO-1 accommodates the potential for updated geotechnical recommendations leading up to final design and construction, this flexibility does not constitute deferral. The Draft EIR includes the presently known geotechnical recommendations for the project (within Appendix F) and allowing for these recommendations to be refined as the project nears construction does not entail deferral. CEQA does not require plans and studies contemplated in mitigation measures to be developed during the Draft EIR process or prior to project approval and recognizes that the development of plans or future studies may be appropriate in order to reflect on-the-ground conditions at the time the potential impact may occur, as well as further developments in proposed project design during the post-entitlement phase. This allows the mitigation to be appropriately tailored to the potential impact. As indicated in *Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884, 906, where an agency has evaluated significant impacts and identified measures that will mitigate them, it does not have to commit to any particular identified mitigation measure as long as it commits to mitigate the impacts. Accordingly, MM-GEO-1 is consistent with CEQA’s requirements and does not constitute improperly deferred mitigation.

The commenter further states that mitigation measures MM-HAZ-1 and MM-NOI-5 also consists of deferred mitigation because the terms “qualified environmental consultant” and “qualified noise consultant” are used in MM-HAZ-1 and MM-NOI-5, respectively, but are not specifically defined. In response to this comment, definitions for a “qualified environmental consultant” and a “qualified noise consultant” have been added to MM-HAZ-1 and MM-NOI-5, respectively (see Chapter 3.0, Errata, of this Final EIR for the revised mitigation text). These definitions add clarity to the language of these mitigation measures, but these edits do not change the meaning or efficacy of the measures and, as such, do not affect the environmental impact determinations presented in the Draft EIR. As such, these changes do not constitute “significant new information” requiring recirculation, as defined in CEQA Guidelines Section 15088.5(a).

**07-22** Recirculation of the Draft EIR is not required in order to address the concerns raised by the commenter. Comments have been addressed in Responses to Comments 07-1 through 07-21 above. While some additional details have been added to the EIR as part of these responses to comments, this information does not constitute “significant new information” requiring recirculation, as defined in CEQA Guidelines Section 15088.5(a). See also Section 1.4 of this Final EIR for additional details regarding revisions made to the Draft EIR and why these revisions do not require recirculation.

**07-23** The Draft EIR concluded that construction and operational GHG emissions from project development, either directly or indirectly, would be less than significant, for the reasons explained therein. This

conclusion is reaffirmed in Attachment C of this Final EIR, which evaluates GHG emissions using the most recent version of CalEEMod (CalEEMod 2022.1), which was published in December 2022. The comment letter is not specific to the proposed project and does not provide evidence that local hire requirements would result in reduced construction GHG emissions. The analysis attached to the letter from SWAPE expressly states that “it does not indicate that local hire requirements would result in reduced construction-related GHG emissions for all projects.” Since the project would not result in a significant impact from GHG emissions, it is not necessary or appropriate to adopt additional mitigation to address construction-related GHG emissions.

- 07-24** This comment consists of resumes of various experts consulted for Comment Letter 07. No specific environmental concerns pertaining to the Draft EIR are raised in this comment, and no further response is required.
- 07-25** This comment provides a preliminary overview of the documents the commenter reviewed in connection with their comments. In addition, the comment states that the 2018 Fault Rupture Study prepared by John Helms is consistent with other studies in the surrounding areas and the commenter states that he does “not find anything to contradict or question his conclusions.” Refer to Response to Comment 07-13 for further discussion of the 2018 Fault Rupture Study’s sufficiency and why a new fault rupture study was not required as a result of the site’s change in ownership.
- 07-26** This comment states that the 2021 geotechnical investigation from Geocon was based “on only three borings” but also confirms that it was approved by the City of West Hollywood’s geotechnical engineering reviewer. As discussed in Appendix F of the Draft EIR, three borings on the project site were excavated to depths ranging from approximately 60.5 feet to 80.5 feet below the existing ground surface. Representative and relatively undisturbed samples were also obtained. Bulk samples were collected and SPTs were also performed. Accordingly, the three borings were not the only method of field investigation regarding soil, groundwater, and geologic conditions on the project site. Nevertheless, as discussed in Appendix C3, Addendum to Geotechnical Investigation, of this Final EIR, additional site exploration was performed in 2022. Three additional borings were excavated to depths between 100.5 feet and 111.5 feet below the ground surface using a rotary-wash drilling machine, which results in more accurate blow counts and less sample disturbance, particularly below the water table. The soil conditions encountered in these three additional borings are generally consistent with those encountered in the first three borings, and therefore confirm and are consistent with the underlying information used to inform Draft EIR’s analysis and support its conclusions, including those related to settlement, shaking coefficients, liquefactions, and retaining wall stability.
- 07-27** This comment provides a characterization of City Engineer comments. Refer to Response to Comment 07-15 for a discussion of coordination between the City’s engineers and geotechnical consultants for the project regarding settlement. Refer to Attachment D1 to this Final EIR for a Geotechnical, Geology, and Seismic Review Sheet (dated August 12, 2021) from the City recommending approval of the proposed project upon review of a July 28, 2021 Response to Geotechnical, Geology, and Seismic Review Sheet. The August 12, 2021 Review Sheet notes that additional review is required as a condition of approval to show that dewatering will not result in significant settlement once the project has advanced further in its design. This requirement is reflected in mitigation measure MM-GEO-1, which requires the project design to incorporate recommendations from the site-specific Geotechnical Investigation, including those pertaining to dewatering and including any changes to the recommendations that may be made in the project’s final geotechnical report.

**07-28** This comment suggests that the building's foundation should be supplemented with shallow piles into the underlying bedrock in order to eliminate settlement issues. As discussed in Section 3.4, Geology and Soils, of the Draft EIR, on-site soils could be susceptible to approximately 0.5 inches of total settlement as a result of the Design Earthquake or Maximum Considered Earthquake ground motion. The differential settlement at the foundation level is anticipated to be less than 0.25 inches over a distance of 20 feet (in addition to static settlements). Recommendations of a project-specific Geotechnical Investigation and associated response to City comments on the Geotechnical Investigation would be adhered to during final project design, per MM-GEO-1. Construction in accordance with foundation design requirements from the Geotechnical Investigation and associated response to City comments would reduce potential risks associated with seismic-related ground failure, including liquefaction, as foundations would be deepened into satisfactory soils, the subgrade would be stabilized prior to construction of the mat foundation, and the mat foundation would be constructed such that the allowable bearing value would minimize soil settlement. Therefore, impacts would be less than significant with the implementation of mitigation measure MM-GEO-1. Because settlement impacts would be less than significant, no additional mitigation is required pursuant to CEQA section 21002.1(a). Further, the discussion of bedrock in Appendix F-1, Geotechnical Investigation, to the Draft EIR, notes how additional borings should be considered in the future to confirm the depth to bedrock underlying the site, and to update the settlement analysis as needed. As discussed in Response to Comment 07-14, additional borings were excavated, and soil conditions encountered in the additional borings are generally consistent with those encountered in the first three borings, and therefore confirm and are consistent with the underlying information used to inform Draft EIR's analysis and support its conclusions, including those related to settlement.

**07-29** This comment raises several critiques of the Geocon geotechnical analysis provided in Appendix F, Geotechnical Reports, to the Draft EIR. First, the comment notes that there is a difference between groundwater levels in the reports used to formulate the Draft EIR's analysis, although it also acknowledges that Appendix F to the Draft EIR states that the proposed project will be designed to the historic high water levels. Refer to Chapter 2.0, Project Description, of the Draft EIR for a discussion of how the proposed project has been designed in light of geotechnical design recommendations to address potential hydrostatic pressures that can result from high groundwater levels. As discussed in Chapter 2.0, in order to resist the potential hydrostatic pressures, the project would be supported on a reinforced concrete mat foundation system, which would derive support in competent alluvial soils that are found at and below the proposed excavation bottom. The foundation would be designed to resist both lateral and uplift hydrostatic forces. Additionally, the excavation bottom would be stabilized with a layer of crushed rock or concrete. Subterranean walls and slabs below the water table would be waterproofed, and the waterproofing would be designed and installed to avoid moisture issues or water seepage. Refer to Response to Comment 07-17 for a discussion of how the supplemental analysis uses both the historic high groundwater depth of 20 feet and the anticipated median groundwater condition of 30 feet to confirm that the proposed project would not result in potential settlement impacts as a result of dewatering. Second, the comment contends that a dewatering consultant should be retained due to the potential for adverse impacts to surrounding properties. A dewatering consultant has been retained. Refer to Attachment C2, Construction Dewatering Drawdown Analysis, for an analysis of the anticipated drawdown of the groundwater surface that would occur during temporary construction dewatering for the proposed project. Refer to Response to Comment 07-15 for a discussion of how this analysis was performed, and how temporary dewatering can be performed on the project site in a manner that is consistent with typical construction techniques used within the project vicinity and in a manner that would not adversely impact the surrounding public right-of-way, properties, and/or

associated improvements. Third, the comment recommends that a survey be performed to document existing structure and road conditions surrounding the project site. Refer to Response to Comment O7-15 for a discussion of how the updated geotechnical analysis concludes that settlement from the temporary dewatering would not adversely impact the surrounding right-of-way, properties, and/or associated improvements. As discussed in Section 3.4, Geology and Soils, of the Draft EIR, and Attachment D3, Addendum to Geotechnical Investigation, of the Final EIR, based on excavation depths provided for multiple, potential foundation designs, settlements at the ground surface level are equal to or below the City's approved criteria and therefore potential settlement impacts from temporary construction dewatering would be less than significant through the use of interior trenches. As discussed in Attachment D3, Addendum to Geotechnical Investigation, if pump testing indicates that the aquifer properties are higher than those assumed in the scenarios analyzed, the project may need to use an impermeable shoring system. This would eliminate the need to dewater the excavation and will effectively eliminate drawdown outside of the shoring. With an impermeable shoring system, settlement from dewatering would not occur outside the excavation area because temporary dewatering would not be necessary. The comment also suggests that there will be 60 feet of groundwater drawdown over the entirety of the construction duration. Refer to Chapter 2.0, Project Description, of the Draft EIR for a discussion of the construction duration. Refer to Attachment D2, Construction Dewatering Drawdown Analysis, of the Final EIR, for a discussion of anticipated drawdown depths for the proposed project. Refer to Attachment D3, Addendum to Geotechnical Investigation, for a discussion of how the drawdown analysis was incorporated into the settlement analysis, confirming that settlements at the ground surface level are equal to or below the City's approved criteria and therefore potential settlement impacts from temporary construction dewatering would be less than significant through the use of interior trenches.

**07-30** This comment suggests that permanent dewatering during project operations is required, otherwise the original historic groundwater levels are likely to return, and that the Draft EIR should have provided evidence of feasibility for waterproofing and specifically identified the technical experts performing this analysis. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, permanent dewatering during operation would not be required as the subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods. This comment does not suggest or otherwise provide evidence that such a design or incorporation of a waterproofing system is infeasible. Refer to Response to Comment O7-17 for a discussion of how an EIR need not provide every piece of information requested by commenters. Further, at this stage of environmental review, the project design has not advanced to the stage where the exact waterproofing system may be identified, nor does CEQA require this level of detail. The EIR provides a sufficient analysis of dewatering and potential impacts as a result of dewatering for the public and decision makers to consider the proposed project and its potential impacts. Refer to Response to Comment O7-18 for a discussion of how permanent dewatering is not required for operation of the project, and how the project will be waterproofed consistent with industry standards.

**07-31** This comment provides a general summary of the comments raised in O7-25 through O7-30. Refer to Responses to Comments O7-25 through O7-31. This comment otherwise recognizes that fault rupture hazards pose a low risk to the project. Refer to Attachment D1 to this Final EIR for an August 2021 Geotechnical, Geology, and Seismic Review Sheet from the City recommending approval of the proposed project upon review of the referenced July 2021 Response to Geotechnical, Geology, and Seismic Review Sheet.

- 07-32** This comment consists of a resume for a geotechnical expert consulted for Comment Letter 07. No specific environmental concerns pertaining to the Draft EIR are raised in this comment, and no further response is required.
- 07-33** This comment consists of an exhibit pertaining to points raised in Comment 07-10. See Response to Comment 07-10 for information regarding this exhibit and a response to the commenter's concerns pertaining to this exhibit.

### References

- Metro (Los Angeles County Metropolitan Transportation Authority). 2023. Central LA/Westside Bus & Rail Service. Metro System Maps. Accessed July 12, 2023. <https://www.metro.net/riding/guide/system-maps/>.
- SCAG (Southern California Association of Governments). 2022. 2045 Transit Priority Area (TPA) – SCAG Region. Last updated February 14, 2022. Accessed July 12, 2023. <https://hub.scag.ca.gov/search?collection=Dataset>

## Response to Comment Letter O8

### The London Hotel

**08-1** This comment expresses general concerns for the proposed project, while also expressing support for redevelopment of the project site in a “sensible and respectful manner.” This comment does not express any concerns regarding an environmental issue or the adequacy of the environmental impact analysis in the Draft EIR; no further response is required.

**08-2** This comment expresses concerns regarding neighborhood scale, SSP consistency, negative impacts to nearby properties, and traffic congestion. The comment further states that the Draft EIR fails to accurately analyze a number of impacts and references similar comments expressed by the Planning Commission during their October 21, 2021, meeting.

Refer to Topical Responses Nos. 2, 5, and 9, which address the character and setting of the project area and the proposed project’s increase in height and density; SSP consistency; and, traffic congestion, respectively. The commenter does not provide information regarding which impacts may have been inaccurately addressed. Nevertheless, it is noted that the Draft EIR was prepared in accordance with CEQA and includes technical chapters and reports prepared by subject matter experts. Additionally, comments raised by the Planning Commission during their October 2021 meeting are addressed in Section 2.3 of this chapter.

**08-3** This comment expresses concerns regarding the height and appearance of the proposed project, as well as conflicts with the SSP with regard to height. See Topical Response No. 2 for a response to concerns regarding the project’s height and visual character/quality, and see Topical Response No. 5 for discussion regarding land use policy consistency.

**08-4** This comment expresses concerns regarding the proposed project’s significant and unavoidable construction impact. The comment also states that the project’s ingress/egress would result in traffic and safety impacts that were not identified in the Draft EIR. The comment also expresses general concerns for increased land use intensity on the project site and the resulting negative effects.

The project’s construction impacts have been analyzed and disclosed in the Draft EIR pursuant to the requirements of CEQA. As mentioned in this comment, a significant unavoidable impact has been identified in the category of construction noise, and all other construction impacts would be less than significant with mitigation. While mitigation measures would be implemented to reduce the construction noise impact to the greatest extent feasible, the impact was still found to be significant even after all feasible mitigation measures have been applied. The commenter’s concern and opposition to this significant and unavoidable construction impact will be included in this Final EIR for review and consideration by decision makers. Pursuant to CEQA Guidelines Section 15093, if City decision makers approve the project in spite of this significant unavoidable impact, they must find that there are “specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits” of the proposed project that outweigh the unavoidable adverse environmental effects. This finding must be set forth in a statement of overriding considerations, which must be supported by substantial evidence in the record.

For concerns regarding the project's ingress/egress, see Topical Response No. 9. No significant impacts under CEQA have been identified involving with project's ingress/egress. Nevertheless, as discussed in Chapter 3.0 of this Final EIR, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. This new alternative would entail a different ingress/egress pattern, which is discussed and evaluated in Attachment E to this Final EIR. This alternative was developed in part to respond to concerns raised by community members and decision makers regarding the proposed project as analyzed in the Draft EIR, including concerns pertaining to the proposed project's ingress/egress.

Regarding the project's land use intensity, the proposed project's height, density, and land use programming have been analyzed for potential environmental impacts pursuant to CEQA throughout the Draft EIR, and potentially significant impacts have been identified and disclosed.

**08-5** This comment requests the proposal of a revised project that is "appropriate in scale and contextual for the neighborhood and this location."

Chapter 5.0 of the Draft EIR sets forth several project alternatives that decision makers can consider for approval, one of which is a reduced height alternative. Additionally, as mentioned in Response 08-4 above, a new alternative has been added as part of this Final EIR (referred to as "Alternative 4") in response to comments from the public and decision makers. This alternative is described in Chapter 3.0 of this Final EIR, and conceptual designs and supplementary analysis are contained in Attachment E of this Final EIR. Specifically, Alternative 4 is characterized by reduced height and density relative to the proposed project; additional housing units and fewer hotel units; revised ingress/egress patterns; and, increased attention to the pedestrian realm, among other changes as further described in Chapter 3.0 of this Final EIR. The proposed project and the project alternatives will be evaluated by City decision makers, who have the discretion to determine whether or not to approve the proposed project or any of its alternatives.



## Response to Comment Letter I1

KG Banwart  
September 20, 2021

**I1-1** The comment expresses general opposition to the project. The commenter's general opposition to the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

The comment also cites specific concerns including the scale and proportion of the project, traffic, ingress on Larrabee Street, sewage, quality of life, and impacts beyond the project area.

Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law. (See PRC Section 21099(d)(1).)

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress and egress pattern, such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.

Section 3.14 of the Draft EIR discusses the project's impacts related to wastewater (i.e., sewage). As described therein, the existing sewer system would have adequate capacity to serve the proposed project.

While quality of life is not a topic that is specifically addressed under CEQA, effects to surrounding neighborhoods, particularly with respect to air quality, land use and planning, noise, transportation, and aesthetics are evaluated in Sections 3.1, 3.8, 3.9, 3.12, and 3.15 of the Draft EIR, respectively. With implementation of required mitigation measures as listed in Chapter 4.0 of this Final EIR, impacts would be below a level of significance, with the exception of construction noise, which would remain significant and unavoidable. (However, construction noise impacts at residential properties are shown to be mitigated to below a level of significance; the significant unavoidable construction noise levels would be limited to the London Hotel.)

The Draft EIR evaluates impacts beyond the immediate project area by analyzing environmental topics on a Citywide and/or regional scale where required by CEQA, including analysis regarding air quality, GHG emissions, population and housing, public services, utilities and service systems, and certain cumulative impacts. Impacts in these categories were determined to be less than significant or have been mitigated to below a level of significance.

## **Response to Comment Letter I2**

**Tommy Black**  
**October 21, 2021**

- I2-1** The comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I3**

**Barry Brennan**  
**September 18, 2021**

**I3-1** The comment expresses general opposition to the project. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

The comment also cites specific concerns regarding project impacts to the surrounding neighborhood. Effects to surrounding neighborhoods, particularly with respect to air quality, land use and planning, noise, transportation, and aesthetics are evaluated in Sections 3.1, 3.8, 3.9, 3.12, and 3.15 of the Draft EIR, respectively. With implementation of required mitigation measures as listed in Chapter 4.0 of this Final EIR, impacts would be below a level of significance, with the exception of construction noise, which would remain significant and unavoidable. (However, construction noise impacts at residential properties are shown to be mitigated to below a level of significance; the significant unavoidable construction noise levels would be limited to the London Hotel.)

## **Response to Comment Letter I4**

**Samantha Caulfield**  
**October 1, 2021**

**I4-1** The comment expresses general opposition to the project. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

The comment also cites specific concerns including the scale and proportion of the project. Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area, and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Further, the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law (see PRC Section 21099(d)(1)); as such, the Draft EIR provides an analysis of the proposed project's potential aesthetic impacts in Section 3.15 for informational purposes only.

## Response to Comment Letter I5

Auni Chovet  
November 4, 2021

- I5-1** The comment expresses concern regarding the project's potential impacts associated with construction noise. Topical Response No. 6 discusses construction noise generated by the project. As discussed therein and in Section 3.9 of the Draft EIR, the project would implement mitigation measures to reduce impacts associated with construction noise. These include MM-NOI-1, which would require that the project implement a number of practices during construction to reduce the level of noise that leaves the site, and MM-NOI-2, which would require that noise barriers be erected during the construction of the project. Even with the implementation of these mitigation measures, project impacts associated with construction noise would be significant and unavoidable. It is noted, however, that with the implementation of these mitigation measures construction noise would be reduced to less-than-significant levels at nearby residential properties. Noise levels would only remain significant and unavoidable at the London Hotel property following implementation of all feasible mitigation.
- I5-2** The comment also raises concerns regarding the project's potential impacts associated with parking as well as traffic and traffic safety on Larrabee Street. Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation. Similarly, while impacts related to driver delay and LOS cannot be considered significant impacts to the environment under CEQA, Topical Response No. 9 discusses traffic and traffic safety on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)
- I5-3** The comment raises concerns regarding the project's potential impacts associated with operational noise to nearby residents, including impacts associated with the helicopter pad. Topical Response No. 6 discusses operational noise generated by the project. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant. MM-NOI-6 establishes noise level limitations for the amplified sound systems at the residential amenities terrace and hotel rooftop terrace. MM-NOI-7 requires the implementation of permanent noise barriers along the south and southeasterly edge of the hotel terrace, noise levels in which the amplified sound systems at the hotel terrace cannot exceed, and a maximum occupancy of 100 persons at the hotel terrace. MM-NOI-8 establishes noise levels in which the mechanical equipment that would be used during project operations are not to exceed.

Furthermore, the project's emergency helicopter landing facility would be located at a height of approximately 190 feet above grade at Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City's noise ordinance

provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility are not considered significant.

**15-4** The comment also raises concerns regarding the project's impacts associated with air quality and cites additional "car and air traffic" as a specific concern.

As discussed in Section 3.1 of the Draft EIR, project operations (including mobile source emissions from vehicles traveling to and from the project site) would not result in significant air quality impacts. The project is not anticipated to result in an appreciable increase in air traffic, as use of the proposed helipad would be limited to emergency life safety events only.

**15-5** The comment requests that the aforementioned comments provided by this commenter be forwarded to the Planning and Transportation Commissions.

The comment letter is included in this Final EIR for review and consideration by City decision makers.

## Response to Comment Letter 16

Rachel Clentworth  
November 5, 2021

**16-1** The comment raises concerns regarding the project’s potential impacts on the character of the neighborhood and expresses opposition to the project’s hotel component.

Topical Response No. 2 discusses potential project impacts with respect to the character and setting of the project area and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area.

The commenter’s general opposition to the project’s hotel component is not considered a significant environmental issue pursuant to CEQA. Nevertheless, the commenter’s opposition to the project’s hotel component will be included in this Final EIR for review and consideration by decision makers. Furthermore, Chapter 5.0 of the Draft EIR includes a “No Hotel” alternative (Alternative 3) for the consideration of City decision makers. City decision makers have the discretion to determine whether to approve the proposed project or any of its alternatives, including the No Hotel Alternative.

**16-2** The comment expresses concern regarding the amount of parking available in the project area under existing conditions, and states that the proposed project would make parking increasingly difficult for residents in the project area. Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project’s parking and the parking and traffic operations plan that would be implemented during project operation. As demonstrated therein, the proposed project would provide sufficient parking for the project’s uses, consistent with the requirements of the West Hollywood Municipal Code.

**16-3** The comment expresses concern regarding noise impacts from the proposed helicopter pad. Topical Response No. 6 discusses operational noise generated by the project. As discussed therein, the project’s emergency helicopter landing facility would be located at a height of approximately 190 feet above grade at Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City’s noise ordinance provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility are not considered significant.

**16-4** The comment raises concerns regarding safety in the project area. As discussed in Section 3.11, Public Services, of the Draft EIR, the project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur. The project would be designed to minimize secluded areas and potential hiding places and would be equipped with alarm systems and access controls, such as electronic key accesses. Signage and lighting would be used to facilitate wayfinding and safe pedestrian movement throughout the site and within the proposed building. The project would also have full-time security personnel, who would monitor, survey, and inspect the

building, parking garage, and outdoor areas. The project would also have a protected building management system and would employ cyber security measures.

- 16-5** The comment raises concerns regarding the project's potential impacts associated with traffic on Larrabee Street. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)
- 16-6** The comment raises concerns regarding the project's potential impacts associated with operational noise, particularly in light of existing hotel-related noise from the London Hotel. Topical Response No. 6 discusses operational noise generated by the project, including the project's effects with respect to existing noise generated from the London Hotel. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant. MM-NOI-6 establishes noise level limitations for the amplified sound systems at the residential amenities terrace and hotel rooftop terrace. MM-NOI-7 requires the implementation of permanent noise barriers along the south and southeasterly edge of the hotel terrace, noise levels that the amplified sound systems at the hotel terrace cannot exceed, and a maximum occupancy of 100 persons at the hotel terrace. MM-NOI-8 establishes noise levels that the mechanical equipment used during project operations are not to exceed.
- 16-7** The comment summarizes the previous comments. Please see the responses to Comments 16-1 through 16-6. In addition, the commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.



## **Response to Comment Letter I7**

Austin Cyr  
October 20, 2021

- I7-1** The comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I8

Kelly Dennis  
November 4, 2021

**I8-1** The comment expresses general concerns regarding the project's potential effects, including traffic, parking issues, noise, and public safety. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

The comment does not raise specific concerns regarding the adequacy of the analysis in the Draft EIR. Although impacts related to driver delay and LOS cannot be considered significant impacts to the environment under CEQA, Topical Response No. 9 discusses potential project impacts related to traffic and local circulation. Similarly, per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation.

Please see Topical Response No. 6 for a discussion of the proposed project's potential noise impacts.

As discussed in Section 3.11, Public Services, of the Draft EIR, the project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur.

## **Response to Comment Letter I9**

**Bobbie Edrick  
October 15, 2021**

- I9-1** This comment and the attached letter express support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I10

Elyse Eisenberg  
November 5, 2021

**I10-1** The comment raises concerns regarding the proposed project’s design, consistency with the SSP, and the lack of street-level public access and community atmosphere. Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area, and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Topical Response No. 5 discusses the project’s consistency with the SSP. As discussed therein and in Section 3.8 of the Draft EIR, the project would incorporate a number of sustainable, pedestrian-oriented, and transit-oriented features that would promote economic growth in the City, which is consistent with the overarching goal of the SSP to promote responsible development. The project would also support the City’s vision of the Sunset Strip as a “gathering place for the City” by providing outdoor dining, terraces, restaurants, bars, and cafés, as well as more formal gathering places (meeting rooms and a banquet hall), thereby expanding and enhancing gathering places at the project site.

The comment also expresses opposition to the statement that the project will be consistent with the SSP because the project incorporates an SSP amendment.

Under CEQA, a project is defined as “the whole of an action.” The term “project,” as further stated in the CEQA Guidelines, “refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term ‘project’ does not mean each separate governmental approval.” (CEQA Guidelines Section 15378.) As set forth in Section 2.8 of the Draft EIR, one of the City approvals required for development of the project is a specific plan amendment. As such, per the definition of “project” under CEQA, the specific plan amendment is considered part of the project and therefore must be evaluated in this EIR. An EIR analyzes environmental impacts on a conditional level, under the assumption that a project were to be approved. Therefore, upon approval of the proposed project (which must be inclusive of the SSP amendments per the definition of “project” under CEQA), the project would be consistent with the SSP. The analysis within the Draft EIR nevertheless discloses the aspects of the proposed project design that are inconsistent with the SSP in its current, pre-project form.

**I10-2** This comment expresses opposition to a statement within the Draft EIR that the project “falls outside of the planning horizon of the SSP” and states that the project does not fall outside the planning horizon of the SSP because the SSP has not “expired,” but is still in effect.

As described throughout the Draft EIR and in Topical Response No. 5, the SSP is the zoning and land use planning document that controls land use and development on the project site. Statements made about the “planning horizon” of the SSP do not indicate that the SSP as a whole has “expired” and can no longer be used for land use planning purposes.

The development caps and target sites identified in the SSP were intended to guide development and allow for streamlining of environmental review for projects that comply with the SSP and fall within the caps. The project is not eligible for such streamlining because the commercial cap has been exceeded. The Draft EIR further explains that any exceedances in the commercial cap of the SSP require

evaluation under CEQA. The project exceeds the commercial cap, and accordingly, it is being evaluated under CEQA for its environmental impacts within this EIR.

**I10-3**

The comment raises concerns and opposition to land use policy consistency findings presented in the Draft EIR for General Plan Policy LU-1.2, which encourages consideration of scale to avoid abrupt changes in scale and massing. Specifically, the commenter raises concerns regarding the height of the proposed building and its consistency with the context of the project area. The commenter states that the proposed building would be twice the height of nearby buildings, that surrounding buildings are only one to two stories in height, that the project area is primarily residential in nature, and that the project should be found inconsistent with General Plan Policy LU-1.2.

As discussed in Chapter 2, Project Description, of the Draft EIR, the Sunset Strip is characterized by buildings ranging from one story in height to well over 100 feet in height. This includes the 9000 Sunset Boulevard building, located about 700 feet west of the project site which is approximately 14 stories (194 feet) in height, the building at 9229 Sunset Boulevard which is 144 feet in height, the building at 9200 Sunset Boulevard which is 195 feet in height, and the building at 9201 Sunset Boulevard which is 140 feet in height, as well as others with a similar height. In addition, a hotel that would be approximately 248 feet in height (22 stories) is being proposed at 9034 Sunset Boulevard, between the 9000 Sunset Boulevard building and the Edition Hotel. It is also noted that while the project would measure approximately 212 feet in height from the lowest portion of the site along the southern project site boundary, it would measure 190 feet in height along its Sunset Boulevard frontage. Additionally, the description of other tall buildings along the Sunset Strip is illustrative of the overall context of the Sunset Strip as an area with variable building heights. Specifically, the building at 9000 Sunset Boulevard is bordered by low-rise buildings to its immediate east and is situated directly across the street from one- to two-story buildings. As such, the project would be consistent with the overall character of the Sunset Strip as a roadway with widely variable building heights. Furthermore, as noted in the Draft EIR, the project is characterized by various features that would visually break up its height and massing. For these reasons, the project was found to be consistent with General Plan Policy LU-1.2. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers regarding the height of the proposed project. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 would be 11 stories and approximately 143 feet in height, as measured from Sunset Boulevard. This represents a height reduction of 4 stories and approximately 47 feet relative to the proposed project. It is also noted that, pursuant to PRC Section 21099(d)(1), the proposed project's aesthetic impacts cannot be considered significant impacts on the environment.

Regarding the residential nature of the project area, the project site is zoned SSP, and numerous commercial uses are located in the immediate vicinity of the project site. While residential uses are also located in proximity to the project site, the environmental impacts to those uses (which are considered sensitive receptors under several environmental topical areas) have been analyzed and disclosed throughout this EIR, and mitigation is included where potentially significant impacts have been identified.

**I10-4**

The comment raises concerns regarding the project's consistency with General Plan Policy LU-1.3, which seeks to encourage new development to enhance the pedestrian experience. The comment does not raise specific concerns regarding this issue.

As described in Sections 3.8 and 3.12 of the Draft EIR, the project was determined to be consistent with the City's land use plans and policies pertaining to pedestrian facilities. The proposed project would include features that would be accessible to pedestrians, including outdoor seating, a bar, restaurant, café, and the reception lobby for the Viper Room. The City has also introduced a new alternative (Alternative 4) as part of this Final EIR that shows a variety of changes in design and land use programming in response to concerns raised by community members, including concerns regarding the pedestrian experience. (See Chapter 3.0, Errata, "Alternative 4.") With regards to pedestrian experience, Alternative 4 includes a horizontal architectural feature above the ground floor to emphasize the street level. Additionally, a publicly accessible outdoor area would be included on the ground floor and would connect to Sunset Boulevard via a breezeway. As such, Alternative 4 presents additional features to emphasize and enhance the pedestrian realm. City decision makers have the authority to determine whether to approve the proposed project or any of its alternatives, including Alternative 4.

**I10-5** The comment raises concerns regarding the project's consistency with General Plan Policy LU-7.5, which seeks to promote the use of drought-tolerant and native plants. The comment does not raise specific concerns regarding this issue. As stated in Chapter 2, Project Description, of the Draft EIR, the landscaping included in the proposed project would consist of drought tolerant and native plants. Topical Response No. 5 provides additional information regarding the project's consistency with the project site's land use designations.

**I10-6** The comment raises concerns regarding the project's consistency with General Plan Policy LU-7.7, which seeks to encourage green roofs. The comment does not raise specific concerns regarding this issue. As stated in Chapter 2, Project Description, of the Draft EIR, the proposed project would include a rooftop garden consisting of native and drought-tolerant plantings. Alternative 4 was also designed with a similar rooftop garden. Topical Response No. 5 provides additional information regarding the project's consistency with the project site's land use designations.

**I10-7** The comment raises concerns regarding the project's consistency with General Plan Policy LU-15.1, which seeks to promote a great diversity of uses along Sunset Boulevard. The comment states that the project does not encourage pedestrian use in any way. Response to Comment I10-4 addresses project elements serving the pedestrian realm.

Additionally, the comment states that the analysis assumes the approval of the requested SSP amendments, and that because these amendments have not been approved, the project is not consistent with the SSP. Response to Comment I10-1 discusses how the SSP amendments comprise part of the "project" under CEQA and that the EIR analyzes potential environmental effects if the project (which includes the SSP amendments) were approved.

**I10-8** The comment raises concerns regarding the project's density, height, and consistency with the SSP. Topical Response No. 5 discusses the project's consistency with the SSP.

In addition, the comment states that the project's density and height would only be consistent with the SSP if the SSP amendments were approved. Response to Comment I10-1 discusses how the SSP amendments comprise part of the "project" under CEQA and that the EIR analyzes potential environmental effects if the project (which includes the SSP amendments) were approved.

**I10-9** The comment raises concerns regarding the project's height and inconsistency with the SSP. Specifically, the comment states that within Table 3.8-2 (Sunset Specific Plan Consistency Analysis) of the Draft EIR, the text should state "inconsistent" for the project's height, due to its exceedance of height requirements in the SSP. The commenter also expresses concerns regarding the analysis in Table 3.8-2 with respect to the design recommendations for Site 6-E, expressing general concerns regarding inconsistencies, mitigation, impacts, and adherence to policies and goals.

Within Table 3.8-2, the Draft EIR acknowledges areas in which the proposed project is inconsistent with the SSP in its current form. However, as described above in Response to Comment I10-1, an EIR analyzes impacts on a conditional level in the event that a project were to be approved and must analyze and consider the whole of the project (including the SSP amendment). Therefore, upon approval of the proposed project (which must be inclusive of the SSP amendments per the definition of "project" under CEQA), the project would be consistent with the SSP. The analysis within the Draft EIR nevertheless discloses the aspects of the project design that are inconsistent with the SSP in its current, pre-project form.

Regarding the design recommendations for Site 6-E, the Draft EIR discloses the recommendations that the project would not implement. However, as noted in Section 3.8 of the Draft EIR, these are urban design recommendations (not requirements). Furthermore, as described therein, the project's lack of a passageway connecting Sunset Boulevard to the London Hotel and the project's lack of a 20,000-square foot conference space oriented towards the London Hotel would not result in impacts to the environment pursuant to CEQA. The project's environmental impacts are analyzed and disclosed throughout the EIR pursuant to CEQA, and mitigation has been set forth where potentially significant impacts have been identified.

Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. (See Chapter 3.0, Errata, "Alternative 4.") Consistent with the proposed project, Alternative 4 would not incorporate certain design recommendations for the project site from the SSP, such as a recommended conference room space that is at the ground level, oriented toward the London Hotel, of at least 20,000 square feet in size. However, Alternative 4 would partially implement the SSP's design recommendation of a mid-block breezeway at the ground level that is not present in the proposed project. Although this passageway would not connect directly to the London Hotel as stipulated in the SSP, Alternative 4 would represent greater consistency with the SSP than the proposed project in this regard as the ground floor breezeway would connect from Sunset Boulevard to an outdoor terrace and park-like area that would be open to the public and provide for increased pedestrian activation in the public realm on Sunset Boulevard.

**I10-10** The comment raises concerns regarding land use policy consistency claims in the Draft EIR, including statements that the proposed project would meet most of the City's goals for the Sunset Strip as established in the SSP. The comment specifically states that the project is not pedestrian oriented or transit oriented and is not responsible development. The comment also states that certain consistency claims in the Draft EIR are unsupported and/or untrue. The comment reiterates concerns expressed in Comment I10-1 regarding consistency determinations with the SSP, in light of the proposed SSP amendment.

The land use consistency analysis in Section 3.8 of the Draft EIR presents support for each consistency statement with a narrative description, citing aspects of the project that would effectuate consistency

or at least not interfere with policy implementation. Response to Comment I10-4 addresses the commenter's statements on the pedestrian-oriented nature of the proposed project.

Furthermore, the project is located within a high-quality transit area and within a transit priority area, as identified by SCAG and Metro. The project area is served by bus lines operated by Metro and City of West Hollywood shuttles. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard.

In response to the commenter's concerns that the project does not constitute responsible development, the project would incorporate a number of sustainable design features which would allow the proposed building to achieve LEED Gold or equivalent green building standards, and a Green Star rating. The proposed building has also been designed to comply with the West Hollywood Green Building Program which sets for requirements regarding the use of sustainable appliances, building materials, and building design.

Topical Response No. 5 provides additional discussion regarding the project's consistency with the City's overarching goals for the Sunset Strip. Response to Comment I10-1 addresses concerns regarding consistency findings with the SSP in light of the proposed SSP amendment.

The purpose of the land use and planning analysis within the Draft EIR, as defined in the CEQA significance thresholds, is to identify whether "the project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect." The discussion within the land use and planning section is therefore set forth for the purposes of environmental analysis under CEQA and does not dictate whether or not the project is desirable from the perspective of City decision makers. It is ultimately within the decision makers' discretion to adopt findings as to whether the project is consistent with the objectives, policies, general land uses, and programs of the City's General Plan and any applicable specific plan.

**I10-11** The comment raises concerns regarding the project's consistency with the SSP. Response to Comment I10-1, I10-10, and Topical Response No. 5 address the project's consistency with the SSP.

The comment also expresses opposition to the project's hotel component. The commenter's general opposition to the project's hotel component is not considered a significant environmental issue pursuant to CEQA but will be included in this Final EIR for review and consideration by decision makers. Furthermore, Chapter 5.0 of the Draft EIR includes a "No Hotel" alternative (Alternative 3) for the consideration of City decision makers. City decision makers have the discretion to determine whether to approve the proposed project or any of its alternatives, including the No Hotel Alternative.

**I10-12** The comment states that there is no mass transit currently located in the vicinity of the project and that there would not be any such mass transit in the vicinity of the project for at least a decade. In addition, the comment raises concerns regarding the project's potential impacts associated with traffic and cross-references a response to the project's NOP provided by the Los Angeles County Sheriff's Department.

As further discussed in Section 3.12, Transportation, of the Draft EIR, the City is located within a high-quality transit area, as identified by SCAG and Metro. In addition, as shown in Figure 3.12-1 of the Draft EIR, the project area is served by numerous bus lines operated by Metro and the City of West Hollywood. The nearest bus stop is located immediately adjacent to the project site, at the intersection of Sunset Boulevard and San Vicente Boulevard.



Topical Responses No. 8 and No. 9 also address the project's potential impacts associated with traffic.

The letter submitted by the Los Angeles County Sheriff's Department during the scoping period for the EIR was considered during drafting of the EIR. Police protection and service levels are addressed in Section 3.15 of the Draft EIR, in consideration of responses received from service providers, and impacts were determined to be less than significant. Specifically, the scoping period comment letter from the Los Angeles County Sheriff's Department expresses the following concerns: the project may impact the current level of service due to the potential increase in residential population; the Draft EIR should address the height and location of the proposed emergency helicopter landing facility and whether it would interfere with the helipad at the West Hollywood Sheriff's Station; the project would increase law enforcement service requirements at the West Hollywood Library; and, continued growth and intensification of multi-use land uses within the service area would contribute to significant cumulative impacts. These issues have been addressed in the Draft EIR as follows: the effects of population growth attributable to the project on police protection service levels (which includes services provided at the West Hollywood Library) are discussed in Section 3.11 of the Draft EIR; concerns related to the project's helicopter landing facility are addressed in Section 3.6 of the Draft EIR; and concerns related to the effects of cumulative growth on police protection service are addressed in Section 4.3.11. No significant environmental impacts were identified with respect to police protection services and/or the project's helicopter landing facility. The Los Angeles County Sheriff's Department also provided a comment letter on the Draft EIR, included as Comment Letter A2, above. As addressed in Response to Comment Letter A2, environmental issues raised within their letter have been addressed adequately within this Final EIR pursuant to CEQA.

**I10-13** The comment raises concerns regarding the claim that the project would include adequate parking. Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation.

**I10-14** The comment suggests that since the SSP was adopted in 1996, changes have occurred in the area suggesting that the density and height of development along the Sunset Strip should be downgraded, due to the area's inability to support the current infrastructure, traffic circulation, and lack of parking.

Sections 3.11 and 3.14 of the Draft EIR evaluate the project's potential impacts as they relate to utilities and public services. Significant impacts were not identified. Topical Responses No. 7 and No. 9 address concerns regarding the proposed project as it relates to parking and traffic, respectively.

As described throughout the Draft EIR, the project exceeds applicable height and density requirements in the SSP. One of several discretionary actions involved with the project is the approval of a Specific Plan Amendment, which would allow for increased height and density. City decision makers have the authority to review the project and its associated Specific Plan Amendment and determine whether or not the request for additional height and density will be granted.

As described in Section 3.8 of the Draft EIR, the project is consistent with the overall vision for the Sunset Strip described in the SSP, but it also provides an opportunity to revisit the SSP through the amendment process to consider more up-to-date design and land use needs, which have changed over the course of the past 27 years. (The SSP was adopted 27 years ago, in 1996. Since that time, urban

design concepts have evolved, the Southern California economy has undergone a variety of changes, and the nature of development and design along the Sunset Strip has shifted over time.) The proposed SSP amendment would allow the specific land use regulations for the project site to reflect and accommodate the modern design and current land use needs of the Sunset Strip while continuing to ensure that the project is in line with the City’s overall vision for Sunset Boulevard (Draft EIR, pp. 3.8-31 and 3.8-32).

**I10-15** The comment states that the following statement from the Draft EIR is false: “The proposed SSP amendment would allow the specific land use regulations for the project site to reflect and accommodate the modern design and land use needs of the Sunset Strip while continuing to ensure that the project is in line with the City’s overall vision for the boulevard.” The comment does not raise specific concerns related to this claim. Topical Response No. 5 addresses concerns related to SSP consistency.

**I10-16** The comment states that the project is not consistent with the SSP because the amendment to the SSP has not yet been approved. Topical Response No. 5 and Response to Comment I10-1 discuss SSP consistency and how the SSP amendments comprise part of the “project” under CEQA. Accordingly, the EIR analyzes potential environmental effects if the project (which includes the SSP amendments) were approved. Table 3.8-1 of the Draft EIR addresses consistency between the project and applicable General Plan goals and policies. The analysis therein determined that the project would be consistent with Citywide land use goals and policies, as well as the goals and policies established specifically for Sunset Boulevard in the General Plan.

**I10-17** The comment states that the project is not consistent with the SSP because the SSP amendment has not yet been approved and expresses concerns that the project is not consistent with the City’s Zoning Ordinance.

Topical Response No. 5 and Response to Comment I10-1 address the project’s consistency with the SSP. Response to Comment I10-1 discusses how the SSP amendments comprise part of the “project” under CEQA and that the EIR analyzes potential environmental effects if the project (which includes the SSP amendments) were approved. As described throughout the Draft EIR and in Topical Response No. 5, the SSP is the zoning and land use planning document that controls land use, design and development on the project site.

**I10-18** This comment raises questions about how the proposed project is considered an “alternative proposal” under the SSP. The comment asks for clarification on statements within the Draft EIR referring to the project as an “alternative proposal” under the SSP. The comment also requests analysis of an alternative proposal that would comply with the SSP in the absence of an SSP amendment.

The SSP defines an alternative proposal in the statement below:

*All projects are subject to the applicable design and development requirements, guidelines, and standards listed in this plan; however, the City retains discretion to approve an alternative proposal upon a showing that the alternative proposal furthers the goals stated by this plan and is consistent with the purpose and intent of the design and development requirements, guidelines, and standards that would otherwise apply to the project. Alternative proposals shall comply with all mitigation measures adopted for the Specific Plan.*

“Alternative proposals” as defined in the SSP are projects that deviate from one or more specific requirement(s) of the SSP. The intent of this “alternative proposals” stipulation is to allow flexibility of development proposals. The purpose of the Draft EIR is to evaluate construction and operation of the proposed building at 8850 Sunset Boulevard, together with the associated SSP amendment, to identify and disclose environmental impacts using the CEQA thresholds. City decision makers have the discretion to review the project (together with the proposed SSP amendment) and determine whether to approve or deny the project, in light of the SSP’s stipulation for alternative proposals.

Chapter 5.0, Alternatives, of the Draft EIR presents and analyzes an alternative that complies with the SSP in its current form (see Draft EIR, pages 5-9 through 5-11). This alternative was evaluated but dismissed from detailed consideration in the Draft EIR due to its inability to avoid significant environmental impacts. Pursuant to CEQA, alternatives that do not avoid a project’s significant environmental impacts do not need to be carried forward for detailed consideration within an EIR.

**I10-19** The comment requests to see discussion of environmental impacts resulting from the project’s height, density, and the inclusion of hotel instead of retail use. Chapter 3 (Sections 3.1 through 3.15) of the Draft EIR contains an analysis of the various environmental impacts resulting from the project as a whole, as they pertain to CEQA. Included in this analysis are the impacts associated with the project’s height, density, and hotel use. Specifically, the project’s height is discussed in Section 3.15 as it pertains to aesthetics and shade/shadow; the project’s density and land use mix are addressed in Section 3.1 and Section 3.12 as they relate to operational air emissions and effects to transportation/circulation; and operational noise-generating uses associated with the hotel are addressed in Section 3.9.

**I10-20** The comment questions the statement that the proposed project would be consistent with applicable land use policies upon project approval. As described throughout the Draft EIR and in Topical Response No. 5, the SSP is the zoning and land use planning document that controls land use and planning on the project site. Topical Response No. 5 and Section 3.8 of the Draft EIR address the project’s consistency with the SSP.

**I10-21** This comment expresses concerns that the “Sunset Specific Plan Consistency Alternative” was rejected on the basis that it does not meet project objectives to the same degree as the proposed project, and that these objectives were formulated by the project applicant. The comment expresses concern that this results in “a circular and specious argument.”

The analysis in the Draft EIR pertaining to the “Sunset Specific Plan Consistency Alternative” states that “this alternative would not meet several of the project objectives and would not meet others to the same degree as the proposed project.” However, as stated in the Draft EIR on page 5-11, this alternative was rejected due to the alternative’s inability to avoid significant environmental impacts of the project. This is a viable reason for rejecting an alternative from detailed consideration, pursuant to CEQA (see CEQA Guidelines Section 15126.6(c)(iii)). While a comparison to the project objectives is presented, this does not form the basis for rejecting this alternative. Response to Comment I10-22 provides further details regarding the formulation of project objectives and how these relate to the selection of project alternatives for detailed review in an EIR.

**I10-22** This comment expresses concerns that the “Substantially Reduced Height Alternative” was rejected on the basis that it does not meet project objectives to the same degree as the proposed project, and that

these objectives were formulated by the project applicant. The comment expresses concern that this results in “a circular and specious argument.” The comment also states that this alternative would meet the goals and policies of the SSP.

The analysis in the Draft EIR pertaining to the “Substantially Reduced Height Alternative” states that “this alternative would fail to meet some of the project objectives and would meet others to a lesser degree than the proposed project.” However, as stated in the Draft EIR on page 5-12, this alternative was rejected due to the alternative’s inability to avoid significant environmental impacts of the project. This is a viable reason for rejecting an alternative from detailed consideration, pursuant to CEQA.

Regarding the commenter’s concern that the project objectives were formulated by the applicant, while a project applicant can assist in preparation of an EIR through submittal of information and comments pursuant to CEQA Guidelines Section 15084(c), an EIR must ultimately reflect the independent review of the lead agency, and the lead agency is responsible for the adequacy and objectivity of the EIR. As such, while project objectives can be proposed by a project applicant, the lead agency (in this case, the City) must ultimately ensure that this list reflects the City’s independent review of the project. This process may involve revisions or changes to the list of objectives to reflect the goals of the City, which occurred in this EIR. Furthermore, CEQA Guidelines Section 15124(b) states that “clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.” As such, the list of project objectives must reflect the City’s independent judgement and can be used to select and hone a reasonable range of alternatives. CEQA defines a reasonable range of alternatives as those that could “feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” (CEQA Guidelines Section 15126.6(c).) An alternative can still be carried forward for detailed consideration even if would “impede to some degree the attainment of the project objectives.” As such, the list of project objectives does not form ironclad bounds on the list of alternatives that are carried forward in an EIR. Rather, CEQA dictates that “failure to meet most of the basic project objectives” is one of several factors that may be used to eliminate alternatives from detailed consideration in an EIR. (CEQA Guidelines Section 15126.6(c).) In summary, the project’s list of objectives is not dictated solely by the applicant and reflects the independent judgement of the City; alternatives can only be rejected from detailed consideration when they do not meet the basic objectives of a project; and, alternatives carried forward can still impede or partially impede some of a project’s objectives. Drafting of the project’s objectives and alternatives has been performed in accordance with these requirements of CEQA.

**I10-23** This comment expresses concerns that the tables within Chapter 5.0, Alternatives, of the Draft EIR contain errors. The comment requests that the tables be reviewed, particularly the table “for the Alternative that is supposed to be consistent with the SSP.”

The tables within Chapter 5.0 of the Draft EIR largely consist of tables summarizing the land use programming for the proposed project and the alternatives that were carried forward for detailed consideration. Additionally, a comparison of impact determinations between the proposed project and the alternatives carried forward for detailed consideration is presented at the end of the chapter. It is noted, however, that this table (titled “Comparison of Impacts”) is incorrectly numbered within the Draft EIR. This is a typographical error and does not affect the content or the conclusions of the alternatives analysis within the Draft EIR. This error has been resolved within Chapter 3.0, Errata, of this Final EIR.

It is also noted that the “Sunset Specific Plan Consistency Alternative” is described in narrative form on pages 5-9 through 5-11 of the Draft EIR and is not described or represented within a table. This alternative was not carried forward for detailed consideration within the Draft EIR, so it is not represented within the “Comparison of Impacts” table in Chapter 5.0 of the Draft EIR.

**I10-24** The comment summarizes the concerns of the commenter and requests the project be reevaluated.

For the reasons described within this response and elsewhere in this Final EIR, the proposed project has been adequately analyzed pursuant to CEQA within the Draft EIR. However, minor corrections and additions have been made to the Draft EIR analysis as part of this Final EIR. Some of these corrections and additions were made in response to comments and concerns expressed by community members.

The commenter’s opposition to the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I11

Elyse Eisenberg  
October 14, 2021

**I11-1** The comment states that the project site's designation as a Target Site under the SSP is outdated due to the change in existing conditions in the project area. Specifically, the comment states that the project area has seen an increase in traffic since the project site was designated a Target Site, including along residential streets. In addition, the comment raises concerns regarding the size of the project site, stating that some of the other high-rise developments along Sunset Boulevard have been located on larger sites.

The SSP remains the controlling land use document for the project site and its surroundings along Sunset Boulevard. While the project is located on a Target Site, the proposed project still exceeds the height and density established for the Target Site and requires discretionary approval of an SSP amendment. While the Target Site designation may lend support for the requested increased height and density, the project would nevertheless require an SSP amendment (along with discretionary review and project-specific CEQA analysis) with or without the Target Site designation.

Topical Response No. 9 addresses concerns regarding traffic congestion. In addition, the environmental impacts of the project components, including the project site size, have been considered throughout the Draft EIR. Topical Response No. 2 also discusses the scale of the project.

**I11-2** The comment compares the project to other sites that have been developed with projects along Sunset Boulevard and expresses that this project could have unique issues associated with traffic along residential streets, parking, and ingress/egress. The comment expresses particular concern regarding the project's adjacency to a "narrow residential street" as well as its proposed driveway egress onto this street. The comment cites existing concerns about lack of parking and traffic flow from the London Hotel.

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic congestion, traffic on Larrabee Street, and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress and egress pattern, such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). This would minimize potential conflicts with traffic from the London Hotel, since the traffic flow from the two adjacent buildings would be in opposite directions. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation. City decision makers have the discretion to determine whether to approve the proposed project or any of its alternatives, including Alternative 4.

**I11-3** The comment raises concerns regarding the project's height, design, and view blockage. Topical Responses No. 2 and No. 3 address concerns involving height and views.

The comment also raises concern and opposition to the project's density. Topical Response No. 5 addresses land use policy consistency, including policies pertaining to density.

Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers regarding the height of the proposed project. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 would be 11 stories and approximately 143 feet in height, as measured from Sunset Boulevard. This represents a height reduction of 4 stories and approximately 47 feet relative to the proposed project. The building would be 228,026 square feet of FAR floor area (aboveground), which is 11,869 square feet less than the aboveground FAR floor area square footage of the proposed project. As such, Alternative 4's FAR of 5.7:1 would be less than the proposed project's FAR of 6:1, and the size of some of the land uses within the building would be reduced. (See Chapter 3.0, Errata, "Alternative 4," Table 5-5.)

The commenter's general opposition to the project's height, design, and density will be included in this Final EIR for review and consideration by City decision makers.

**I11-4** The comment compares the project's height, size, and density to other projects that have been developed along Sunset Boulevard in recent times. Topical Response No. 5 addresses the project's land use policy consistency, including policies pertaining to height, size, and density.

**I11-5** The comment raises concerns regarding the project's potential impacts associated with ingress and egress and traffic on residential streets. In addition, the comment states that the planned parking supply would not be sufficient to adequately service the project site.

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic congestion, traffic on Larrabee Street, and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. For informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation.

The comment also raises concerns regarding the project's parking configuration. The project's parking levels would provide both standard and compact parking spaces, which would be designed in accordance with the City's parking design standards. As noted in the comment, tandem parking would be provided within the parking levels, which would be valet operated to maximize the efficiency of the parking lot, particularly during peak demand periods.

**I11-6** The comment states that there is a lack of a need for hotels in the City and encourages the City to consider other sources of revenue and to support legacy hotels. The commenter's general opposition to the project's hotel component is not considered a significant environmental issue pursuant to CEQA but will be included in this Final EIR for review and consideration by decision makers. Nevertheless, Chapter 5.0 of the Draft EIR includes a "No Hotel" alternative (Alternative 3) for the consideration of

City decision makers. City decision makers have the discretion to determine whether to approve the proposed project or any of its alternatives, including the No Hotel Alternative.

**I11-7** This comment expresses support for certain aspects of the project and opposition to other aspects of the project, including the proposed connecting bridge at the top of the building. The comment specifically states that the bridge is “an illusion and a distraction” and that the building appears to be solid at most angles. Topical Responses No. 2 and No. 3 discuss the project’s design as it relates to aesthetics and views. As explained therein, visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, the project’s aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law. (See PRC Section 21099(d)(1).) The commenter’s support for certain aspects of the project and opposition to others will be provided to the City’s decision makers for their review and consideration as part of this Final EIR.

**I11-8** The comment expresses a preference for a primarily residential project. In addition, the comment expresses that a height variance should not be granted for the project in order to keep the project in the scale of the project area.

Chapter 5.0, Alternatives, in the Draft EIR presents several alternatives to the project. A “Residential-Only Alternative” was presented but rejected from detailed evaluation on the basis of infeasibility and inability to avoid significant environmental impacts. However, one of the alternatives carried forward for detailed evaluation involves a reduced height relative to the proposed project (Alternative 2, Reduced Height Alternative). In addition to the alternatives proposed in Chapter 5.0, Alternatives, of the Draft EIR, an additional alternative has been proposed (see Chapter 3.0, Errata, of this Final EIR). This alternative (Alternative 4) would include more residential units and fewer hotel rooms than the proposed project and would also have reduced height relative to the proposed project.

The commenter’s support for and all-residential project will be provided to the City’s decision makers for their review and consideration as part of this Final EIR.

**I11-9** The comment expresses several other recommendations for design changes, including reduced heights and a different ingress/egress configuration.

While the specific configurations mentioned by the commenter are not specifically analyzed as an alternative to the project, the project alternatives include two reduced height alternatives (Alternative 2 and Alternative 4, as described above in Response to Comment I11-8). Additionally, Alternative 4 includes a different ingress/egress configuration, with all egress via San Vicente Boulevard and all ingress via Larrabee Street. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) The recommendation for a valet drop-off along Sunset Boulevard has not been evaluated, as this configuration is generally discouraged by City goals and policies involving enhancements to pedestrian activity under General Plan Policies LU-4.3 and LU-4.6(a), and SSP Transportation Goals I and II. The commenter’s specific alternative recommendations will be included in this Final EIR for review and consideration by decision makers.

The comment also expresses concerns regarding shadows created by the proposed project. The topic of shade/shadow is addressed in Section 3.15 of the Draft EIR for informational purposes. Specifically, Figures 3.15-9 through 3.15-17 of the Draft EIR show the shadows that would be cast by the proposed



project at different times throughout the year. As shown, shadows cast on shade/shadow-sensitive uses (residences, parks, schools) would be relatively limited. This analysis is provided in the Draft EIR for informational purposes only, as the City does not define a specific threshold for shade/shadow impacts and, furthermore, the aesthetic impacts of the project cannot be considered significant environmental impacts pursuant to PRC Section 21099(d)(1).

The comment also expresses concern and opposition related to the project design. The comment further states that the project area is not underdeveloped or in need of redevelopment, and that the project site borders low-rise residential areas on all sides.

Topical Response No. 2 addresses the project's design as it relates to the aesthetics analysis in the Draft EIR and the character and setting of the project area. Regarding the existing setting of the project area, the project site is characterized by a surface parking lot that occupies over 60% of the site, and existing development consists of one- and two-story commercial buildings. Given the predominance of surface parking on the project site, combined with the limited density of commercial uses, the site is characterized as underutilized, within the context of its urban surroundings and its location along Sunset Boulevard and San Vicente Boulevard. While the project site is located within close proximity to residential uses, these residential uses are situated adjacent to or within the immediate vicinity of an active commercial area. Additionally, the environmental impacts to nearby residential uses (which are considered sensitive receptors under several environmental topical areas, such as air quality and noise) have been analyzed and disclosed throughout this EIR, and mitigation is included where potentially significant impacts have been identified.

**I11-10** The comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No further response is required.

## **Response to Comment Letter I12**

**Adam Eramian**  
**October 7, 2021**

- I12-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I13**

**Tim Healey**  
**November 4, 2021**

**I13-1** The comment expresses opposition to the proposed project. The commenter's general opposition to the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

The comment also cites particular concerns regarding the project's design and traffic. Topical Response No. 2 addresses concerns regarding the project's design. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 addresses traffic congestion. The commenter notes that ridesharing does not lessen traffic. The vehicular trip generation calculations presented in the Draft EIR do not assume any traffic reductions or trip credits associated with ridesharing.

## **Response to Comment Letter I14**

**Roxann Holloway  
October 21, 2021**

**I14-1** The comment raises concerns regarding the building height, citing particular concerns regarding effects on views. The comment also states that the project is unnecessary, particularly with the presence of the adjacent London Hotel and recent completion of the Pendry Hotel.

Topical Responses No. 2 and No. 3 discuss comments regarding views and aesthetics. Regarding the necessity of the project in light of the adjacent London Hotel and other recent hotel development in the area, City decision makers have the authority to weigh the proposed project's environmental impacts against its benefits and determine whether or not to approve the project. (See CEQA Guidelines Section 15093(a)). However, the number of hotels in the City and associated need for hotels are not environmental issues under CEQA.

## Response to Comment Letter I15

Michael Iwinski  
November 5, 2021

**I15-1** The comment raises concerns regarding the loss of historic resources due to the project. The comment also raises concerns regarding disposal of demolition debris and suggests opportunities for retention and/or salvaging of material from the buildings on the project site.

Topical Response No. 1 addresses concerns regarding historic resources. Regarding demolition debris, the project would be required to comply with City requirements to recycle a majority of construction and demolition waste (WHMC Section 19.20.060). As described in Topical Response No. 1, the project site does not contain any buildings that are considered historical resources for the purposes of CEQA. As such, the demolition of these buildings would not require any mitigative considerations pursuant to CEQA, such as salvage, retention, or reuse of building materials. Nevertheless, while not required pursuant to CEQA, the suggestion of salvage, retention, or reuse of building materials will be included in this Final EIR for review and consideration by City decision makers.

**I15-2** The comment contains communications between the City and the commenter, and does not include a comment regarding the adequacy of the analysis in the Draft EIR. No further response is required.

**I15-3** The comment inquires about participation in the planning process for the project site. The comment also raises concerns regarding the proposed project's impacts on historic buildings and asks about efforts to salvage part of the building.

Regarding public participation in the planning process, members of the public had opportunities to submit written or verbal comments regarding the Draft EIR. These comments are included herein. Members of the public were also previously engaged to provide comments on the scope and content of the Draft EIR during the public scoping period (see Appendix A of the Draft EIR for details regarding public scoping). Public hearings will also be held for consideration of the project for recommendation and approval before the Planning Commission and the City Council, and members of the public will have opportunities to provide comments at those hearings.

Topical Response No. 1 discusses historical resources at the project site. Response to Comment I15-1 addresses the commenter's suggestion for salvaging building materials.

## Response to Comment Letter I16

Mark Tapio Kines  
November 5, 2021

**I16-1** The comment raises concerns regarding aesthetics and noise, and cites specific concerns regarding the proposed helipad.

Topical Response No. 2 addresses concerns regarding aesthetics.

Topical Response No. 6 discusses operational noise generated by the project, including effects in relation to existing noise generated from the London Hotel. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant. MM-NOI-6 establishes noise level limitations for the amplified sound systems at the residential amenities terrace and hotel rooftop terrace. MM-NOI-7 requires the implementation of permanent noise barriers along the south and southeasterly edge of the hotel terrace, noise levels that the amplified sound systems at the hotel terrace cannot exceed, and a maximum occupancy of 100 persons at the hotel terrace. MM-NOI-8 establishes noise levels that the mechanical equipment that would be used during project operations are not to exceed. As discussed in Topical Response No. 6, the project's emergency helicopter landing facility would be located at a height of approximately 190 feet above grade from Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City's noise ordinance provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility are not considered significant.

**I16-2** The comment raises concerns regarding traffic on Larrabee Street. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)

**I16-3** The comment expresses opposition to demolishing existing businesses in order to construct the proposed project. The comment also requests the project be redesigned so that the entrance and exit driveways are located only on Sunset Boulevard and/or San Vicente Boulevard.

Chapter 5.0 of the Draft EIR includes a "No Project" alternative (Alternative 1) for the consideration of City decision makers. Under this alternative, the project would not proceed, the existing environment would be maintained, and the existing uses would continue to operate as they do currently. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including the No Project Alternative.

Topical Response No. 9 addresses concerns regarding impacts associated with the project's ingress and egress. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final

EIR. (See Chapter 3.0, Errata, “Alternative 4.”) This new alternative has a different ingress/egress pattern, such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street) and all vehicles would enter from Larrabee Street. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) The ingress/egress pattern for Alternative 4 has been designed in response to community comments and concerns regarding the proposed project’s egress onto Larrabee Street. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

Ingress and/or egress via driveway(s) along Sunset Boulevard has not been evaluated, as this configuration is generally discouraged by City goals and policies involving enhancements to pedestrian activity under General Plan Policies LU-4.3 and LU-4.6(a), and SSP Transportation Goals I and II.

The commenter’s opposition to the proposed project and to the ingress/egress pattern as proposed will be provided to the City’s decision makers for their review and consideration as part of this Final EIR.

- 116-4** The comment does not express any environmental comments or concerns related to the environmental analysis in the Draft EIR. No further response is required. The commenter’s general opposition to the project will be provided to the City’s decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I17

Christopher Knight  
November 4, 2021

**I17-1** The comment expresses concern regarding aesthetics and the scale of the project. Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area, and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law. (See PRC Section 21099(d)(1).)

The commenter's opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

**I17-2** The comment raises concerns regarding traffic on Larrabee Street and concerns associated with the project's ingress and egress. The comment suggests that traffic leaving the project site be required to turn left on Larrabee Street toward Sunset Boulevard, or that the City make Larrabee Street a one-way street between Harratt Street and Sunset Boulevard.

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. As mentioned therein, the project would also install signage and striping to limit non-residential vehicles from traveling southbound along Larrabee Street. However, the commenter's additional recommendations for restricting southbound travel on Larrabee Street will be included in this Final EIR for consideration by decision makers. It is noted, however, that traffic congestion is no longer considered an impact to the environment pursuant to CEQA; as such, restrictions to southbound travel along Larrabee Street are not required for the purposes of mitigating an impact to the environment pursuant to CEQA.

It is also noted that the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. (See Chapter 3.0, Errata, "Alternative 4.") This new alternative has a different ingress/egress pattern, such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street) and all vehicles would enter from Larrabee Street. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) The ingress and egress pattern for Alternative 4 has been designed in response to community comments and concerns regarding the proposed project's egress onto Larrabee Street. City decision makers have the authority to determine whether to approve the proposed project or any of its alternatives, including Alternative 4.

**I17-3** The comment expresses general opposition to the project, including its size and design. The commenter's general opposition to the project, including its design and size, will be provided to the City's decision makers for their review and consideration as part of this Final EIR. As noted above, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. (See Chapter 3.0, Errata, "Alternative 4.") This alternative has reduced height, massing, and density relative to the proposed project and has a different architectural design. The reduced size and alternative design have been set forth in response to community



comments and concerns regarding the size and design of the proposed project. As also stated above, City decision makers have the authority to determine whether to approve the proposed project or any of its alternatives, including Alternative 4.

This comment requests that the aforementioned comments provided by this commenter be forwarded to the Planning and Building Commissions. This comment letter is included in this Final EIR for review and consideration by City decision makers.

## **Response to Comment Letter I18**

**Allen Law**  
**October 15, 2021**

- I18-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I19

Chelsey Neders  
September 7, 2021

**I19-1** The comment expresses general opposition to the project. The commenter's general opposition to the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

The comment also raises a number of specific concerns, including traffic, noise, parking issues, project design, demolition of the Viper Room, loss of views and cultural characteristics of the Sunset Strip, overcrowding, and lack of project benefits.

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 and Section 3.12 of the Draft EIR discuss traffic on Larrabee Street and the project's ingress and egress routes. As explained therein, the project would result in less-than-significant impacts in the category of transportation.

As described in Topical Response No 6 and Section 3.9 of the Draft EIR, the project's noise impacts were determined to be significant and unavoidable during construction (even after implementation of all feasible mitigation measures) but would be less than significant with mitigation during operations. With the implementation of required mitigation measures, construction noise would also be reduced to less-than-significant levels at nearby residential properties. Construction noise levels would only remain significant at the London Hotel property following the implementation of all feasible mitigation.

Parking is not a topical area addressed under CEQA; however, responses to parking-related concerns are discussed in Topical Response No. 7, above, for informational purposes.

Topical Response No. 1 discusses the demolition of the Viper Room. Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area, and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law. (See PRC Section 21099(d)(1).) Topical Response No. 3 addresses views in the area.

Regarding the commenter's concern for adding residential units to "an already overcrowded area," Section 3.10 of the Draft EIR includes an analysis of the project's population and housing impacts. As substantiated therein, while the project would increase the residential population of the City, the increase would be minimal and would fall well within established growth projections.

Regarding the commenter's concern related to project benefits, Section 2.4 of the Draft EIR lists the project's objectives, some of which describe various benefits of the project. City decision makers ultimately have the authority to weigh the project's benefits against its environmental impacts when deciding whether or not to approve the project (CEQA Guidelines Section 15093).

## **Response to Comment Letter I20**

**Ed Mellone**  
**September 13, 2021**

**I20-1** The comment expresses concern regarding the demolition of the Viper Room, and requests that it be preserved. Topical Response No. 1 addresses the demolition of the Viper Room.

## **Response to Comment Letter I21**

**Enoch Miller**  
**September 28, 2021**

- I21-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I22

Susan Milrod  
November 4, 2021

**I22-1** The comment serves as an introduction to the comment letter and does not raise concerns regarding the adequacy of the Draft EIR. No further response is required,

**I22-2** The comment expresses general opposition to the project but does not raise specific concerns regarding the adequacy of the analysis in the Draft EIR. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

**I22-3** The comment expresses support for a building of reduced height and density, such that the emergency helicopter landing facility would no longer be required and such that approval for increased height and density relative to current regulations would not be necessary.

The Draft EIR includes a Reduced Height alternative (Alternative 2) for the consideration of City decision makers. Alternative 2 would have 12 aboveground stories and would be approximately 152 feet in height from Sunset Boulevard. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") This alternative also has reduced height relative to the proposed project, with 11 aboveground stories and a total of 147 feet in height from Sunset Boulevard. The reduced building heights for Alternative 2 and Alternative 4 have been set forth in response to community comments and concerns regarding the height of the proposed project.

Topical Response No. 6 and Section 3.6 of the Draft EIR discuss the proposed emergency helicopter landing facility. As discussed therein, the facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely.

Chapter 5.0 of the Draft EIR also sets forth a project alternative that would not require an amendment to the SSP for increased height and density. This is referred to in the Draft EIR as the "Sunset Specific Plan Consistency Alternative" and is described in Section 5.1. This alternative was ultimately rejected from further consideration in the EIR pursuant to CEQA Guidelines Section 15126.6(c), due to this alternative's inability to avoid significant environmental impacts.

City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 2 and Alternative 4. The commenter's recommendations and support for a project with reduced height and density (and no emergency helicopter landing facility) will be included in this Final EIR for review and consideration by City decision makers.

**I22-4** The comment raises concerns regarding the noise impacts associated with the proposed helicopter pad, as well as the possibility of this facility being used for purposes other than medical emergencies. Topical Response No. 6 discusses operational noise generated by the project. As discussed therein, the project's emergency helicopter landing facility would be located at a height of approximately 190 feet above grade from Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely. In

addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City's noise ordinance provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility are not considered significant.

**I22-5** The comment raises concerns regarding the height of the proposed building, particularly the effects of its height on land uses to the south. Topical Response No. 2 discusses the scale of the project with respect to the existing character and setting of the project area, and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law, but nevertheless the Draft EIR provided an analysis of potential aesthetic impacts in Section 3.15 for informational purposes.

**I22-6** The comment raises concerns regarding the density and height of the proposed project and suggests placing the building in an area with open space. Topical Response No. 2 addresses concerns regarding effects to the visual setting/character of the project area and states that visual changes to the project area are not considered to be significant or adverse in the context of the setting of the Sunset Strip or project area. Furthermore, the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law. Section 5.1 of the Draft EIR considers alternative sites for the project. Alternative sites were rejected from further consideration in the EIR pursuant to CEQA Guidelines Section 15126.6(c) due to infeasibility and failure to meet project objectives.

**I22-7** The comment raises concerns regarding the sufficiency of the proposed project's parking spaces. Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses how the project would provide the required number of parking spaces under the City's Municipal Code and how the project's parking and traffic operations plan would be implemented during project operation.

The comment also raises concerns regarding traffic congestion in general, as well as several specific concerns pertaining to traffic and parking. Specific concerns mentioned include the use of ridesharing potentially worsening environmental impacts, increased noise pollution due to increased traffic, traffic accidents, and safety issues involving access to the fire station on the corner of San Vicente and Cynthia. Other concerns include the location of rideshare pickups, off-site parking and illegal parking, potential use of City transit services to transport visitors to 8850 Sunset from other parking areas in the City, and concerns involving placement of scooters along sidewalks around the project site.

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic congestion in general. As detailed in the Draft EIR's transportation analysis, the Project's hotel, affordable housing, and restaurant trip generation estimates are based on empirical studies conducted in the City and account for all vehicle trips generated. As detailed in *West Hollywood Trip Generation Study* (Fehr & Peers, 2019), the City's empirical trip rates for hotel and restaurant uses include trips generated by ridesharing vehicles, which account for approximately 49% and 55% of total daily trips for hotel and restaurant uses, respectively. Trip generation estimates for the project's multi-family and drinking place uses were developed based on trip generation rates from *Trip Generation Manual, 10<sup>th</sup> Edition* (Institute of Transportation Engineers, 2017), which are based on nationwide surveys conducted at sites with similar land uses, and also account for all vehicle trip types generated to the survey sites. Furthermore, to provide a more

conservative analysis, no additional trip reductions were applied to account for transit/walk-in/bicycle usage, internal capture, or pass-by trips. As such, the trip generation calculations are assumed to be inclusive of ridesharing trips and are also considered to be conservative estimates. Noise impacts due to increased traffic are addressed Section 3.9 of the Draft EIR, and impacts were determined to be less than significant. The project's potential to create or exacerbate traffic accidents is highly speculative and the commenter does not support this concern with evidence. Nevertheless, it is noted that traffic safety is addressed in the Draft EIR to the extent required by CEQA. Specifically, Transportation Threshold Question C within the CEQA Guidelines states "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)?" As stated in response to this threshold question within Section 3.12 of the Draft EIR, the proposed project would not add new intersections or incompatible uses, and impacts were determined to be less than significant. The project would not limit access to emergency vehicles including fire trucks. Drivers of emergency vehicles have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

Areas for rideshare drop off/pickup would be accommodated on the project site. See Appendix B of the Draft EIR, Parking Plan B1, which shows two vehicular drop-off areas within the project site. As described in Topical Response No. 7, the parking stalls provided by the project conform to the City's parking code. As such, the project would provide sufficient parking per the City's regulations and, therefore, is not expected to exacerbate issues involving street parking or illegal parking. In the event that residents, patrons, or employees of the 8850 Sunset project were to utilize public street parking, existing parking restrictions in the area would continue to apply, as they do for existing visitors and residents in the project area. Illegal parking is addressed through City code enforcement and traffic enforcement. The project does not include the proposed use of City transit services to transport patrons, employees, or residents from off-site parking areas to the project site; however, patrons, employees, or residents of the project could use transit services available in the area, as desired. Finally, scooter operators must comply with rules regarding scooter parking, including state laws prohibiting placement of scooters on sidewalks in a manner that restricts pedestrian traffic. Traffic laws are enforced by City code enforcement and/or the Los Angeles County Sheriff's Department.

**122-8** The comment raises concerns regarding car and truck traffic on Larrabee Street. Topical Response No. 9 addresses traffic congestion in general. The commenter's specific concerns are addressed below.

Baseline traffic counts used for the transportation analysis within the Draft EIR were taken in 2019. As such, the transportation analysis does not reflect the unique conditions present during the COVID-19 pandemic and instead reflects pre-pandemic traffic levels.

While the proposed project would include vehicle trips in the project area, there is no evidence that it would increase illegal traffic movements. With or without the proposed project, illegal traffic movements are addressed through City code enforcement and/or the Los Angeles County Sheriff's Department.

The commenter does not support claims about increased truck crashes on Larrabee Street with substantial evidence. Traffic safety is addressed in the Draft EIR to the extent required by CEQA. Specifically, Transportation Threshold Question C within the CEQA Guidelines states "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)?" As stated in response to this threshold question within Section 3.12 of the Draft EIR, the proposed project would not add new intersections or



incompatible uses, and impacts were determined to be less than significant. Noise impacts due to loading dock activities and general increases in traffic are addressed in Section 3.9 of the Draft EIR, and impacts were determined to be less than significant. Vehicular emissions from project operations are quantified and addressed in Section 3.1 of the Draft EIR, and operational emissions were determined to be below a level of significance.

The commenter also expresses concern about drivers being unfamiliar with complex traffic patterns in the project area, such as a traffic circle, a closed-off street, and congestion and increasing activity on the corner of Larrabee Street and Santa Monica Boulevard, to the south of the project site. The commenter states that use of online mapping applications may worsen confusion and lead to irregular traffic movements. As described in Topical Response No. 8, the proposed project does not contain any land uses that would be considered a “regional draw.” It is anticipated that residents or employees would become familiar with traffic patterns in the area. Visitors to the project area would be subject to the same traffic laws as all visitors and residents of the City, and traffic laws would continue to be enforced, with or without the proposed project. Furthermore, as stated in Topical Response No. 9, the project would also install signage and striping to limit non-residential vehicles from traveling southbound along Larrabee Street. This would reduce the number of project vehicles traveling south along Larrabee Street towards the features that the commenter describes (e.g., the traffic circle at the intersection of Larrabee Street and Cynthia Street, the dead-end at Betty Way, and the corner of Larrabee Street and Santa Monica Boulevard). Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, “Alternative 4.”) Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)

The commenter also expresses concerns that tourists may park to take photographs of the proposed project and expresses concerns about parking along or in the middle of Sunset Boulevard. Street parking along Sunset Boulevard would be consistent with existing conditions after project construction and during project operation. Any tourists wishing to stop briefly at the site would need to follow all parking regulations and restrictions. Such regulations and restrictions are enforced through City code enforcement and by the Los Angeles County Sheriff’s Department.

The commenter expresses concerns regarding worsening traffic conditions due to the combination of events held at the London Hotel and traffic associated with the proposed project. As described in Topical Response No. 9, the project would be required by the City to implement an Event Management and Coordination Plan as part of the project’s Conditions of Approval to minimize traffic and parking constraints along Larrabee Street that could occur during overlapping events at the project and the adjacent properties. Implementation of such a plan would minimize conflicts between the proposed project and the London Hotel. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, “Alternative 4.”) This new alternative has a different ingress and egress pattern, such that all vehicles would exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) Alternative 4’s ingress and egress pattern would be opposite to that of the London Hotel, which is expected to minimize potential conflicts and constraints between the two adjacent buildings, both on a daily basis and at those times when overlapping events occur. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

The commenter further expresses concern that Larrabee Street would not be able to accommodate the weight and size of trucks associated with the project and that the street would become highly congested, leading vehicles to travel south to the corner of Santa Monica Boulevard and Larrabee Street. Topical Response No. 9 addresses Larrabee Street's ability to accommodate truck travel. As stated above, the project would install signage and striping to limit non-residential vehicles from traveling southbound along Larrabee Street, which would limit the amount of project-related vehicle traffic traveling south along Larrabee Street.

As discussed in Section 3.12 of the Draft EIR and in the Transportation Analysis (Draft EIR, Appendix L), all project-related loading activities would occur on site within the designated truck loading area. Thus, project-related trucks are not anticipated to utilize City streets for loading activities. Trucks accessing the project site would utilize the City's designated truck circulation routes. As detailed in the City's General Plan Mobility Element, the north-south and east-west arterials within the City are implied truck routes, consistent with the designated truck routes in the adjacent jurisdictions. The project would implement measures such as signage to prohibit trucks from traveling along Larrabee Street south of the project site. Truck travel would thus be limited to commercial arterial streets, such as Sunset Boulevard, to access the project loading area along Larrabee Street. It should be noted that Larrabee Street north of Nellas Street provides access to commercial uses along Sunset Boulevard. As such, this area of Larrabee Street is already available for commercial deliveries under baseline environmental conditions.

**I22-9**

The comment suggests developing a smaller building with an entrance on San Vicente Boulevard, and potentially a driveway along Sunset Boulevard. The comment states that Larrabee Street was not intended for a development like the proposed project and cannot accommodate traffic and/or trucks.

As part of this Final EIR, the City has introduced a new alternative (Alternative 4) with reduced height, density, and massing relative to the proposed project. (See Chapter 3.0, Errata, "Alternative 4.") The ingress and egress pattern for Alternative 4 also differs from that of the proposed project, with ingress on Larrabee Street and egress on San Vicente Boulevard. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)

As detailed in the Transportation Analysis for the proposed project, vehicular access to the project site would be provided via one inbound-only driveway along San Vicente Boulevard, a designated Collector Street adjacent to the project site, and one outbound-only driveway along Larrabee Street, a designated Local Street. By providing egress only access along Larrabee Street instead of San Vicente Boulevard, all project-related queuing would occur within the project site to limit potential queue spillover into the public right-of-way and minimize potential impacts to the adjacent residential neighborhoods to the south. Furthermore, limiting access to an ingress-only driveway along San Vicente Boulevard would reduce the number of project-related vehicles on the corridor (relative to having both ingress/egress driveways on San Vicente Boulevard), and thus, would also reduce potential vehicular-vehicular and vehicular-pedestrian/bicycle conflicts at the driveway. Ingress and/or egress via driveway(s) along Sunset Boulevard has not been evaluated, as this configuration is generally discouraged by City goals and policies involving enhancements to pedestrian activity under General Plan Policies LU-4.3 and LU-4.6(a), and SSP Transportation Goals I and II. Nevertheless, these recommendations for the project's ingress/egress locations will be included in this Final EIR for review and consideration by decision makers.

Traffic congestion (including congestion on Larrabee Street) and truck travel on Larrabee Street are addressed in Topical Response No. 9. As described therein, truck turning evaluations have been

conducted as part of the project's Transportation Analysis (Draft EIR, Appendix L). These evaluations confirmed that all truck maneuvers would occur on-site within the project's loading dock area and would not require any trucks to reverse into the loading dock from the public right-of-way. This analysis demonstrates adequate availability of space for truck maneuvers associated with the project.

As discussed in Section 3.12 of the Draft EIR and in the Transportation Analysis (Draft EIR, Appendix L), all project-related loading activities would occur on site within the designated truck loading area. Thus, project-related trucks are not anticipated to utilize City streets for loading activities. Trucks accessing the project site would utilize the City's designated truck circulation routes. As detailed in the City's General Plan Mobility Element, the north-south and east-west arterials within the City are implied truck routes, consistent with the designated truck routes in the adjacent jurisdictions. The project would implement measures such as signage to prohibit trucks from traveling along Larrabee Street south of the project site. Truck travel would thus be limited to commercial arterial streets, such as Sunset Boulevard, to access the project loading area along Larrabee Street. It should be noted that Larrabee Street north of Nellas Street provides access to commercial uses along Sunset Boulevard. As such, this area of Larrabee Street is already available for commercial deliveries under baseline environmental conditions.

**I22-10** The comment expresses opposition to the proposed green space, stating that it would not be usable by people in the community, and expresses concerns regarding the potential impacts associated with the proposed café on the corner of Larrabee Street and Sunset Boulevard, particularly the lack of availability of public seating areas.

The commenter's opposition to the configuration of the proposed project's green space and to the café on the corner of Larrabee Street/Sunset Boulevard, as well as concerns regarding lack of public seating, will be included in this Final EIR for review and consideration by decision makers. This comment does not raise any specific environmental issues pursuant to CEQA; however, it is noted that as part of this Final EIR, the City has introduced a new alternative (Alternative 4), which has a different configuration for publicly available green space. (See Chapter 3.0, Errata, "Alternative 4.") Specifically, Alternative 4 would include a publicly accessible outdoor area on the ground floor that would connect to Sunset Boulevard via a breezeway. This area would have landscaping and seating opportunities that would be open to the public and accessible from the Sunset Boulevard sidewalk. In addition, Alternative 4 would incorporate a publicly accessible view observation deck and Native Soil Immersion Garden at the corner of Sunset Boulevard and San Vicente Boulevard, extending south along the project's San Vicente Boulevard frontage. The Native Soil Immersion Garden would include seating opportunities for pedestrians and native plantings, and the view observation deck located above the Native Soil Immersion Garden would include seating and a shade canopy where the public would be able to view the greater Los Angeles Basin to the south. Alternative 4 still includes outdoor dining areas near the corner of Sunset Boulevard and Larrabee Street, as well as along Larrabee Street to the south of the Sunset Boulevard/Larrabee Street intersection. The outdoor dining terrace facing Larrabee Street has been evaluated for its potential noise impacts within the environmental analysis for Alternative 4 (see Chapter 3.0 of this Final EIR), and no significant, unavoidable impacts were identified. Additionally, the maximum occupancy for this area would be relatively minimal (24 occupants maximum). City decision makers have the discretion to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

**I22-11** The comment expresses concerns regarding shallow groundwater. As disclosed in Section 3.7 of the Draft EIR, shallow groundwater levels are present on the project site. Geotechnical explorations of the

site indicate that groundwater is present between depths of 19 feet to 42 feet below ground surface (Draft EIR, Appendix F). The proposed excavation for the project would be approximately 74 feet below grade along Sunset Boulevard. Certain practices would be put in place during project construction and operation in order to address the presence of shallow groundwater on the site. Temporary dewatering would be required within the project site during construction. Pumping and disposal of groundwater is subject to regulatory requirements, and the applicant would be required to procure a dewatering permit from the Los Angeles Regional Water Quality Control Board. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). Compliance with these requirements would ensure that dewatering does not constitute a significant and adverse impact to downstream drainages. Temporary dewatering would not have a permanent or substantial effect on the groundwater basin. Due to the presence of shallow groundwater on the project site, the project's subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods (Draft EIR, Appendix F). Dewatering would not be required during operations, and the project would be designed such that groundwater would not pose a structural threat to the project. For these reasons, development of the project on a site with shallow groundwater would not present any significant, adverse environmental effects.

The comment also expresses concerns regarding earthquakes. The topic of earthquakes is addressed in Section 3.4 of the Draft EIR. CEQA generally requires analysis of the effects of a proposed project on the environment (CEQA Guidelines Section 15126.2), as opposed to the environment's effects on a project (*California Building Industry Ass. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369). As such, the potential for an earthquake to affect the project would not be considered an environmental impact pursuant to CEQA.

Nevertheless, the potential for the project site to be subject to earthquake-related hazards, such as fault rupture, seismic ground shaking, or seismic-related ground failure, are discussed in Section 3.4 of the Draft EIR. Based on upon technical studies conducted for the proposed project, there is no evidence that suggests fault rupture could occur on the project site, and no active fault segments traverse the site or are located within 50 feet of the site boundary, which is the mandatory minimum fault setback distance for construction of habitable structures under state and City law (Draft EIR, Appendix F). Furthermore, construction and operation of the proposed project would not directly or indirectly cause fault rupture or exacerbate existing fault rupture risks. With regards to seismic ground shaking, the project site is located within the seismically active region of Southern California. The Holocene-active Hollywood and Santa Monica Faults have been mapped adjacent to, within, and beneath the City. These faults, as well as numerous other regional faults (e.g., San Andreas, Newport-Inglewood, San Fernando, and Whittier), are capable of producing moderate to large earthquakes that could affect the City. However, pursuant to local and state laws, the project has been designed to withstand the expected worst-case seismic ground shaking that could occur at the project site. The foundation of the proposed building would also be designed to withstand soil settlement, which can occur during an earthquake. Specifically, the design would be based on the settlement that could occur as a result of the Maximum Considered Earthquake ground motion. Compliance with the California Building Code and incorporation of mitigation measure MM-GEO-1 from the Draft EIR would ensure that the project is designed in accordance with all requirements and site-specific geotechnical recommendations. Additionally, the City's plan check and building inspection procedures would ensure

that the proposed project is constructed according to these standards and site-specific design recommendations. For these reasons, while earthquakes have the potential to occur at the project site, the project would be designed to minimize earthquake-related safety hazards to the extent practicable.

**I22-12**

The comment raises concerns regarding the project's potential impacts associated with construction and operational noise. Specifically, the commenter expresses concern that the proposed project's construction noise would have a detrimental effect on the London Hotel's business. The commenter also expresses concern regarding noise that may be generated by the Viper Room business within the proposed project.

Topical Response No. 6 discusses construction noise generated by the project. As discussed therein and in Section 3.9 of the Draft EIR, the project would implement mitigation measures to reduce impacts associated with construction noise. These include MM-NOI-1, which would require that the project implement a number of practices during construction to reduce the level of noise that leaves the site, and MM-NOI-2, which would require that noise barriers be erected during the construction of the project. Even with the implementation of these mitigation measures, project impacts associated with construction noise would be significant and unavoidable. It is noted, however, that with the implementation of these mitigation measures construction noise would be reduced to less-than-significant levels at nearby residential properties. Noise levels would only remain significant after mitigation at the London Hotel property.

Topical Response No. 6 also discusses operational noise generated by the project, including effects in relation to existing noise generated from the London Hotel. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant. MM-NOI-6 establishes noise level limitations for the amplified sound systems at the residential amenities terrace and hotel rooftop terrace. MM-NOI-7 requires the implementation of permanent noise barriers along the south and southeasterly edge of the hotel terrace, noise levels that the amplified sound systems at the hotel terrace cannot exceed, and a maximum occupancy of 100 persons at the hotel terrace. MM-NOI-8 establishes noise levels that the mechanical equipment that would be used during project operations are not to exceed.

Noise from the Viper Room is evaluated in the Draft EIR (see Draft EIR on page 3.9-22). As stated therein, the proposed new Viper Room space would include accommodations for internal queuing of event attendees, which would reduce noise from event attendees waiting in line relative to existing conditions, where patrons queue on the street. Additionally, the provision of underground parking would reduce the number of event attendees that park and walk through nearby neighborhoods. For these reasons, it is anticipated that the noise from the proposed Viper Room space during events, performances etc., would be lower than the noise produced by the existing Viper Room and no significant environmental impacts were identified in association with the new proposed Viper Room space.

**I22-13**

The comment expresses concerns about clustering affordable units on the third floor and questions whether residents of the affordable units would have access to affordable parking, guest parking, or building amenities.

According to the State CEQA Guidelines Section 15064(e) "economic and social changes resulting from a project shall not be treated as significant effects on the environment." As such, the location of

affordable housing and other concerns raised in this comment do not pertain to the project's impacts on the environment pursuant to CEQA. For informational purposes, it is noted that the City's Affordable Housing Ordinance allows inclusionary units to be clustered within a building if it results in the creation of more affordable units than would otherwise be provided, and that better serves the affordable housing needs of the City. The project is required to provide 20% of the 41 total units as affordable, which is equal to 9 units. A total of 10 one-bedroom units that better serve the affordable housing needs of the City are clustered in the project design to achieve 1 more affordable unit than would otherwise be required. City decision makers have the authority to approve clustering of affordable units if decision makers determine that such clustering provides a documented public benefit or better serves the affordable housing needs of the City (West Hollywood Municipal Code 19.22). As such, the proposed clustering of affordable units is subject to review and approval of the City Council, and the City Council would need to make the required findings and support those findings with adequate documentation, should this configuration be approved.

The residents of the proposed affordable units would have access to the same parking and building amenities as residents in market-rate units.

Additionally, as part of this Final EIR, the City has introduced a new alternative (Alternative 4) in response to comments from the public and decision makers, which has a different configuration for affordable units. (See Chapter 3.0, Errata, "Alternative 4.") Under the Alternative 4 design, the affordable units would not be clustered on a single floor (see Attachment E of this Final EIR for the Alternative 4 floor plans). City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

**I22-14** The comment questions the credentials of the project's developer and architect. This comment does not raise any environmental issues or comments regarding the adequacy of the Draft EIR. No response is required.

**I22-15** The comment raises concerns regarding the project's consistency with the surrounding architecture, scale, and aesthetics. Topical Response No. 2 discusses the proposed project and the character/setting of the project area. Topical Response No. 5 addresses scale and massing as they relate to land use consistency.

The commenter also presents alternative design concepts. Specifically, the commenter recommends reduced size and land uses for the project, open green spaces between the project and the London Hotel, and an architectural design that mirrors that of the London Hotel. The commenter's support for these features and design changes will be included in this Final EIR for review and consideration by decision makers.

As noted above, Alternative 4 is being presented to decision makers as part of this Final EIR. This alternative reflects some of the recommendations provided within this comment, including a reduced size and reduced square footage. Alternative 4 also includes ground floor green space that would be oriented towards the London Hotel, and Alternative 4's design differs from that of the proposed project in terms of architectural style. City decision makers have the authority to review the proposed project and its potential alternatives and to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

**I22-16** The comment provides a summary of the comment letter. Please see the Responses to Comments I22-1 through I22-15. In addition, the commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I23

William Moore  
November 5, 2021

- I23-1** The comment serves as an introduction to the comment letter and does not raise concerns regarding the adequacy of the Draft EIR. No further response is required.
- I23-2** The comment expresses opposition to the approval of another hotel in the project area, as well as loss of the existing convenience stores that operate on the project site. These concerns do not raise an environmental issue or pertain to the adequacy of the environmental analysis in the Draft EIR. The commenter's opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.
- I23-3** The comment raises concerns regarding the project's potential impacts associated with operational noise, particularly when combined with noise that is already produced by the London Hotel. Topical Response No. 6 discusses operational noise generated by the project, including effects in relation to existing noise generated from the London Hotel. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant.
- I23-4** The comment expresses concern regarding traffic on Larrabee Street and parking in the project area.
- Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site on Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.)
- Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation.
- I23-5** The comment raises concerns regarding pollution associated with construction and vehicles, including light pollution.
- The project's air emissions from construction and operations are evaluated in Section 3.1 of the Draft EIR. Additional information on this topic is also included in Attachment C of this Final EIR. The analysis demonstrates that significant, unavoidable air quality impacts would not occur as a result of the project.
- Regarding the project's potential impacts associated with light pollution, this topic is discussed in Section 3.15 of the Draft EIR. However, because the proposed project is a mixed-use residential project located on an infill site within a transit priority area, its aesthetic impacts (including light/glare impacts) cannot be considered significant impacts to the environment pursuant to Public Resources Code Section 21099(d)(1). (See Section 3.15 of the Draft EIR for further details regarding Public Resources



Code Section 21099(d)(1).) Nevertheless, for informational purposes, an aesthetics analysis is provided in the Draft EIR, within Section 3.15. As stated therein, the project would comply with the City's requirements and regulations regarding outdoor lighting, including Section 19.020.100 of the City's Municipal Code, which requires outdoor lighting to be designed to prevent glare, light trespass, and sky glow. In addition, this regulation requires that lighting be architecturally integrated with the character of structures and directed away from adjacent properties (and the public right-of-way) and shielded to confine all glare within the boundary of the site. Additionally, the project's proposed billboards would be required to abide by the Sunset Boulevard Off-Site Signage Policy, which establishes maximum brightness standards based on the time of day, as well as light trespass limits. Furthermore, the project would be subject to design review to ensure building materials that could create adverse light or glare effects are not included in the design.

**I23-6** The comment expresses opposition to the demolition of the original Viper Room and expresses concerns regarding the project's potential economic impacts to nearby rental properties.

Topical Response No. 1 discusses the demolition of the original Viper Room and states that any resulting impacts are not significant environmental impacts pursuant to CEQA. Additionally, Topical Response No. 2 addresses concerns regarding the character and setting of the Sunset Strip, including historic setting.

"Economic and social changes resulting from a project shall not be treated as significant effects on the environment." (CEQA Guidelines Section 15064(e).) As such, concerns regarding the ability to rent nearby rental properties do not pertain to the adequacy of the environmental analysis within the Draft EIR. Nevertheless, the commenter's opposition to the project will be included in this Final EIR for review and consideration by City decision makers.

**I23-7** The comment expresses general opposition to the project but does not raise specific concerns regarding the adequacy of the analysis in the Draft EIR. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I24**

**Michael Neimeyer**  
**September 27, 2021**

**I24-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I25**

**Antoinette O'Grady**  
**November 1, 2021**

- I25-1** The comment raises concern regarding the lack of noise receivers placed in the residential area north of the project site during the noise data collection conducted for the project. Topical Response No. 6 discusses these concerns and explains that no significant unavoidable operational noise impacts would occur at noise-sensitive receptors to the north of the project site.

## Response to Comment Letter I26

Antoinette O'Grady  
November 1, 2021

**I26-1** The comment states that in addition to this comment, the commenter also provided feedback on the project via the WeHo Heights Residents' Association Questionnaires. Responses to the WeHo Heights Residents' Association Questionnaires can be found in Response to Comment Letters O4 through O6, above.

**I26-2** The comment expresses concern regarding the project's potential impacts associated with operational noise, and the adequacy of the mitigation measures implemented to reduce these impacts.

Topical Response No. 6 discusses operational noise generated by the project, including effects in relation to existing noise generated from the London Hotel and the potential for a "canyon effect" amplifying noise from the project site. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant. MM-NOI-6 establishes noise level limitations for the amplified sound systems at the residential amenities terrace and hotel rooftop terrace. MM-NOI-7 requires the implementation of permanent noise barriers along the south and southeasterly edge of the hotel terrace, noise levels that the amplified sound systems at the hotel terrace cannot exceed, and a maximum occupancy of 100 persons at the hotel terrace. MM-NOI-8 establishes noise levels that the mechanical equipment that would be used during project operations are not to exceed. As also discussed in Topical Response No. 6, the efficacy of the operational noise mitigation measures provided within the Draft EIR is supported by substantial evidence, including noise modeling and calculations demonstrating that implementation of the measures would reduce noise from outdoor use areas to less than significant levels. These calculations are shown in Appendix I of the Draft EIR. Noise barriers, including glass (or other transparent material) walls, are effective tools for mitigating noise, and their effectiveness has been extensively documented by numerous agencies, including the Federal Highway Administration. As described by the Federal Highway Administration in its guidance for highway traffic noise barriers,<sup>7</sup> effective noise barriers typically reduce noise levels by 5 to 10 dB. Noise barriers reduce sound by absorbing it, transmitting it, reflecting it back to the noise source, or forcing noise to take a longer path over and around the barrier. Material for effective sound barriers must be rigid and sufficiently dense. (All noise barrier material types are equally effective, if they have sufficient density.) However, any openings in noise barriers reduce their effectiveness (FHWA 2021). The mitigation measure requiring construction of a noise barrier (MM-NOI-7) provides specifications for the barrier to ensure its efficacy, including surface weight (i.e., density) and a minimum acoustic rating, as well as a stipulation that the barrier must be free of gaps, cracks, or openings.

The decibel levels for speakers set forth in MM-NOI-6 and MM-NOI-7 are designed to reduce impacts at nearby sensitive receptors to below a level of significance, when combined with the required noise barrier and occupancy levels described in MM-NOI-7. The speaker calibration levels were formulated based on detailed noise modeling results, presented in Appendix I of the Draft EIR. Limiting the volume of outdoor speakers is a direct, effective method to reduce operational noise. Additional mitigation beyond what is set

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<sup>7</sup> While this information is sourced from an article regarding traffic noise barriers, noise barriers function in the same manner regardless of the noise source type. As such, the general characteristics and functionality of traffic noise barriers is also descriptive of other types of noise barriers, including those used to shield noise from outdoor gatherings.

forth in MM-NOI-6 and MM-NOI-7 is not required, as the Draft EIR provides substantial evidence that implementation of those measures would reduce impacts to a level below significance.

## References

FHWA (Federal Highway Administration). 2021. Highway Traffic Noise Barriers at a Glance. Updated October 6, 2021. Accessed August 4, 2023. [https://www.fhwa.dot.gov/environment/noise/noise\\_barriers/design\\_construction/keepdown.cfm](https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm).

## **Response to Comment Letter I27**

**Robert Oliver**  
**October 7, 2021**

- I27-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I28**

**Aliki Papadeas**  
**September 10, 2021**

**I28-1** The comment expresses opposition to the development of a hotel and raises concerns regarding the project's potential impacts on the character of the project area.

Please see Topical Response No. 2 for a discussion of the character and setting of the project area. The commenter's general opposition to the project's hotel component is not considered a significant environmental issue pursuant to CEQA but will be included in this Final EIR for review and consideration by decision makers. Nevertheless, Chapter 5.0 of the Draft EIR includes a "No Hotel" alternative (Alternative 3) for the consideration of City decision makers. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including the No Hotel Alternative.

## Response to Comment Letter I29

Harriet Segal  
October 20, 2021

**I29-1** The comment raises concerns regarding the height and scale of the project, stating that it would be the only building in the vicinity of the project site of this scale. Please see Topical Response No. 2, addressing aesthetic concerns, particularly as they relate to the existing character and setting of the project area.

The comment also mentions that the building at 9000 Sunset Boulevard was approved by the County of Los Angeles, prior to City incorporation. (The 9000 Sunset Boulevard building is approximately 194 feet tall and is included in descriptions of the project area within the Draft EIR, to illustrate the variable building heights in the project area.) Regardless of the approving agency for the 9000 Sunset Boulevard building, this building is still part of the environmental setting of the project area, as defined under CEQA Guidelines Section 15125. As such, this comment regarding the building at 9000 Sunset Boulevard is noted but does not pertain to the adequacy of the environmental analysis in the Draft EIR.

**I29-2** The comment raises concerns regarding traffic along San Vicente Boulevard, as well as the resulting air quality impacts. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 addresses traffic congestion generally. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). This would minimize potential conflicts with traffic from the London Hotel, since the traffic flow from the two adjacent buildings would be in opposite directions. (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street.) As substantiated in Section 3.1, Air Quality, of the Draft EIR and in Attachment C, Supplemental Air Quality and Greenhouse Gas Analysis, in this Final EIR, significant and unavoidable air quality impacts would not occur as a result of the project.

**I29-3** The comment expresses support for a smaller project alternative, specifically, a smaller condominium building or a small boutique hotel without banquet or conference facilities. The commenter expresses opposition to the size of the proposed building and its proximity to residential uses and an existing hotel.

Chapter 5.0 of the Draft EIR evaluates numerous alternatives to the proposed project, including alternative sites, a residential-only alternative, and alternatives with substantially reduced-scale commercial buildings. Among the alternatives carried forward for detailed consideration in the EIR is a reduced-height alternative (Alternative 2). Additionally, as part of this Final EIR, the City has introduced a reduced height and reduced density alternative (Alternative 4). (See Chapter 3.0, Errata, "Alternative 4.") The commenter's support for a smaller project will be included in this Final EIR for review and consideration by City's decision makers.



## Response to Comment Letter I30

Nicholas Shaffer  
November 4, 2021

**I30-1** The comment serves as an introduction to the comment letter and requests that the comments be forwarded to City Council and the Transportation and Planning Commission. This comment letter is included within this Final EIR for review and consideration by City decision makers.

**I30-2** The comment raises concerns regarding the project's potential impacts associated with traffic, air quality, greenhouse gas emissions, noise, and cumulative impacts. Topical Responses No. 8 and No. 9 address concerns regarding traffic. As substantiated in Section 3.1 (Air Quality) and Section 3.5 (GHG Emissions), of the Draft EIR and in Attachment C, Supplemental Air Quality and Greenhouse Gas Analysis, in this Final EIR, significant and unavoidable air quality and GHG impacts would not occur. Topical Response No. 6 and Section 3.9 of the Draft EIR discuss construction and operational noise generated by the project. An analysis of the project's cumulative impacts can be found in Chapter 4, Cumulative Effects, of the Draft EIR. The cumulative effects analysis takes into account the Arts Club project.

**I30-3** The comment raises concerns regarding traffic on Larrabee Street, including truck traffic (e.g., delivery trucks and trash collection trucks).

Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. As discussed in Section 3.12 of the Draft EIR and in the Transportation Analysis (Draft EIR, Appendix L), all project-related loading activities would occur on site within the designated truck loading area. Thus, project-related trucks are not anticipated to utilize City streets for loading activities. Trucks accessing the project site would utilize the City's designated truck circulation routes. As detailed in the City's General Plan Mobility Element, the north-south and east-west arterials within the City are implied truck routes, consistent with the designated truck routes in the adjacent jurisdictions. The project would implement measures such as signage to prohibit trucks from traveling along Larrabee Street south of the project site. Truck travel would thus be limited to commercial arterial streets, such as Sunset Boulevard, to access the project loading area along Larrabee Street. It should be noted that Larrabee Street north of Nellas Street provides access to commercial uses along Sunset Boulevard. As such, this area of Larrabee Street is already available for commercial deliveries. Furthermore, any delivery trucks accessing the project site would be required to adhere to the existing truck weight limitation for Larrabee Street. Under current conditions, there is a sign posted at the intersection of Larrabee Street and Sunset Boulevard specifying the prohibition of trucks over 3 tons. This signage is intended to prevent heavier vehicles from driving along Larrabee Street and would continue to function in the same manner after project implementation. As provided in the Transportation Analysis within Appendix L of the Draft EIR, truck turning evaluations were also conducted and confirmed that all truck maneuvers would occur on-site within the project's loading dock area and would not require any trucks to reverse into the loading dock from the public right-of-way.

Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") As detailed in Attachment E to this Final EIR (in the Alternative 4 Transportation Analysis), Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as

opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic. In addition, separate truck access to the loading dock would continue to be provided via a separate driveway along Larrabee Street, south of Alternative 4's main driveway. Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street. The truck driveway and loading dock would be designed to adequately accommodate trucks anticipated to service Alternative 4.

**I30-4** The comment raises concerns and questions regarding parking and traffic on Larrabee Street, including questions regarding parking passes and permits. Topical Response No. 9 discusses traffic on Larrabee Street. In addition, per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. For informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation. Further, and as discussed in Section 3.12 of the Draft EIR, the project would be required to comply with the City's TDM Ordinance, which requires all commercial projects with 5,000 square feet or more and residential projects with 10 or more units to implement a suite of TDM strategies aimed at reducing vehicle trips and encouraging use of alternative transportation options. In accordance with WHMC Section 10.16.050, the project will prepare and submit a TDM Plan to implement the required number of trip reduction strategies. Appendix L of the Draft EIR provides a menu of strategies that could be implemented as part of a TDM plan, including discounted transit passes for residents and/or employees.

Regarding the provision of parking passes and permits for the project's residents, employees, and/or guests, the City would include a standard condition of approval for the project stating that no annual residential and guest parking permits will be granted to the occupants, whether lessees, renters or owners, of the project. Each individual unit within the project may be granted up to 50 one-day visitor parking passes annually. The project's employees would not receive parking passes either.

**I30-5** The comment raises concerns regarding the project's potential impacts to fire department response times due to traffic congestion on San Vicente Boulevard, particularly during overlapping events at the London Hotel and at the proposed project.

As discussed in Topical Response No. 9, the project would be required by the City to implement an Event Management and Coordination Plan as part of the project's Conditions of Approval to minimize traffic and parking constraints that could occur during overlapping events at the project and the adjacent properties. This plan is anticipated to reduce congestion during events, including overlapping events. Furthermore, the project would comply with all Fire Code requirements for emergency access. Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. As described within Section 3.11, Public Services, of the Draft EIR, LACFD has reviewed the project and has determined that it would not have a significant effect on service levels (see also Appendix J of the Draft EIR).

Nevertheless, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. This would minimize potential conflicts with traffic from the London Hotel, since the traffic flow from the two adjacent buildings would be in opposite directions. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles.

**I30-6** The comment expresses opposition to the project due to its scale, adjacency to another hotel, shade/shadow, helicopter pad, added traffic, parking issues, and delivery trucks on Larrabee Street. The commenter also requests parking spaces in the proposed parking garage at no cost for residents along Larrabee Street who currently rely on street parking.

Topical Response No. 2 addresses the project's scale. Topical Response No. 5 discusses the project's land use consistency. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Responses No. 9 addresses traffic generally. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via a dedicated driveway on Larrabee Street. Response to Comment I30-3 addresses concerns regarding delivery trucks on Larrabee Street. As with the proposed project, the truck driveway and loading dock for Alternative 4 would be designed to adequately accommodate trucks anticipated to service Alternative 4.)

Topical Response No. 6 and Section 3.6 of the Draft EIR discuss the proposed emergency helicopter landing facility. As discussed therein, the facility is a fire department requirement and would only be used for emergency life safety events. The helicopter landing facility would not be used for any other purpose. As such, this component of the project is a requirement and would not be used routinely.

Section 3.15 of the Draft EIR addresses concerns related to shade/shadow. Specifically, Figures 3.15-9 through 3.15-17 of the Draft EIR show the shadows that would be cast by the proposed project at different times throughout the year. As shown, the shadows cast by the project onto residential uses along Larrabee Street would be limited, and no shadows are shown at the particular location mentioned by the commenter (1002 Larrabee Street). This analysis is provided in the Draft EIR for informational purposes only, as the City does not define a specific threshold for shade/shadow impacts and, furthermore, the aesthetic impacts of the project cannot be considered significant environmental impacts pursuant to PRC Section 21099(d)(1) (see Topical Response No. 2 for a discussion of the applicability of PRC Section 21099(d)(1) to the project).

Topical Response No. 7 addresses the project's impacts associated with parking and the parking and traffic operations plan that would be implemented during project operation. As described therein, the parking stalls provided by the project conform to the requirements of the City's parking code. Additional parking spaces are not required, and parking is not an environmental topical area under CEQA. Furthermore, parking impacts associated with mixed-use residential projects on infill sites within a

transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. As such, parking-related mitigation measures are not required pursuant to state law (PRC Section 21099). Nevertheless, the commenter's request for parking spaces to be provided in the proposed project's garage at no cost to Larrabee Street residents will be included in this Final EIR for review and consideration by decision makers.

The commenter's general opposition to the project's hotel component is not considered a significant environmental issue pursuant to CEQA but will be included in this Final EIR for review and consideration by decision makers. Nevertheless, Chapter 5.0 of the Draft EIR includes a "No Hotel" alternative (Alternative 3) for the consideration of City decision makers. City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including the No Hotel Alternative.

## **Response to Comment Letter I31**

David Sherian  
October 15, 2021

- I31-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## **Response to Comment Letter I32**

**Sara Smock  
October 12, 2021**

- I32-1** The comment expresses concern regarding the demolition of historic buildings and expresses opposition to the design of the project. Topical Response No. 1 addresses concerns regarding historical resources. Topical Responses No. 2 and No. 3 discuss aesthetic effects and visual resources. The commenter's general opposition to the project, including its design, will be provided to City decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I33

Carrie Turner Stanton  
November 5, 2021

- I33-1** The comment provides information on the commenter’s property and does not raise concerns regarding the adequacy of the analysis in the Draft EIR. No further response is required.
- I33-2** The comment raises concerns regarding the project’s potential impacts associated with parking and noise, particularly along Larrabee Street, and expresses concern that Larrabee Street would become a “main thoroughfare.” The commenter also expresses concerns regarding the ability to retain tenants and/or to find new tenants for a building along Larrabee Street, near the project site.

Parking is not a topical area addressed under CEQA; however, responses to parking-related concerns are discussed in Topical Response No. 7, above, for informational purposes. As discussed in Topical Response No. 6 and Section 3.9 of the Draft EIR, noise from construction was determined to be significant and unavoidable. However, this significant and unavoidable impact would be limited to the London Hotel property. With implementation of the mitigation measures identified in the Draft EIR, construction noise at residences located to the south of the project site (both east and west) would be reduced to less than significant levels. Construction noise impacts to residents north of the project site would be less than significant without mitigation. Attachment A to this Final EIR, Supplemental Construction Noise Impacts Analysis, conducted additional noise analysis at three selected residential receptors, representing the residences located in the WeHo Heights Neighborhood north of Sunset Boulevard, concluding that project construction would result in less than significant impacts due to the significant sound attenuation provided by the relatively long distances from the project construction site and the presence of existing intervening buildings between the project site and receptors. Operational noise impacts would also be reduced to below a level of significance with implementation of mitigation measures. Noise from project-related traffic was also studied and determined to be less than significant without mitigation.

Additionally, as demonstrated in Appendix L (Transportation Study) of the Draft EIR, the expected increase in daily vehicle trips along Larrabee Street (south of the project site) is approximately 32 vehicles per day. This would equate to a less than 1% increase relative to existing traffic levels at this location. As such, while vehicles would be added to Larrabee Street as part of the project, the project is not expected to create a substantial or particularly noticeable increase in traffic or traffic noise levels along Larrabee Street.

The City has also introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, “Alternative 4.”) Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. In addition, separate truck access to the loading dock would continue to be provided via a separate driveway along Larrabee Street, south of Alternative 4’s main driveway. Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street. The truck driveway and loading dock would be designed to adequately accommodate trucks anticipated to service Alternative 4.

Regarding the ability to retain and/or attract tenants, “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” (CEQA Guidelines Section 15064(e)). As such, this concern does not pertain to the adequacy of the environmental analysis within the Draft EIR; nevertheless, it will be included in this Final EIR for review by decision makers.

**I33-3** The comment expresses that the City should work with the surrounding community and developers to find solutions to the impacts that the project would have on small landlords.

This EIR includes mitigation measures that would limit the environmental impacts of the project to the extent feasible, pursuant to CEQA. As described herein, all potentially significant environmental impacts identified under CEQA, with the exception of temporary construction noise at the London Hotel, would be reduced to less than significant levels through implementation of identified mitigation measures. Nevertheless, the commenter’s suggestion will be included in this Final EIR for review and consideration by City decision makers.



## **Response to Comment Letter I34**

Owen Ward  
September 28, 2021

- I34-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I35

Nicholas Weiss  
September 8, 2021

**I35-1** The comment expresses concern regarding construction noise and states that local residents need to know when construction would begin. The comment also requests further information on how to submit their objection to the project.

Construction noise is analyzed in detail in Section 3.9, Noise, of the Draft EIR and discussed in Topical Response No. 6. The analysis therein sets forth numerous mitigation measures to reduce construction noise to the extent feasible, as required by CEQA. Nevertheless, the analysis in Section 3.9 determined that project construction would result in a significant and unavoidable noise impact at the London Hotel property, even after all feasible mitigation measures have been applied. City decision makers have the authority to review the project in light of this significant and unavoidable environmental impact and determine whether or not to approve the project despite this impact. If the project is approved despite this impact, City decision makers are required to make a determination that there are specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project that would outweigh the unavoidable adverse environmental effects. This determination must be supported by substantial evidence in the record (CEQA Guidelines Section 15093).

If the project is constructed, pursuant to West Hollywood Municipal Code Chapter 9.70 Construction Management, all residential properties on the block and any others within 100 feet of the site shall be individually served written notification of the planned start date of excavation and/or construction activities at least one week prior to the activities commencing. The City shall also require that at least three days prior to the start of demolition/construction, a sign with a minimum dimension of 2 feet by 2 feet and with lettering no less than 2 inches in height on a contrasting background that is visible and readable from the public right-of-way shall be posted on site that identifies the day and date demolition/construction activity on this property is anticipated to begin, the anticipated length of construction period in months, and contact information including name and phone number of the project owner or owner's representative. Finally, construction of the project shall require a 4 feet by 4 feet sign to be posted on the construction site visible from the public right-of-way containing various information including the name and telephone number of the general contractor and/or on-site superintendent, and the Code Compliance Hotline telephone number to report violations to the City of West Hollywood.

The comment's concerns regarding the project are included in this Final EIR, for review and consideration by decision makers. Approval of the project will require hearings before the City's Planning Commission and City Council. Members of the public have an opportunity to provide comments at public hearings.

## Response to Comment Letter I36

Richard G. Wight  
October 20, 2021

**I36-1** The comment expresses opposition to the project's architecture, height, and mass and raises concerns regarding traffic in the project vicinity, particularly the absence of traffic-related mitigation measures. Topical Response No. 2 discusses the project's architecture, height, and mass. Topical Response No. 5 addresses the project's land use consistency. Topical Responses No. 8 and No. 9 address concerns associated with traffic in the project area. As explained therein, traffic congestion is no longer considered an environmental impact pursuant to CEQA; as such, mitigation measures are not required to address concerns related to traffic congestion. However, numerous mitigation measures related to the project's potentially significant environmental impacts, as defined under CEQA, have been set forth in this EIR (see Chapter 4.0 of this Final EIR for a compilation of the project's mitigation measures). Should the project be approved, these measures would be adopted and implemented, as required by CEQA. The commenter's general opposition to the project will be provided to the City's decision makers for their review and consideration as part of this Final EIR.

**I36-2** The comment raises concerns regarding the project's potential construction and operational noise impacts to the areas north of Sunset Boulevard, including the potential for the project to result in noise impacts associated with the canyon effect. Please see Topical Response No. 6 for a discussion of the project's potential noise impacts, including a discussion of the "canyon effect."

The commenter also expresses concerns regarding potential omissions in the environmental impacts disclosed in the Draft EIR. It is noted that the Draft EIR and this Final EIR have been prepared in accordance with the requirements of CEQA and in conformance with the substantive and procedural requirements of CEQA and the CEQA Guidelines. Specifically, the Draft EIR includes all of the required contents of an EIR and the associated required details and topics for analysis, as set forth in Sections 15120 through 15132 of the CEQA Guidelines. This Final EIR presents good-faith, reasoned analysis in response to significant environmental issues raised by community members, pursuant to CEQA Guidelines Section 15088. As documented throughout this Final EIR, additional information and analysis has been added where necessary, in response to comments on environmental topics. For example, this Final EIR includes supplementary air quality analysis in response to concerns raised regarding potential health effects, as well as supplementary noise analysis in response to commenter's concerns regarding the "canyon effect" and residences north of the project site.

**I36-3** The comment requests that a VMT and LOS analysis be done for the project to analyze the project's potential impacts associated with traffic.

Topical Response No. 8 addresses the VMT analysis for the project and whether the project constitutes a regional draw. Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses potential impacts to traffic generally.

The commenter also notes that the Draft EIR states that an LOS analysis was prepared for the project. This statement has been corrected in Chapter 3.0 of this Final EIR. The transportation analysis contained in Appendix L of the Draft EIR adheres to the City's adopted TIA Guidelines, which does not require inclusion of LOS analysis unless otherwise requested by the City (City of West Hollywood 2021). While

Appendix L provides information pertaining to congestion, intersection operations, and parking, that information is not used to arrive at impact conclusions pursuant to CEQA. Specifically, traffic volumes are provided at selected intersections and street segments, but those volumes are not translated into LOS determinations, since the City no longer uses LOS as a measure of transportation impacts.

The commenter is correct in stating that SB 743 does not prevent the City from analyzing LOS as part of its general plan consistency analysis. The City's General Plan does not contain any goals, thresholds, or metrics requiring the use of LOS. As such, any such analysis is not required to demonstrate General Plan consistency. Furthermore, traffic congestion (including amount of time spent stopped or slowed in traffic) is no longer considered an environmental impact pursuant to CEQA. As stated in the City's Updates to the Local Transportation Guidelines (City of West Hollywood 2020), "when evaluating LOS, one is evaluating the inconvenience to the *driver* rather than the impact on the *environment*."

**I36-4** The comment questions whether the project has elected to only provide the required number of parking spaces (240 spaces) to avoid having to conduct a VMT analysis.

Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts under CEQA. Nevertheless, for informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation. As described in Topical Response No. 7, revisions have been made to the proposed project's parking, such that the project would provide 256 parking stalls, in order to comply with the WHMC. Topical Response No. 8 addresses concerns related to the project's VMT screening analysis.

The proposed project, as revised in this Final EIR, meets the City's code requirement for provision of parking stalls (see Topical Response No. 7 for details). As such, additional parking spaces beyond those added as described in Topical Response No. 7 are not required. Furthermore, as documented in the City's Updates to the Local Transportation Guidelines (City of West Hollywood 2020), projects with more than the required number of parking spaces are considered counter to the goals of Senate Bill 743 and other important state priorities. Senate Bill 743 was signed into law in 2013 with a primary goal of combating climate change by reducing transportation-related GHG emissions. As such, a project with parking stalls in excess of requirements must conduct detailed VMT analysis because such a project has the potential to induce more VMT, which potentially increases transportation impacts, mobile source emissions, and GHG impacts. As such, regulations at the state and local level discourage projects from providing excess parking.

Furthermore, it is noted that per SB 743, parking impacts associated with residential, mixed-use residential or employment center projects on infill sites within a transit priority area are not considered to be significant environmental impacts under CEQA. The project qualifies as a mixed-used residential project on an infill site within a transit priority area, therefore, the project's parking impacts shall not be considered a significant CEQA impact (see Topical Response No. 7 for further details).

**I36-5** The comment states that the finding in the Draft EIR that the project would not create or contribute to an adverse cumulative effect to scenic vistas is not substantiated. The comment further states that residents will view the project from their homes and during commutes, and that residents should determine whether the view is adverse.

Topical Response No. 3 provides a general discussion on concerns related to views and scenic vistas. As described therein, the project's aesthetic impacts cannot be considered significant impacts to the environment pursuant to state law (PRC Section 21099(d)(1)). Nevertheless, the Draft EIR presents an informational-only analysis on the project's aesthetics effects within Section 3.15 of the Draft EIR and addresses cumulative aesthetic effects in Section 4.3.15.

As defined in the thresholds used for CEQA impact analysis (as set forth in Appendix G of the CEQA Guidelines), an impact to scenic vistas occurs when a project would "have a substantial adverse effect on a scenic vista." This generally occurs if a project were to substantially obstruct a defined scenic vista that is currently observable from a public vantage point. As such, views of a new building would not necessarily constitute an impact to a scenic vista. Rather, the project would need to obstruct a currently available public view of a scenic vista. Furthermore, as described in Topical Response No. 3, effects to views available from private property (e.g., residences) are not generally considered impacts to the environment under CEQA. Additionally, publicly available scenic vistas that are fleeting (e.g., observed only briefly from a roadway) are generally not weighted as heavily as a view that is publicly observable for longer periods (e.g., from a park or a scenic overlook). Accordingly, and as described in Section 3.15 of the Draft EIR, due to the urban, developed character of the existing viewshed, the presence and proximity of existing 7- to 14-story development along the Sunset Strip, as well as existing topography in the area, the proposed project would not have a substantial adverse effect to existing scenic views of the Hollywood Hills or the Los Angeles basin.

The analysis presented in the Draft EIR for scenic vistas is supported by substantial evidence. The project-specific analysis within Section 3.15 of the Draft EIR is supported by photorealistic visual simulations (see Figures 3.15-3 through 3.15-6). The cumulative impacts analysis is supported by references to specific related projects in the project area, descriptions of the project area's topography, and descriptions of existing views that are publicly available in the project area. As such, the analysis regarding scenic vistas presented in the Draft EIR is supported by substantial evidence, reflects the requirements of the CEQA Guidelines and state law, and does not require revision.

## References

City of West Hollywood. 2020. Adoption of Updates to the Local Transportation Guidelines pursuant to the California Environmental Quality Act for the Purpose of Complying with California Senate Bill 743. November 16, 2020. Accessed August 4, 2023. [https://weho.granicus.com/MetaViewer.php?view\\_id=22&clip\\_id=3573&meta\\_id=195901](https://weho.granicus.com/MetaViewer.php?view_id=22&clip_id=3573&meta_id=195901).

City of West Hollywood. 2021. Traffic Impact Analysis Guidelines. April 2021.

## **Response to Comment Letter I37**

**Richard G. Wight**  
**October 19, 2021**

- I37-1** The comment serves as an introduction to the comment letter and states that the following comments are in response to Section 3.12, Transportation, and Appendix L of the Draft EIR. No further response is required.
- I37-2** The comment requests that a VMT and LOS analysis be done for the project to analyze the project's potential impacts associated with traffic. Please see Responses to Comments I36-3 and I36-4, which address the same comments from the same commenter.

## **Response to Comment Letter I38**

**Sol Yamini**  
**October 11, 2021**

- I38-1** This comment expresses support for the proposed project. The commenter's general support for the project will be provided to the decision makers for their review and consideration as part of this Final EIR.

## Response to Comment Letter I39

Randy Yasenchak  
September 23, 2021

**I39-1** The comment expresses concerns regarding the proposed project, including alterations to the historic and cultural view of the area and increased traffic flow. The comment expresses support for development of affordable housing instead.

Topical Responses No. 1 and No. 2 address concerns related to historic resources and concerns related to the character and setting of the Sunset Strip (including historic setting). Topical Response No. 3 discusses concerns regarding views in the area. Impacts in the category of transportation were determined to be less than significant pursuant to CEQA (see Section 3.12 of the Draft EIR for details on this finding). Traffic congestion is no longer considered an impact under CEQA; however, this topic is discussed for informational purposes in Topical Response No. 9, above.

The City evaluated a “Residential-Only Alternative” in Chapter 5.0 of the Draft EIR. While the number of units (including affordable units) for this alternative was not specified, compliance with the City’s affordable housing requirements (WHMC Chapter 19.22) would have been required. This alternative was ultimately rejected from further consideration pursuant to CEQA Guidelines Section 15126.6(c) due to infeasibility and inability to avoid the project’s significant environmental impacts. It is noted that the proposed project would include 10 affordable housing units, and as part of this Final EIR, the City has introduced a new alternative (Alternative 4) for consideration that would include 16 affordable housing units. (See Chapter 3.0, Errata, “Alternative 4.”)



## 2.3 Verbal Comments

This section addresses and provides responses to the proceedings of the City of West Hollywood Transportation Commission (TC) meeting and Planning Commission (PC) meetings that occurred on October 20, 2021, and on October 21, 2021, for the proposed project. Members of the public who attended the meetings were also given opportunities to provide verbal comments. The verbal comments received at these meetings are summarized below, followed by the City's responses to these comments.

### 2.3.1 Transportation Commission Meeting

At the October 20, 2021, Transportation Commission Meeting, 5 members of the public provided verbal comments regarding the project and expressed several concerns and questions pertaining to the topic of traffic and transportation, which are summarized as follows:

- There will be more commercial and delivery trucks on Larrabee that will disrupt the residential neighborhood. Where will vehicles drop off and pick up the project's customers? The proposed amount of parking is insufficient.
- The project will cause increased damage by delivery/commercial trucks to parked vehicles on Larrabee Street. The project is too large and will cause a backlog of traffic on San Vicente and Sunset Boulevards.
- Safety upgrades and improvements to Harratt Street should be made part of the project.
- Vehicles often use Larrabee Street to avoid Sunset Blvd, which will cause more traffic particularly during commute hours.
- Will there be any changes to the southbound streetlight at Sunset & Clark, including a left turn signal? Rideshare pickups/dropoffs cause accidents on Sunset Boulevard so where will they be for the project? The project does not provide enough parking.

The transportation commissioners also provided comments about the project and expressed a number of questions and concerns, summarized as follows:

- The transit service isn't as comprehensive as identified in Figure 3 of the Transportation Analysis because Lines 16 and 105 are turn-around services in this area and not through lines that provide service throughout Sunset Boulevard.
- The possibility of breaks or barriers that prevent through vehicular traffic on Harratt Street and Larrabee Street south of the London Hotel should be studied and considered. Should Larrabee Street accommodate commercial vehicles?
- Will the project provide e-scooter and e-bicycle charging capabilities?
- Concern about the project's egress and its impact on the public safety and livability of Larrabee Street. The requirement for left hand turns only onto Larrabee Street should be studied and considered, as well as vehicular barriers on the surrounding residential streets. The trip projections are too conservative and mitigations to reduce traffic impacts need to be extensively studied further.
- Although the project doesn't "legally" cause significant impacts, the traffic impacts will be very significant.
- How will the project encourage green transportation?
- Concerns regarding project's traffic impacts on nearby residents.

**Response:** Impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA. Nevertheless, for informational purposes, Topical Response No. 9 provides discussion related to the project's effects on traffic flow and operations in the area. Furthermore, Topical Response No. 7 discusses parking and the parking and traffic operations plan that would be implemented during project operation. The project would implement driveway design features to limit project-related traffic traveling through the neighborhood to the south, particularly via Larrabee Street, and to direct all non-residential vehicles toward Sunset Boulevard. Comments regarding installation of vehicular barriers on the surrounding residential streets will be provided to the decision makers for their review and consideration as part of this Final EIR.

### 2.3.2 Planning Commission Meeting

At the October 21, 2021, Planning Commission Meeting, 5 members of the public provided verbal comments regarding the proposed project. Of these commenters, 2 expressed support for the project while 3 commenters raised certain questions and concerns pertaining to project, which are summarized below.

The London Hotel already conducts events, and similar events at the proposed project will create more traffic (including delivery trucks) that will back up Larrabee Street.

**Response:** Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 provides discussion related to the project's effects on traffic flow and operations in the area. As discussed in Topical Response No. 9, the project would be required by the City to implement an Event Management and Coordination Plan as part of the project's Conditions of Approval to minimize traffic and parking constraints that could occur during overlapping events at the project and the adjacent properties, including the London Hotel. Compliance with this Plan would help reduce congestion during events, including overlapping events.

Nevertheless, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. This would minimize potential conflicts with traffic from the London Hotel, since the traffic flow from the two adjacent buildings would be in opposite directions. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street. The truck driveway and loading dock would be designed to adequately accommodate trucks anticipated to service Alternative 4.

The impact on available street parking will be worsened. Parking should be free for employees of the project site. Will residents of the project receive 5R parking passes?

**Response:** Topical Response No. 7 discusses parking and the parking and traffic operations plan that would be implemented during project operation. Further, and as discussed in Section 3.12 of the Draft EIR, the project would be required to comply with the City's TDM Ordinance, which requires all commercial projects with 5,000 square feet or more and residential projects with 10 or more units to implement a suite of TDM strategies aimed at reducing vehicle trips and encouraging use of alternative transportation options. In accordance with WHMC Section 10.16.050, the project will prepare and submit a TDM Plan to implement the required number of trip

reduction strategies. Appendix L of the Draft EIR provides a menu of strategies that could be implemented as part of a TDM plan, including discounted transit passes for residents and/or employees.

Regarding the provision of parking passes and permits for the project's residents, employees, and/or guests, the City would include a standard condition of approval for the project stating that no annual residential and guest parking permits will be granted to the occupants, whether lessees, renters or owners, of the project. Each individual unit within the project may be granted up to 50 one-day visitor parking passes annually. The project's employees would not receive parking passes either.

There will be more commercial and delivery trucks on Larrabee Street that will disrupt the residential neighborhood.

**Response:** Topical Response No. 9 discusses truck circulation around the project site. As discussed in Section 3.12 of the Draft EIR and in the Transportation Analysis (Draft EIR, Appendix L), all project-related loading activities would occur on site within the designated truck loading area. Thus, project-related trucks are not anticipated to utilize City streets for loading activities. Trucks accessing the project site would utilize the City's designated truck circulation routes. As detailed in the City's General Plan Mobility Element, the north-south and east-west arterials within the City are implied truck routes, consistent with the designated truck routes in the adjacent jurisdictions. The project would implement measures such as signage to prohibit trucks from traveling along Larrabee Street south of the project site. Truck travel would thus be limited to commercial arterial streets, such as Sunset Boulevard, to access the project loading area along Larrabee Street. It should be noted that Larrabee Street north of Nellas Street provides access to commercial uses along Sunset Boulevard. As such, this area of Larrabee Street is already available for commercial deliveries under baseline environmental conditions. As provided in the Transportation Analysis within Appendix L of the Draft EIR, truck turning evaluations were also conducted and confirmed that all truck maneuvers would occur on-site within the project's loading dock area and would not require any trucks to reverse into the loading dock from the public right-of-way.

Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. (See Chapter 3.0, Errata, "Alternative 4.") As detailed in Attachment E to this Final EIR (in the Alternative 4 Transportation Analysis), Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic. In addition, separate truck access to the loading dock would continue to be provided via a separate driveway along Larrabee Street, south of Alternative 4's main driveway. Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street. The truck driveway and loading dock would be designed to adequately accommodate trucks anticipated to service Alternative 4.

Accordingly, both the proposed project and Alternative 4 have been designed to avoid disruption to the residential neighborhood from commercial and delivery trucks.

The separation of the affordable units on the lowest residential floor of the building is unacceptable and goes against the values of West Hollywood.

**Response:** According to the State CEQA Guidelines Section 15064(e) “economic and social changes resulting from a project shall not be treated as significant effects on the environment.” As such, the location of affordable housing does not pertain to the project’s impacts on the environment pursuant to CEQA. For informational purposes, it is noted that the City’s Affordable Housing Ordinance allows inclusionary units to be clustered within a building if it results in the creation of more affordable units than would otherwise be provided, and that better serves the affordable housing needs of the City. The project is required to provide 20% of the 41 total units as affordable, which is equal to 9 units. A total of 10 one-bedroom units that better serve the affordable housing needs of the City are clustered in the project design to achieve 1 more affordable unit than would otherwise be required. City decision makers have the authority to approve clustering of affordable units if decision makers determine that such clustering provides a documented public benefit or better serves the affordable housing needs of the City (West Hollywood Municipal Code 19.22). As such, the proposed clustering of affordable units is subject to review and approval of the City Council, and the City Council would need to make the required findings and support those findings with adequate documentation, should the project be approved.

Additionally, as part of this Final EIR, the City has introduced a new alternative (Alternative 4) in response to comments from the public and decision makers, which has a different configuration for affordable units. (See Chapter 3.0, Errata, “Alternative 4.”) Under the Alternative 4 design, the affordable units would not be clustered on a single floor (see Attachment E of this Final EIR for the Alternative 4 floor plans). City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

The planning commissioners also provided numerous comments about the project and the Draft EIR and raised several questions, which are summarized as follows:

**Commissioner Thomas** commented that the construction sound barrier wall may not adequately mitigate noise and the impact that will have on the London Hotel. Commissioner Thomas also stated that there is a lack of noise mitigation measures for properties north of the project site. Commissioner Thomas also stated the proposed 240 parking spaces is inadequate for the project's land uses and commented about concerns involving the project's ingress/egress that could result in long vehicles queues.

**Response:** As described in Section 3.9, Noise, of the Draft EIR, and in Topical Response No. 6, construction noise impacts were found to be significant and unavoidable at the London Hotel property, even after implementation of all feasible mitigation measures, including a construction noise barrier. No other feasible mitigation measures are available to further reduce this impact, as further discussed in Topical Response No. 6. Topical Response No. 6 also addresses construction and operational noise from the proposed project at properties to the north of the project site. Significant unavoidable noise impacts have not been identified at residences north of the project site. Topical Response No. 6 also specifically discusses operational noise generated by the project, including the project’s effects with respect to existing noise generated from the London Hotel. As discussed therein and in Section 3.9 of the Draft EIR, with the implementation of MM-NOI-6 through MM-NOI-8, all noise impacts associated with the operation of the project would be less than significant.

Per SB 743, parking impacts associated with mixed-use residential projects on infill sites within a transit priority area (such as the proposed project) are not considered to be significant environmental impacts

under CEQA. For informational purposes, Topical Response No. 7 discusses the project's parking and the parking and traffic operations plan that would be implemented during project operation. As explained therein, the proposed project would comply with the parking requirements in the West Hollywood Municipal Code for the mix of land uses contained in the project.

Topical Response No. 9 discusses traffic on Larrabee Street and the project's ingress and egress routes. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR. Alternative 4 incorporates an alternate ingress/egress pattern such that all vehicles would enter the site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street.) By having vehicles enter the site from Larrabee Street as opposed to San Vicente Boulevard, the potential for queues caused by vehicles entering both the project and the London Hotel via San Vicente Boulevard during concurrent events would be avoided.

**Commissioner Dutta** expressed concerns about noise impacts to the London Hotel. Commissioner Dutta also asked whether there would be left- or right-turn only restrictions at the ingress/egress driveways. Commissioner Dutta also asked for clarification as to what constitutes a public view in the Draft EIR and also asked why the project is not considered a regional draw if the Viper Room will be located there.

**Response:** As described in Section 3.9, Noise, of the Draft EIR, and in Topical Response No. 6, construction noise impacts at the London Hotel would be significant and unavoidable, even after implementation of all feasible mitigation measures.

Topical Response No. 9 discusses the project's ingress and egress routes. As described in Section 3.12 of the Draft EIR, with supporting evidence and additional detail in the Transportation Analysis (Draft EIR, Appendix L), vehicular access to the project site would be provided via one inbound-only driveway along San Vicente Boulevard, a designated Collector Street adjacent to the project site, and one outbound-only driveway along Larrabee Street, a designated Local Street. Left turns from San Vicente Boulevard onto the project site would be prohibited by the existing double-yellow line.<sup>8</sup> A separate truck loading driveway would also be provided along Larrabee Street, south of the vehicle egress driveway. The driveway along San Vicente Boulevard would be located at the southernmost boundary of the project site to maximize the distance from the signalized intersection of San Vicente Boulevard & Sunset Boulevard to reduce interruptions to intersection operations. The internal circulation plan would also be designed to maximize on-site queueing areas and minimize queue spillover onto San Vicente Boulevard. As described in Topical Response No. 9, signage and striping would be installed to limit non-residential vehicles from traveling southbound along Larrabee Street.

Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street.) Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the

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<sup>8</sup> While this prohibition was not specifically discussed in the Draft EIR, it would not have a substantial effect on any of the conclusions made in the Draft EIR.

public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic.

Topical Response No. 3 provides a detailed discussion on views (including what constitutes a public view). Topical Response No. 8 addresses why the proposed project, including the Viper Room, would not be considered a regional draw for purposes of the City's TIA Guidelines.

**Commissioner Carvalho** expressed concerns about the potential vehicular queue into the project site from San Vicente Boulevard, due to its close proximity to the intersection of Sunset Boulevard. Commissioner Carvalho also expressed concerns that all vehicles will exit onto Larrabee Street. Commissioner Carvalho stated that more clarity and explanation is needed to support traffic conclusions. Commissioner Carvalho also asked why the project would not be considered a regional draw, if the building is considered a landmark building.

**Response:** Although impacts related to driver delay and LOS cannot be considered a significant impact to the environment under CEQA, Topical Response No. 9 discusses traffic congestion, the project's ingress and egress routes, and the project's effects on traffic flow and operations in the area. As described in Section 3.12 of the Draft EIR, with supporting evidence and additional detail in the Transportation Analysis (Draft EIR, Appendix L), vehicular access to the project site would be provided via one inbound-only driveway along San Vicente Boulevard, a designated Collector Street adjacent to the project site, and one outbound-only driveway along Larrabee Street, a designated Local Street. A separate truck loading driveway would also be provided along Larrabee Street, south of the vehicle egress driveway. The driveway along San Vicente Boulevard would be located at the southernmost boundary of the project site to maximize the distance from the signalized intersection of San Vicente Boulevard & Sunset Boulevard to reduce interruptions to intersection operations. The internal circulation plan would also be designed to maximize queueing areas and minimize queue spillover onto San Vicente Boulevard. As described in Topical Response No. 9, signage and striping would be installed to limit non-residential vehicles from traveling southbound along Larrabee Street. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). (Delivery trucks would still enter and exit the site via this dedicated driveway on Larrabee Street.) Alternative 4 would provide access via one inbound-only driveway along Larrabee Street, a designated Local Street, and one right-turn outbound-only driveway along San Vicente Boulevard, a designated Collector Street. The driveways and internal drive aisles would be designed in accordance with City standards to provide adequate sight distance and limit vehicle spillover into the public right-of-way. In addition, both driveways would adequately provide access for emergency vehicles. The driveways would be located along non-arterial streets to minimize interruptions to traffic operations along Sunset Boulevard, a designated Arterial Street that primarily serves regional and through traffic.

The Transportation Analysis for the project (Draft EIR, Appendix L) included a projection of project-generated trips at various intersections and street segments within the local circulation system surrounding the project site during the weekday commuter morning and afternoon peak hours for informational purposes. As described therein, after accounting for the removal of the existing uses, the proposed project is estimated to generate 3,128 net new daily trips, including 171 net new morning peak hour trips (104

inbound, 68 outbound) and 302 afternoon peak hour trips (223 inbound, 79 outbound).<sup>9</sup> To further reduce single occupancy vehicle trips and promote non-automobile travel to the project site, the project would be required to implement TDM strategies in accordance with the City's TDM Ordinance, per Section 10.16.040 of the City's Municipal Code. Per Section 16.16.040, the project would be required to implement up to eight trip reduction strategies and would be required to submit a TDM plan outlining the strategies for City review and approval. It should be noted that although the proposal of roadway improvements in response to project-related traffic increases would increase vehicle efficiency and capacity, such improvements generally make driving longer distances a more convenient option, which would lead to higher rates of GHG emissions and regional traffic congestion, in conflict with the goals of SB 743. Furthermore, any such improvements are not required to address significant transportation impacts under CEQA, as none have been identified in association with the project.

Topical Response No. 8 addresses why the proposed project would not be considered a regional draw for purposes of the City's TIA Guidelines. As addressed in the City's TIA Guidelines, whether a project is considered a regional draw is based on the type of use within the project, and not whether the project has landmark architectural qualities.

**Commissioner Vinson** expressed concerns about noise impacts to neighbors north of the project site and concerns about the additional traffic the project will create. Commissioner Vinson also expressed concerns about making a left turn from San Vicente Boulevard onto the project given the short distance of the ingress driveway from the intersection of Sunset Boulevard. Commissioner Vinson asked whether there be a right turn only restriction when exiting onto Larrabee Street.

**Response:** Topical Response No. 6 addresses noise impacts to neighbors north of the project site. As explained therein, construction noise impacts would be less than significant at such receptors, and the project's operational noise impacts would be less than significant with mitigation.

Topical Response No. 9 provides a discussion regarding potential traffic congestion from the proposed project. Left turns from San Vicente Boulevard onto the project site would be prohibited by the double-yellow line.<sup>10</sup> Regarding the Larrabee Street driveway, signage and striping would be installed to limit non-residential vehicles from traveling southbound along Larrabee Street. Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR in response to comments from the public and decision makers. Alternative 4 incorporates a different ingress/egress pattern such that all vehicles would enter the project site from Larrabee Street and exit onto San Vicente Boulevard (as opposed to Larrabee Street). Turns from the project site onto San Vicente Boulevard would be limited to right turn only.

**Commissioner Jones** stated that the project does not comply with the SSP and City policies and that the project needs a better pedestrian experience.

**Response:** Topical Response No. 5 addresses the project's land use plan and policy consistency. As explained therein, Section 3.8 of the Draft EIR evaluated the project for consistency with the goals and

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<sup>9</sup> As discussed in Attachment E6 to this Final EIR, after accounting for the removal of the existing uses, Alternative 4 is estimated to generate 2,579 net new daily trips, with 147 morning peak hour trips (83 inbound, 64 outbound) and 257 afternoon peak hour trips (190 inbound, 67 outbound), as shown in Table 2 of Attachment E6. Alternative 4 would generate fewer daily, morning peak hour, and afternoon peak hour trips than the proposed project.

<sup>10</sup> While this prohibition was not specifically discussed in the Draft EIR, it would not have a substantial effect on any of the conclusions made in the Draft EIR, particularly because traffic congestion and intersection LOS are no longer considered impacts on the environment under CEQA.

policies in the City's General Plan, the SSP, and the City's Zoning Ordinance. As described in Table 3.8-1 of the Draft EIR, the project was found to be consistent with the applicable land use goals and policies in the City's General Plan, including those established specifically for Sunset Boulevard. Table 3.8-2 of the Draft EIR evaluates the proposed project's consistency with the City's goals for the Sunset Strip that are established in the SSP, which also sets forth the zoning regulations for the SSP zone that apply to the project site. As discussed in Section 3.8 of the Draft EIR and Topical Response No. 5, while the project would not fully meet all of the existing SSP's land use specifications for the project site, the project would be consistent with, and would help further, the City's long-term vision for the Sunset Strip. Furthermore, the proposed Specific Plan Amendment would allow the land use regulations for the project site to be updated consistent with modern design and land use needs along the Sunset Strip. The Draft EIR disclosed inconsistencies with the SSP in its current form, and has explained where updates would occur to bring the project into consistency with the SSP.

Section 3.8 of the Draft EIR also includes discussion regarding the project's pedestrian-oriented features. For example, the project's lower volume would provide spaces for outdoor seating, a bar, restaurant, cafe, and the reception lobby for the Viper Room. The project would also include an outdoor pedestrian plaza, street trees, and landscaping planters along the project site's frontages on Sunset Boulevard, San Vicente Boulevard, and Larrabee Street, which would further enhance the pedestrian experience. Furthermore, as described in Chapter 3.0, Errata, of this Final EIR, a new project alternative has been introduced (Alternative 4) in response to comments from the public and decision makers. Alternative 4 was developed in response to comments and concerns from community members and decision makers, including concerns regarding the pedestrian experience. Alternative 4 would provide an enhanced ground floor pedestrian realm, with a majority of the Sunset Boulevard frontage developed with restaurants and cafes. The ground floor would also include a publicly accessible mid-block breezeway, connecting the Sunset Boulevard sidewalk to a public outdoor terrace situated towards the south end of the project site. This breezeway and terrace were added in response to comments from the public and decision makers regarding the need for public outdoor areas that connect directly to Sunset Boulevard and to enhance the pedestrian experience along Sunset Boulevard. The terrace and breezeway would include landscape planters and seating areas and would be open to the public from approximately 7 a.m. to 9 p.m. daily. Alternative 4 also would incorporate a publicly accessible view observation deck and Native Soil Immersion Garden at the corner of Sunset Boulevard and San Vicente Boulevard, extending south along the project's San Vicente Boulevard frontage. The Native Soil Immersion Garden would include seating opportunities for pedestrians and native plantings, and the view observation deck located above the Native Soil Immersion Garden would include seating and a shade canopy where the public would be able to view the greater Los Angeles Basin to the south. (See Chapter 3.0, Errata, "Alternative 4.")

**Commissioner Hoopingarner** expressed multiple concerns regarding the project and specific sections in the Draft EIR. Comments are listed below, and each one is immediately followed by a response.

**Comment:** The project includes a 500-seat event space, and the London Hotel already has a 400-seat event space. If there are simultaneous events in the future, how will the traffic impact the ability of fire engines at Station No. 7 (San Vicente Boulevard & Cynthia Street) to respond?

**Response:** As discussed in Topical Response No. 9, the project would be required by the City to implement an Event Management and Coordination Plan as part of the project's Conditions of Approval to minimize traffic and parking constraints that could occur during overlapping events at the project and the adjacent properties, including the London Hotel. Implementation of this plan would reduce potential congestion



during events, including overlapping events. Furthermore, the project would comply with all Fire Code requirements for emergency access. Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. As described within Section 3.11, Public Services, of the Draft EIR, LACFD has reviewed the project and has determined that it would not have a significant effect on service levels (see also Appendix J of the Draft EIR), and LACFD has not raised concerns regarding emergency access at the project site. Further, Alternative 4 would reduce the amount of conference room space compared to the proposed Project (1,795 square feet compared to the proposed project's 6,489 square feet), thereby reducing the potential for conflicts resulting from overlapping events.

**Comment:** The SSP Consistency Alternative was designed yet also criticized and therefore rejected from further analysis for not including uses that would contribute to activation of the pedestrian environment during the nighttime, providing affordable housing, including a distinctive building with a landmark design that adds visual interest and creates publicly accessible and publicly visible outdoor landscaped spaces. This is disingenuous and was rejected because it did not maximize development.

**Response:** As described in Chapter 5.0, Alternatives, of the Draft EIR, the Sunset Specific Plan Consistency Alternative was ultimately rejected from further analysis in the EIR due to inability to avoid significant environmental impacts. This is an allowable reason pursuant to CEQA for rejecting an alternative from further review. While the analysis also notes that this alternative would not meet several of the project objectives and would not meet others to the same degree as the project proposed, the alternative was not rejected for this reason. See Chapter 5.0, Alternatives, of the Draft EIR, at page 5-11.

**Comment:** Locating all the affordable units on one floor of the building is antithetical to who we are as West Hollywood and should be analyzed in the Land Use Section.

**Response:** According to the State CEQA Guidelines Section 15064(e) "economic and social changes resulting from a project shall not be treated as significant effects on the environment." As such, the location of affordable housing does not pertain to the project's impacts on the environment pursuant to CEQA. For informational purposes, it is noted that the City's Affordable Housing Ordinance allows inclusionary units to be clustered within a building if it results in the creation of more affordable units than would otherwise be provided, and that better serves the affordable housing needs of the City. The project is required to provide 20% of the 41 total units as affordable, which is equal to 9 units. A total of 10 one-bedroom units that better serve the affordable housing needs of the City are clustered in the project design to achieve 1 more affordable unit than would otherwise be required. City decision makers have the authority to approve clustering of affordable units if decision makers determine that such clustering provides a documented public benefit or better serves the affordable housing needs of the City (West Hollywood Municipal Code 19.22). As such, the proposed clustering of affordable units is subject to review and approval of the City Council, and the City Council would need to make the required findings and support those findings with adequate documentation, should the project be approved. Additionally, as part of this Final EIR, the City has introduced a new alternative (Alternative 4) in response to comments from the public and decision makers, which has a different configuration for affordable units. (See Chapter 3.0, Errata, "Alternative 4.") Under the Alternative 4 design, the affordable units would not be clustered on a single floor (see Attachment E of this Final EIR for the Alternative 4 floor plans). City decision makers have the authority to determine whether or not to approve the proposed project or any of its alternatives, including Alternative 4.

**Comment:** Section 3.4 and Appendix F state there is no oil extraction currently occurring nearby, with the exception of marginal activity ongoing at the Salt Lake Oilfield located approximately 1 mile south of the site. Do the existing deeds for the project site contain a carveout for oil field rights?

**Response:** The project site's existing deeds do not contain any oil field or gas reservations or exceptions, and there are no recorded oil or gas leases applicable to the project site. Therefore, such a carveout is inapplicable.

**Comment:** What are the project site's groundwater levels? How much dewatering is required for the project and what are its environmental impacts?

**Response:** As disclosed in Section 3.7 of the Draft EIR, shallow groundwater levels are present on the project site. Geotechnical explorations of the site indicate that groundwater is present between depths of 19 feet to 42 feet below ground surface (Draft EIR, Appendix F). While dewatering would be required during construction, the amount of groundwater extracted would be minimal relative to the size of the groundwater basin that underlies the project site (which is referred to as the Hollywood Subbasin). Dewatering would not have a permanent or substantial effect on the availability of groundwater in the Hollywood Subbasin, nor would it lead to subsidence. Once temporary construction dewatering is discontinued, it is anticipated that the water table would return to its current elevation at the site boundaries (Section 3.4, Section 3.7, and Appendix H-1 of the Draft EIR). Further, an addendum to the project's Geotechnical Investigation has been prepared in order to further assess the topic of settlement during temporary construction dewatering. This addendum is included as part of this Final EIR (see Attachment D3) and is also discussed in Chapter 3.0, Errata. This additional analysis confirms that temporary dewatering can be performed on the project site in a manner that is consistent with typical construction techniques used within the project vicinity and will not adversely impact the surrounding public right-of-way, properties, and/or associated improvements.

Pumping and disposal of groundwater is subject to regulatory requirements, and the applicant would be required to procure a dewatering permit from the Los Angeles Regional Water Quality Control Board. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). Compliance with these requirements would ensure that dewatering does not constitute a significant and adverse impact to downstream drainages. As described above, temporary dewatering would not have a permanent or substantial effect on the Hollywood Subbasin. Due to the presence of shallow groundwater on the project site, the project's subterranean structure would be designed to resist hydrostatic pressure and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods (Draft EIR, Appendix F). Dewatering would not be required during operations, and the project would be designed such that groundwater would not pose a structural threat to the project.

**Comment:** Does the Draft EIR address the torsional response of the building's "bridge connector" in the event of a major earthquake? What is the required correction to address this?

**Response:** CEQA generally requires analysis of the effects of a proposed project on the environment (CEQA Guidelines Section 15126.2), as opposed to the environment's effects on a project (*California Building Industry Ass. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369). As such, the potential for an earthquake to affect the project would not be considered an environmental impact pursuant to CEQA. Nevertheless, the potential for the project site to be subject to earthquake-related hazards are discussed in the Draft EIR (see Section 3.4). Pursuant to local and state laws, the project has been designed to

withstand the expected worst-case seismic ground shaking that could occur at the project site. Compliance with the California Building Code and incorporation of mitigation measure MM-GEO-1 from the Draft EIR would ensure that the project is designed in accordance with all requirements and site-specific geotechnical recommendations. Additionally, the City's plan check and building inspection procedures would ensure that the proposed project is constructed according to these standards and site-specific design recommendations. For these reasons, while earthquakes have the potential to occur at the project site, the project would be designed to minimize earthquake-related safety hazards to the extent practicable.

**Comment:** What happens if the London Hotel does not agree to allow tiebacks under their property?

**Response:** This comment does not raise an environmental issue or otherwise pertain to the adequacy of the environmental analysis in the Draft EIR. No further response is required. Nevertheless, the applicant has confirmed the project can be developed with a raker shoring system on the south property line and therefore avoid the need for tiebacks under the London Hotel property.

**Comment:** What is the impact of the waves generated by the rooftop swimming pools in the event of a major earthquake?

**Response:** Seiches, or oscillations in an enclosed body of water, such as a reservoir or harbor, can cause damage to water-side facilities/infrastructure in the event of a large earthquake. On a smaller scale, seiches have occurred in swimming pools in the Los Angeles area during large earthquakes, at times resulting in broken windows of adjoining residences. Similar minor damage could potentially occur adjacent to the proposed rooftop pool in the event of a large earthquake. The topic of seiches is addressed in the Draft EIR in Appendix A-1, Initial Study. The CEQA threshold pertaining to seiches states "in flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation"? As explained above, a seiche in the project's pools could result in minor property damage. However, release of water from a pool would not result in inundation or substantial release of pollutants given the relatively negligible volume of water. As such, no environmental effects as defined pursuant to CEQA would occur in association with seiches in the project's pools. Furthermore, as explained above, CEQA generally requires analysis of the effects of a proposed project on the environment (CEQA Guidelines Section 15126.2), as opposed to the environment's effects on a project (*California Building Industry Ass. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369). As such, the potential for an earthquake to affect the project such that a seiche would occur within its pools would not be considered an impact of the project on the environment, but rather an impact of the environment on the project.

**Comment:** The statement that no impacts would occur with respect to groundwater recharge because the project site is currently paved and impervious to groundwater recharge is false because the project will excavate 74 feet deep which will affect groundwater recharge.

**Response:** As discussed in Topical Response No. 4, groundwater recharge within the Hollywood Subbasin is from percolation from direct precipitation, surface stream flows, and subsurface inflows from the Santa Monica Mountains. Direct percolation has decreased due to urbanization, and natural replenishment to water-bearing formations of the subbasin is limited to only a small portion of basin soils. The basin does not receive artificial recharge (Draft EIR, Section 3.7). Because the project site is paved under existing conditions, it is impervious to groundwater recharge. The subterranean garage would have no bearing on the amount of impervious and pervious surfaces and associated recharge on the site, because it is located underground. Following construction, the site would similarly be paved and impervious to groundwater recharge. Therefore, development of the proposed project would not affect groundwater recharge (Appendix

H-1). Additionally, the City has introduced a new alternative (Alternative 4) as part of this Final EIR (see Chapter 3.0, Errata, of this Final EIR for details) in response to comments from the public and decision makers. Alternative 4 would incorporate approximately 4,000 square feet of permeable surfaces in the form of landscaping and public realm enhancements, which is anticipated to improve groundwater recharge on the site relative to existing conditions and the proposed project. As described above and in Section 3.7 of the Draft EIR, temporary construction dewatering would not have a substantial effect on groundwater levels and potential groundwater impacts would be less than significant.

**Comment:** Under the Land Use Section 3.8, the primary design feature (i.e., void between the towers) is not visible at most vantage points, so does that reduce the proposed landmark status of the building?

**Response:** While the project's landmark design is discussed in the Draft EIR (particularly with respect to the project objectives), whether or not the project is considered a "landmark" does not have any bearing on the environmental conclusions in the Draft EIR. As such, this comment does not pertain to the adequacy of the environmental analysis in the Draft EIR. No further response is required.

**Comment:** The statement on page 3.8-15 that the project would include public outdoor space at the landscaped roof is false.

**Response:** Under the SSP, the project site is not required to provide open space serving the general public. Nevertheless, as discussed in Section 2.0, Project Description, of the Draft EIR, Level 1 would include a café with outdoor dining that could be used by the general public as an amenity. Level 2 would include an outdoor terrace accessible through the ground-floor café that could be used by the general public as an amenity, and this terrace is within the mid-level landscaped roof area.

**Comment:** The statement on page 3.8-16 that the project would consist of water-saving native plantings is false. The vast majority of the plant palette is non-native.

**Response:** The landscaping design presented at the time of the Draft EIR is conceptual in nature. As described throughout the Draft EIR, landscaping would involve use of water-saving native plantings. This would be enforced through required compliance with the Model Water Efficient Landscape Ordinance (WHMC Chapter 13.24).

**Comment:** The statement on page 3.6-16 that the proposed project would include gardens at the rooftop of the building is false.

**Response:** The proposed project as described in the Draft EIR would include plantings on the roof level (see Appendix B of the Draft EIR at page LP-4.0).

**Comment:** Page 3.8-18 states the proposed project would require a Sunset Specific Plan amendment but would be consistent with the SSP. This tautology is problematic.

**Response:** Under CEQA, a project is defined as "the whole of an action." The term "project," as further stated in the CEQA Guidelines, "refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term 'project' does not mean each separate governmental approval." (CEQA Guidelines Section 15378.) As set forth in Section 2.8 of the Draft EIR, one of the City approvals required for development of the project is a specific plan amendment. As such, per the definition of "project" under CEQA, the specific plan amendment is considered part of the project and

therefore must be evaluated in this EIR. An EIR analyzes environmental impacts on a conditional level, under the assumption that a project were to be approved. Therefore, upon approval of the proposed project (which must be inclusive of the SSP amendment per the definition of “project” under CEQA), the project would be consistent with the SSP. The analysis within Section 3.8 of the Draft EIR nevertheless discloses the aspects of the project design that are inconsistent with the SSP in its current, pre-project form, recognizing how such inconsistencies would be resolved with the approval of the SSP amendment that is included as part of the project.

**Comment:** Page 3.8-22 states that the project presents a powerful image to visitors. However, this is only evident at higher elevations (e.g., seen by a drone).

**Response:** General Plan Goal I, quoted on page 3.8-22 of the Draft EIR, is to “Encourage the development of a street that presents a powerful image to visitors while also encouraging use by local residents.” The consistency analysis for this goal discusses the project’s unique architectural design and distinctive elements, including its land use programming, which would provide amenities for visitors and local residents. For these reasons, the project was determined to be consistent with this goal. The project’s design and distinctive elements would be visible from a variety of different vantage points, as demonstrated in the visual simulations shown in Figures 3.15-3 through 3.15-6 of the Draft EIR.

**Comment:** Page 3.8-28 states the height limit is 100 feet but the proposed project would be consistent with this requirement if an SSP amendment is approved. Again, this tautology is problematic.

**Response:** Under CEQA, a project is defined as “the whole of an action.” The term “project,” as further stated in the CEQA Guidelines, “refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term ‘project’ does not mean each separate governmental approval.” (CEQA Guidelines Section 15378.) As set forth in Section 2.8 of the Draft EIR, one of the City approvals required for development of the project is a specific plan amendment. As such, per the definition of “project” under CEQA, the specific plan amendment is considered part of the project and therefore must be evaluated in this EIR. An EIR analyzes environmental impacts on a conditional level, under the assumption that a project were to be approved. Therefore, upon approval of the proposed project (which must be inclusive of the SSP amendments per the definition of “project” under CEQA), the project would be consistent with the SSP. The analysis within the Draft EIR nevertheless discloses aspects of the project design that are inconsistent with the SSP in its current, pre-project form. As discussed on page 3.8-28 of the Draft EIR, the proposed project would not be consistent with the 100-foot height limit applicable to the project site under the SSP and would require an amendment to the SSP to allow the project’s proposed height of approximately 212 feet, as measured from the southeast corner of the project site, and 190 feet in height, as measured from Sunset Boulevard.

**Comment:** On page 3.8-29, no consistency conclusion is provided regarding the connector from the London Hotel that has been excluded and is part of the SSP. On page 3.8-30, the whole discussion on the conference room is also not given a consistency determination, and the analysis states that the project needs an amendment to comply.

**Response:** No consistency determination has been included within the specified passage from the Draft EIR because the connector between the London Hotel and the specifications for a conference facility are specifically designated as “design recommendations” for the project site, rather than requirements or land use policies (SSP, p. 221). Nevertheless, the Draft EIR presents a discussion associated with this design

recommendation. This discussion describes how the project design would partially implement these recommendations but also discloses where the project deviates from these recommendations.

**Comment:** Target sites should have a significant public amenity in order to receive additional FAR. What is this project's significant public amenity? Is it the open space, the landmark status, etc.?

**Response:** As stated in the SSP, “the target site density of 2.75 is granted in return for the amenities outlined for each site in the geographic area sections. Development on target sites which does not provide the described amenities may be developed at 1.5 density with a maximum height of 35 feet” (SSP, pp. 55–56). The amenities applicable to the project site are listed on pages 219–220 of the SSP. These amenities are discussed in Section 3.8 of the Draft EIR, as they relate to the proposed project (see Draft EIR, pp. 3.8-28–3.8-29). As discussed therein, the project would include most of the amenities listed on pages 219–220 of the SSP. Nevertheless, certain amenities (such as office space adaptable for use by entertainment industries) would not be included in the project. Additionally, the project exceeds the additional allowable density of 2.75 that is described in the SSP. The requested project approvals include an SSP amendment, which would establish a base density for the project site of 6.00. Upon approval of the proposed SSP amendment, the project would be brought into consistency with the density, height, and land use specifications of the SSP.

It is noted that the project includes a variety of amenities, including publicly accessible outdoor areas, an outdoor pedestrian plaza, street trees, and other landscaping. Additionally, pursuant to the City’s Public Benefit Policy<sup>11</sup> the project is required to provide public benefits because it involves an amendment to the SSP. Furthermore, as part of this Final EIR, the City has introduced a new alternative (Alternative 4) in response to comments from the public and decision makers. Alternative 4 would include a ground floor publicly accessible mid-block breezeway, connecting the Sunset Boulevard sidewalk to a public outdoor terrace situated towards the south end of the project site. The terrace and breezeway would include landscape planters and seating areas. Alternative 4 also would incorporate a publicly accessible view observation deck integrated with a Native Soil Immersion Garden at the corner of Sunset Boulevard and San Vicente Boulevard, extending south along the project’s San Vicente Boulevard frontage. The Native Soil Immersion Garden would include seating opportunities for pedestrians and native plantings, and the view observation deck located above the Garden would include seating and a shade canopy where the public would be able to view the greater Los Angeles Basin to the south. Like the proposed project, Alternative 4 is also required to provide a public benefit because it involves an amendment to the SSP.

**Comment:** On page 76 of the SSP, all private property serving the general public as open space shall be accessible from grade level. In the case of a sloping site, the primary access should be at grade level, and other entrances can be accessed above or below grade. This project does not comply with that. This was discussed at the Design Review Subcommittee and has not been addressed.

**Response:** Under the SSP, the project site is not required to provide open space serving the general public. Nevertheless, as discussed in Section 2.0, Project Description, of the Draft EIR, Level 1 would include a café with outdoor dining that could be used by the general public as an amenity. Level 2 would include an outdoor terrace accessible through the ground-floor café that could be used by the general public as an amenity, and this terrace is within the mid-level landscaped roof area.

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<sup>11</sup> City Council Resolution No. 18-5016.

In response to comments and concerns received from City decision makers and members of the public, including comments regarding pedestrian amenities and public accessibility of open space, a new project alternative has been added to the EIR and is described within Chapter 3.0, Errata, of this Final EIR. This new alternative (referred to as “Alternative 4”) includes publicly accessible open space that is located on the ground floor. Specifically, Alternative 4 would provide an enhanced ground floor pedestrian realm, with a majority of the Sunset Boulevard frontage developed with restaurants and cafes. The ground floor would also include a publicly accessible mid-block breezeway, connecting the Sunset Boulevard sidewalk to a public outdoor terrace situated towards the south end of the project site. This breezeway and terrace were added in response to comments from the public and decision makers regarding the need for public outdoor areas that connect directly to Sunset Boulevard and to enhance the pedestrian experience along Sunset Boulevard. The terrace and breezeway would include landscape planters and seating areas and would be open to the public from approximately 7 a.m. to 9 p.m. daily. Alternative 4 also would incorporate a publicly accessible view observation deck integrated with a Native Soil Immersion Garden at the corner of Sunset Boulevard and San Vicente Boulevard, extending south along the project’s San Vicente Boulevard frontage. The Native Soil Immersion Garden would include seating opportunities for pedestrians and native plantings, and the view observation deck located above the Native Soil Immersion Garden would include seating and a shade canopy where the public would be able to view the greater Los Angeles Basin to the south. (See Chapter 3.0, Errata, “Alternative 4.”)

**Comment:** Is the heliport only for emergency uses and we can ban ancillary uses? Otherwise, these multi-million dollar condos may result in helicopter traffic. What are the noise impacts?

**Response:** Topical Response No. 6 discusses operational noise generated by the project. As discussed therein, the project’s emergency helicopter landing facility would be located at a height of approximately 190 feet above grade at Sunset Boulevard. This facility is a fire department requirement and would only be used for emergency life safety events. As such, this component of the project is a requirement and would not be used routinely. The helicopter landing facility would not be used for any purpose other than life safety events, and this restriction of its use would be specified in the project’s conditions of approval. In addition, Section 9.08.060 (Exemptions) of the West Hollywood Municipal Code exempts sound created in the performance of emergency work from the City’s noise ordinance provisions. Therefore, noise impacts from operation of the emergency helicopter landing facility are not considered significant.

**Comment:** Concern about the construction noise impacts to the London Hotel, which needs to be addressed in a significant way.

**Response:** As described in Section 3.9, Noise, of the Draft EIR, and Topical Response No. 6, construction noise impacts at the London Hotel property were found to be significant and unavoidable, even after implementation of all feasible mitigation measures. No other feasible mitigation measures are available to further reduce this impact, as also discussed in Topical Response No. 6.

**Comment:** The project's website advertises the largest conference and event space on the Sunset Strip. How is this not a regional draw? The impacts of this regional draw should be thoroughly studied.

**Response:** Topical Response No. 8 explains why the project would not constitute a regional draw under the City’s TIA Guidelines.

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# Written Comment Letters Received





COUNTY OF LOS ANGELES
FIRE DEPARTMENT

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KATHRYN BARGER
FIFTH DISTRICT

September 22, 2021

Doug Vu, Senior Planner
City of West Hollywood
Planning and Development Services
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Dear Mr. Vu:

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "8850
SUNSET BOULEVARD PROJECT," CONSISTS OF DEMOLITION OF THE EXISTING
COMMERCIAL BUILDINGS AND SURFACE PARKING ON THE PROJECT SITE AND
CONSTRUCTION AND OPERATION OF A NEW MIXED-USE HOTEL AND RESIDENTIAL
BUILDING, LOCATED AT 8850 SUNSET BOULEVARD, WEST HOLLYWOOD,
FFER 2021009225

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the
Planning Division, Land Development Unit, Forestry Division, and Health Hazardous
Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

LACFD currently does not charge development fees within the City of West Hollywood.

Under 3.11 Public Services, 3.11.5 Impact Analysis, Fire Protection Operation Section, the
last sentence on paragraph three is incorrect and should be deleted. It states, "Payment of
development fees by the project applicant would be used to offset the costs of increased
personnel or equipment that could be required in order to maintain acceptable service ratios,
response times, and other performance objectives."

A1-1

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

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

Under 4.3 Cumulative Impact Analysis, 4.3.11 Public Services, Fire Section, the last three sentences under this paragraph are incorrect and should be deleted. It states "Furthermore, payment of development fees by the project applicant would be used to offset the costs of increased personnel or equipment that could be required in order to maintain acceptable service ratios, response times, and other performance objectives. Similar payment of development fees by all related projects would offset the costs of increased services needs as necessary and would ensure that performance objectives for fire services are not substantially affected by incremental increases in land use intensity within service areas. Due to the facilities planning efforts of fire services, required payment of requisite development fees, and compliance with modern performance standards, cumulative impacts would be less than significant.

A1-1  
Cont.

For any questions regarding this response, please contact Kien Chin, Planning Analyst, at (323) 881-2404 or [Kien.Chin@fire.lacounty.gov](mailto:Kien.Chin@fire.lacounty.gov).

**LAND DEVELOPMENT UNIT:**

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows and fire hydrants. The proposed development shall comply with the County of Los Angeles Fire Code for water and access for firefighting purposes.
2. The Statutory Responsibilities of the County of Los Angeles Fire Department's Fire Prevention, Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department.

We are responsible for the review of all projects within Contract Cities. (Cities that contract with the County of Los Angeles Fire Department for fire protection services).

A1-2

We are responsible for all County facilities, located within non-contract Cities. The County of Los Angeles Fire Department's Fire Prevention, Land Development Unit may also comment on conditions, that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

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

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

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

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

The Draft Environmental Impact Report assumes that the Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department will approve environmental documents associated with project site mitigation measures HAZ-1 and HAZ-2. This would only be possible if the project applicant, Silver Creek Commercial Development LLC, entered into a voluntary environmental remedial action oversight agreement with HHMD's Site Mitigation Unit (SMU), which would also require notification to the Cal-EPA Department of Toxic Substances Control (DTSC) and the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the DTSC and/or LARWQCB could potentially override SMU oversight and pursue environmental oversight of the project themselves.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or [Perla.garcia@fire.lacounty.gov](mailto:Perla.garcia@fire.lacounty.gov) if you have any questions.

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

Very truly yours,



RONALD M. DURBIN, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

RMD:ac

A1-3

A1-4



# OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF



October 20, 2021

Mr. Doug Vu, Senior Planner  
City of West Hollywood  
Planning & Development Services Department  
8300 Santa Monica Boulevard,  
West Hollywood, California 90069-6216

Dear Mr. Vu:

**REVIEW COMMENTS  
NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL IMPACT REPORT  
8850 SUNSET BOULEVARD PROJECT**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the September 2021 Notice of Availability (NOA) of a Draft Environmental Impact Report (Draft EIR) for the 8850 Sunset Boulevard Project (Project). The proposed Project, a mixed-use commercial and residential development located along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard in the City of West Hollywood (City), involves the development of a 15-story-high mixed-use hotel and residential building of approximately 420,000 gross square feet in area. The commercial portion of the Project includes 115 hotel guestrooms with ancillary spaces including meeting rooms, spa/gym, outdoor pools, restaurants, lounges, retail, and a new nightclub for the Viper Room, whereas the residential portion would provide 31 market-rate condominiums and 10 income-restricted units with amenities including a gym, movie screening room, and outdoor pool. In addition, the proposed Project would include an emergency landing facility for police and fire services, and 5 subterranean levels of which 4 levels would primarily be used as a parking garage, providing 240 spaces.

The Department recommends that the general principles of Crime Prevention through Environmental Design (CPTED) are incorporated in the design plans.

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A2-1



The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The Station recommends installation of security cameras to reduce opportunities for criminal activities.

The proposed Project is located within the service area of the Department's West Hollywood Sheriff's Station (Station). Accordingly, the Station reviewed the Draft EIR and authored the attached review comments (see correspondence dated October 20, 2021, from Captain Edward C. Ramirez).

Also, for future reference, the Department provides the following updated address and contact information for all requests for review comments, law enforcement service information, California Environmental Quality Act documents, and other related correspondence:

Tracey Jue, Director  
Facilities Planning Bureau  
Los Angeles County Sheriff's Department  
211 West Temple Street  
Los Angeles, California 90012

Attention: Planning Section

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Rochelle Campomanes of my staff, at (323) 526-5614.

Sincerely,

ALEX VILLANUEVA, SHERIFF



Tracey Jue, Director  
Facilities Planning Bureau

A2-1  
Cont.

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



OFFICE CORRESPONDENCE

DATE: October 20, 2021  
FILE NO:

**FROM:** EDWARD C. RAMIREZ, CAPTAIN      **TO:** TRACY JUE, DIRECTOR  
WEST HOLLYWOOD STATION                      FACILITIES PLANNING BUREAU

**SUBJECT: ENVIRONMENTAL IMPACT REPORT FOR THE 8850 SUNSET BOULEVARD PROJECT**

As requested by Facilities Planning Bureau (FPB), the West Hollywood Station (Station) of the Los Angeles Sheriff's Department (Department) reviewed the Notice of Availability (NOA) of a Draft Environmental Impact Report (Draft EIR) for the 8850 Sunset Boulevard Project (Project). The proposed Project, a mixed-use commercial and residential development located along the south side of Sunset Boulevard, extending the full city block between Larrabee Street and San Vicente Boulevard in the city of West Hollywood (City), involves the development of 15-story-high mixed-use hotel and residential building of approximately 420,000 gross square feet in area. The commercial portion of the Project includes 115 hotel guestrooms with ancillary spaces including meeting rooms, spa/gym, outdoor pools, restaurants, lounges, retail, and a new nightclub for the Viper Room, whereas the residential portion would provide 31 market-rate condominiums and 10 income-restricted units with amenities including a gym, movie screening room, and outdoor pool. In addition, the proposed Project would include an emergency landing facility for police and fire services, and 5 subterranean levels of which 4 levels would primarily be used as a parking garage, providing 240 spaces.

A2-2

Upon review of the Draft EIR, the proposed Project's build out increased in gross square feet from 369,000 GSF to 420,000 GSF and its parking garage increased from 4 subterranean levels to 5 subterranean levels resulting in a decrease in the number of parking spaces from 269 to 240. In addition, approximately 66 residents and 219 employees are expected to occupy the proposed Project, and is anticipated to be fully operational in 2025 per Draft EIR Section 2.7 on pages 2-10 – 2-11. The increase in both proposed Project's physical parameters and the anticipated growth in resident, daytime and evening population (4:1,000 service ratio), would have a significant impact to our law enforcement services in addition to the increase of alcohol consumption in the area brought by the Project's operations indicated on Table 2-3 on page 2-11. Providing security personnel at the Project site and

A2-3



City's budget provisions for funding two new deputy positions in addition to the Project's design elements for increased safety would potentially result in the less than significant impact on our law enforcement services. Overall, the Draft EIR concluded that the impact of the proposed Project to the Station's resources and operations would be less than significant.

A2-3  
Cont.

The findings of Draft EIR assume that the increase in residential population associated with the proposed Project would equate to an increase of approximately 10 crimes every year in the City. However, the proposed Project use generally would attract additional capacity of people daily resulting to a potential increase in daytime and evening population not only a potential increase of resident population within our service area. In addition, any events that the proposed Project hosts would also increase capacity and strain on our current system. The additional vehicular traffic brought by the proposed Project would also put a strain on the traffic flow in and around the Project area. The potential suppliers bringing food, drink, and other supplies to the proposed Project would also increase. Thus, all of these factors contribute to a potentially much higher crime statistics that may vary every year which would result in a potentially significant impact to our law enforcement services. Also, the Station remains concerned that continued growth and intensification of multi-use land uses within the service area will ultimately contribute to significant cumulative impacts from this Project and from other developments within the City on our Department resources and operations. It is reasonable to expect that continued development will lead to a significant increase in the demand for law enforcement services. Meeting such demands will require additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets, such as patrol vehicles, support vehicles, communications equipment, weaponry, office furnishings/equipment, etc.

A2-4

In addition, the Station's address indicated on Section 3.11 Police Protection on Page 3.11-3 is incorrect. The Station is located at 780 North San Vicente Boulevard, approximately 0.6 mile south of the Project site.

A2-5

Also, the Station reviewed the drawings prepared by Morphosis located in Appendix B of the Draft EIR and provided review comments on the attached Morphosis' drawings in addition to the following comments:

**1. Special Protection Requirements or Recommendations:**

A2-6

- a. The proposed Project will benefit from a landscaping maintenance program that would minimize opportunities for individuals to hide. The surrounding areas have experienced

an increase in the amount of homeless persons loitering on the streets and sleeping encampments, and improvements deterring this practice would be beneficial. The Station also recommends limiting the height of hedge-type plants around security gates to allow visibility from the street.

- b. The Station recommends the installation of security cameras and building lights with motion sensors. It is also recommended that appropriate gate hardware such as keypad/keycard access, automatic gate closer, and tire spike strips to limit unauthorized access and for easy monitoring be implemented. In addition, proposed locations of exterior building security cameras shall be located in areas where they can adequately identify vehicle license plates upon entry/exit into the proposed Project with adequate lighting to enhance visibility. The Station also recommends installation of security cameras inside the building at each level's entry/exit points, at the elevators, and at the stairwells in addition to interior keypad/keycard access.
- c. The Station reviewed site plans provided by Morphosis, which appears to indicate that there are no street lights and no parking lot lights to be installed at the proposed Project. We recommend the installation of low-level site security lighting throughout the site including the nature trail path as required.
- d. The Station also recommends the installation of video monitoring system.

At this time, the Station has no further comments on the proposed Project. However, the Station reserves the right to amend or supplement our assessment upon subsequent reviews of the proposed Project once additional information becomes available.

Thank you for including the Station in the review process for the proposed Project. Should you have any questions regarding this matter, please contact Rochelle Campomanes, Departmental Facilities Planner I, at (323) 526-5614, of our Facilities Planning Bureau.

ECR:WM:wm

A2-6  
Cont.

A2-7



**CITY OF WEST HOLLYWOOD  
DEVELOPMENT PERMIT SUBMITTAL**

8850 Sunset Blvd, West Hollywood, CA 90069

SCCD |  | PLUS DEVELOPMENT  
**m o r p h o s i s** | KSA DESIGN STUDIO

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01



PLUS DEVELOPMENT

8850 Sunset Blvd, West Hollywood, CA 90069

m o r p h o s i s | K S A

City of West Hollywood Development Permit Submittal

## APPLICANT

NAME: SILVER CREEK COMMERCIAL DEVELOPMENT, LLC  
ADDRESS: 8872 SUNSET BLVD.  
WEST HOLLYWOOD, CA 90069  
PHONE: 631-742-0866

## OWNER

NAME: 8850 SUNSET, LLC  
ADDRESS: 18065 NORTH DIAL BOULEVARD, SUITE 4,  
SCOTTSDALE, ARIZONA 85260  
PHONE: 631-742-0866

## ARCHITECT:

NAME: MORPHOSIS ARCHITECTS  
ADDRESS: 3440 WESLEY ST.  
CULVER CITY, CA 90232  
PHONE: 424-258-6200

## EXISTING LAND USE:

COMMERCIAL, 2 STORIES  
4 BILLBOARDS, SURFACE PARKING

## PROPOSED LAND USE:

SSP - SUNSET SPECIFIC PLAN AMENDMENT SITE 6-E  
(MIXED-USE PROJECT CONTAINING HOTEL,  
COMMERCIAL, AND RESIDENTIAL USES)

## NUMBER OF STORIES

15 STORIES

## PROJECT ADDRESS

8850-8878 SUNSET BOULEVARD &  
1025-1029 LARRABEE STREET  
WEST HOLLYWOOD, CA 90069

## LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF WEST HOLLYWOOD, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

### PARCEL 1:

LOT 1, OF TRACT NO. 318, IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGE 33, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4339-017-001

### PARCEL 2:

THE EASTERLY 60 FEET, FRONT AND REAR, OF LOT 2 OF TRACT NO. 318, IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4339-017-002

### PARCEL 3:

LOT 2, EXCEPT THE EASTERLY 60 FEET THEREOF, OF TRACT NO. 318, IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WITHIN SAN VICENTE BOULEVARD, AS DESCRIBED IN THAT CERTAIN FINAL ORDER OF CONDEMNATION, AS PARCEL 5-1, RECORDED AUGUST 10, 1987 AS INSTRUMENT NO. 3447, OFFICIAL RECORDS.

APN: 4339-017-003

### PARCEL 4:

LOT 5, EXCEPT THE EASTERLY 60 FEET THEREOF OF LARRAMOND ADDITION TO SHERMAN IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 51 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WITHIN SAN VICENTE BOULEVARD, AS DESCRIBED IN THAT CERTAIN FINAL ORDER OF CONDEMNATION, AS PARCEL 5-1, RECORDED AUGUST 10, 1987 AS INSTRUMENT NO. 3447, OFFICIAL RECORDS.

APN: 4339-017-004

### PARCEL 5:

THE EASTERLY 60 FEET, FRONT AND REAR, OF LOT 5 OF THE LARRAMOND ADDITION TO SHERMAN, IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 51 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4339-017-005

### PARCEL 6:

LOTS 6 AND 7, LARRAMOND ADDITION TO SHERMAN TRACT, IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 51 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4339-017-006 AND 4339-017-007

### PARCEL 7:

LOT 8 OF THE LARRAMOND ADDITION TO SHERMAN IN THE CITY OF WEST HOLLYWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 PAGE 51 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WITHIN SAN VICENTE BOULEVARD, AS DESCRIBED IN THAT CERTAIN FINAL ORDER OF CONDEMNATION, AS PARCEL 5-2, RECORDED AUGUST 10, 1987 AS INSTRUMENT NO. 3447, OFFICIAL RECORDS.

APN: 4339-017-008

## BUILDING AREA - 368,800 S.F.

BUILDING AREA ABOVE GRADE : 239,868 S.F.  
BUILDING AREA BELOW GRADE: 128,932 S.F.

## COMMON AND PRIVATE OPEN SPACE ( RESIDENTIAL)

COMMON OUTDOOR AREA REQUIRED: 2,000 S.F. (31 AND MORE UNITS)  
COMMON OUTDOOR AREA PROVIDED: 6,743 S.F.  
PRIVATE OUTDOOR AREA REQUIRED 120 S.F. PER UNIT (41) = 4,920 S.F.  
PRIVATE OUTDOOR AREA PROVIDED: 20,907 S.F.

## LANDSCAPE AREA AND PERMEABLE AREA

GROUND LEVEL COMMON OPEN SPACE AREA : 6960 S.F.  
MIN. PERMEABLE AREA REQ'D : MIN. 50% = 3480 S.F.  
PERMEABLE AREA PROVIDED: 10,899 S.F. > MIN. REQ'D

( PER WHMC 19.20.190 D., Non-Permeable Surfaces, No more than 50 percent of required ground-level common open space areas, and of all required setbacks and yards, shall have non-permeable surfaces. Porous paving and landscaping shall be considered permeable surfaces. Where subterranean parking garages extend to property lines, an alternate area of size equal to at least 50 percent of the required yard shall have a permeable surface.)

B1 LANDSCAPE (ABOVE B1 PARKING):	725 S.F.
L1 LANDSCAPE (ABOVE B1 PARKING):	1,184 S.F.
L3/L4 GREEN ROOF LANDSCAPE : (ABOVE LEVEL 1)	8,990 S.F.
<b>TOTAL PERMEABLE:</b>	<b>10,899 S.F.</b>

### LANDSCAPE AREA:

B1 LANDSCAPE :	725 S.F.
L1 LANDSCAPE :	1,184 S.F.
L3/L4 GREEN ROOF LANDSCAPE :	8,990 S.F.
ROOFTOP LANDSCAPE:	1,820 S.F.
<b>TOTAL LANDSCAPE:</b>	<b>12,419 S.F.</b>

## ZONING DESIGNATION/DENSITY/FAR

ZONING DESIGNATION : SUNSET SPECIFIC PLAN

DENSITY/FAR: 6.0 (SSP SITE 6-E)

HEIGHT: 200 FT. (MEASURED AT THE LOWEST POINT OF THE SITE IN THE SOUTHWEST CORNER OF THE SITE)

## PARKING REQUIREMENTS

CODE-REQUIRED PARKING: 240

ACTUAL NUMBER OF PARKING : 240

CODE-REQUIRED BICYCLE PARKING: 1/4 PER UNIT

= 11 REQUIRED (41 UNITS), 11 PROVIDED

ELECTRIC VEHICLE PARKING REQ'D - 10 % OF TOTAL

PARKING (MORE THAN 20 PARKINGS) = 24

ACTUAL ELECTRIC VEHICLE PARKING PROVIDED: 28

## RESIDENTIAL UNIT DATA

RESIDENTIAL UNIT TYPES	UNIT AREA	QUANTITY
4 BEDROOM UNITS - TYPE 1	4,490 S.F.	1
3 BEDROOM UNITS - TYPE 4	3,949 S.F.	3
3 BEDROOM UNITS - TYPE 3	3,650 S.F.	3
3 BEDROOM UNITS - TYPE 2	3,100 S.F.	6
2 BEDROOM UNITS - TYPE 7	2,705 S.F.	2
2 BEDROOM UNITS - TYPE 3	2,400 S.F.	5
2 BEDROOM UNITS - TYPE 2	2,090 S.F.	2
2 BEDROOM UNITS - TYPE 1	1,600 S.F.	2
1 BEDROOM UNITS - TYPE 1	1,200 S.F.	2
INCOME RESTRICTED APARTMENTS	650 S.F.	10

## PROJECT INFORMATION SHEET

02

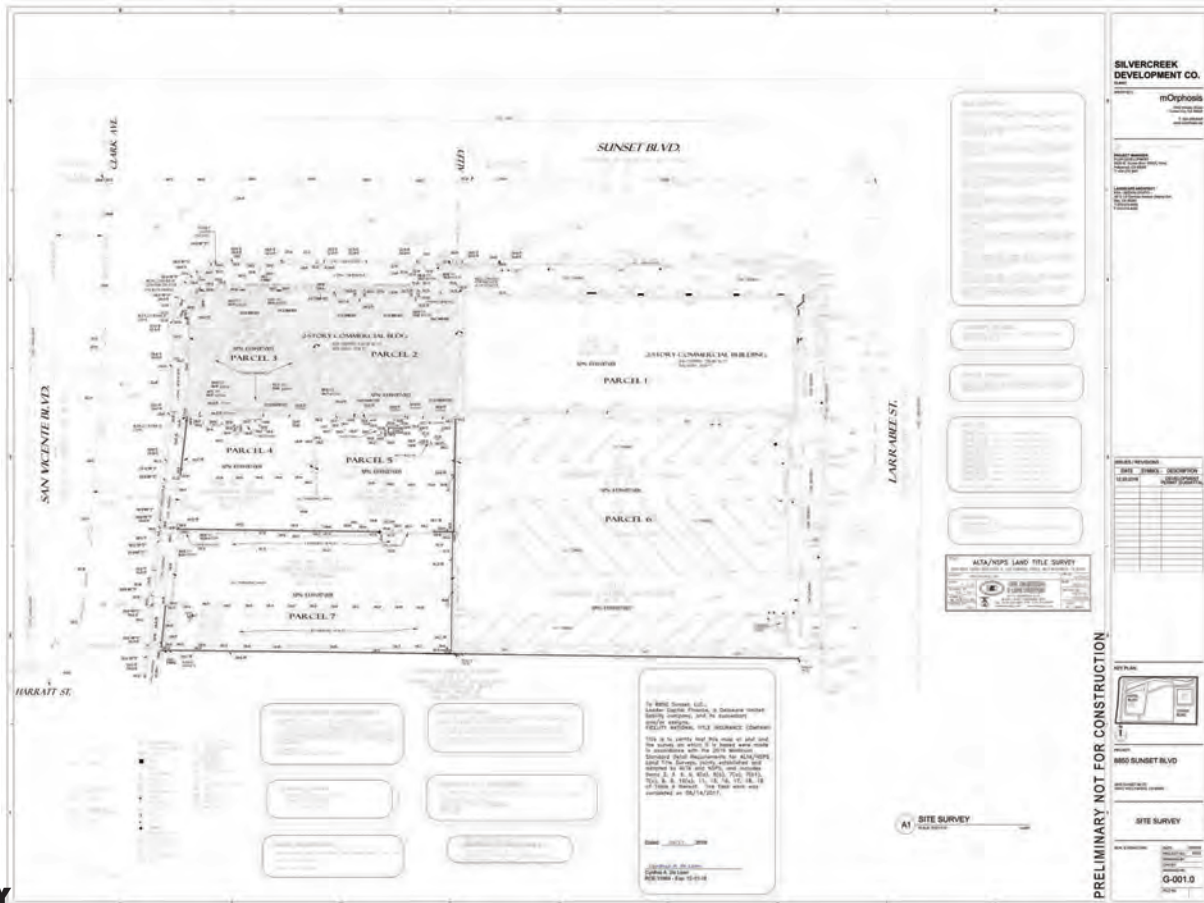


PLUS DEVELOPMENT

8850 Sunset Blvd, West Hollywood, CA 90069

m o r p h o s i s K S A

City of West Hollywood Development Permit Submittal



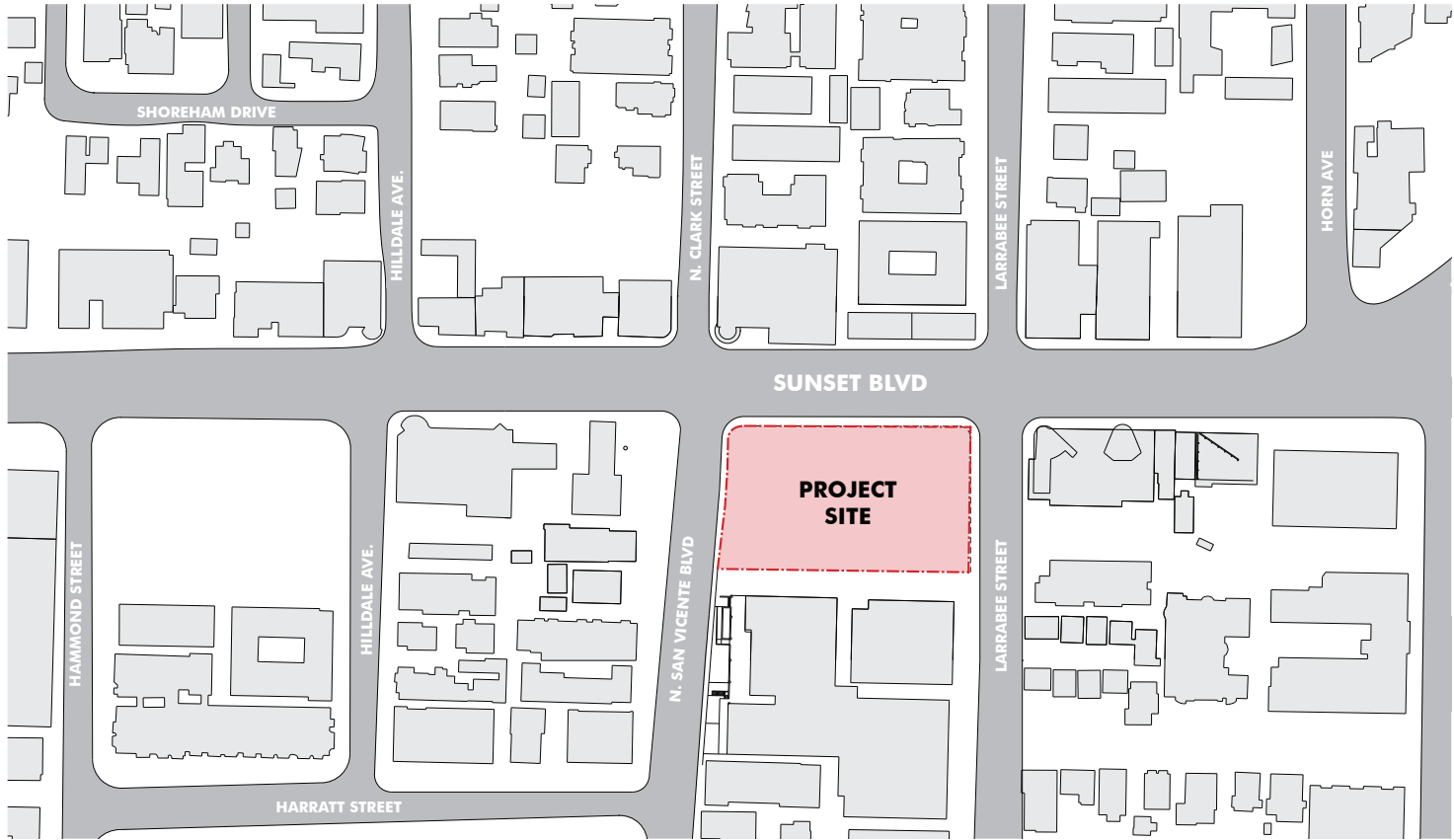
**SITE SURVEY**

8850 Sunset Blvd, West Hollywood, CA 90069

City of West Hollywood Development Permit Submittal

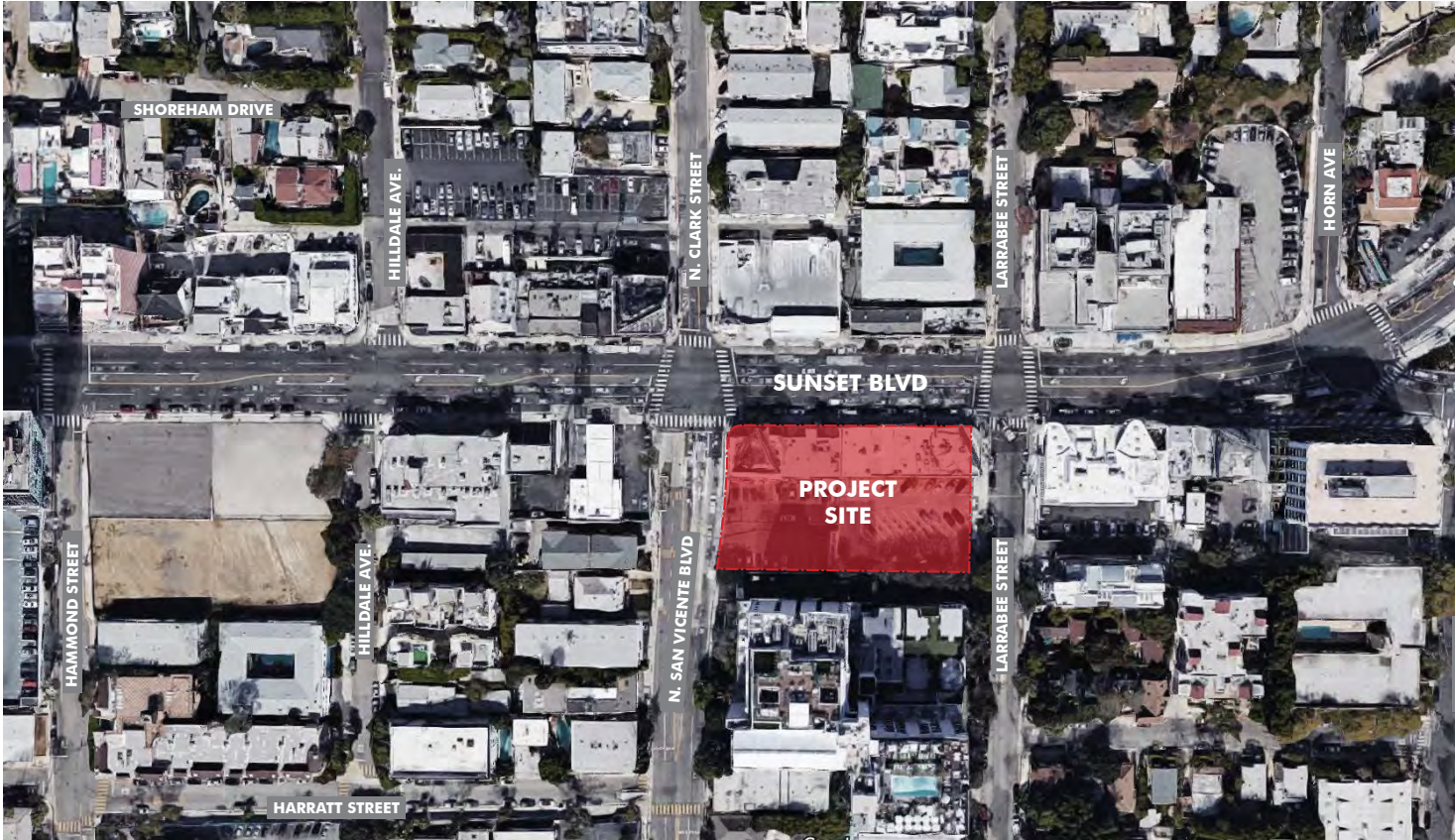
PRELIMINARY NOT FOR CONSTRUCTION





**NEIGHBORHOOD PLAN / FIGURE GROUND MAP**

0 | 25ft | 50ft | 100ft



**AERIAL PHOTO**

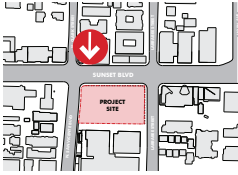
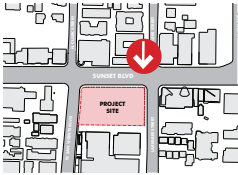
05

MGCD | PLUS DEVELOPMENT | morphosis | KSA

8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

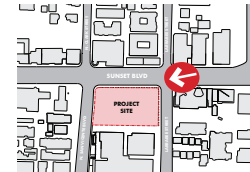
10 | 25ft | 50ft | 100ft





**PHOTO MONTAGE**

06 | 8850 Sunset Blvd, West Hollywood, CA 90069  
 morphosis | KSA | City of West Hollywood Development Permit Submittal



## PHOTO MONTAGE

07

BCDD

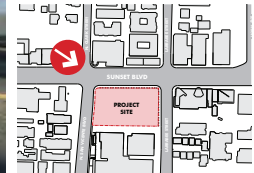
PLUS DEVELOPMENT

8850 Sunset Blvd, West Hollywood, CA 90069

m o r p h o s i s

KSA

City of West Hollywood Development Permit Submittal



## PHOTO MONTAGE

08

WCCD

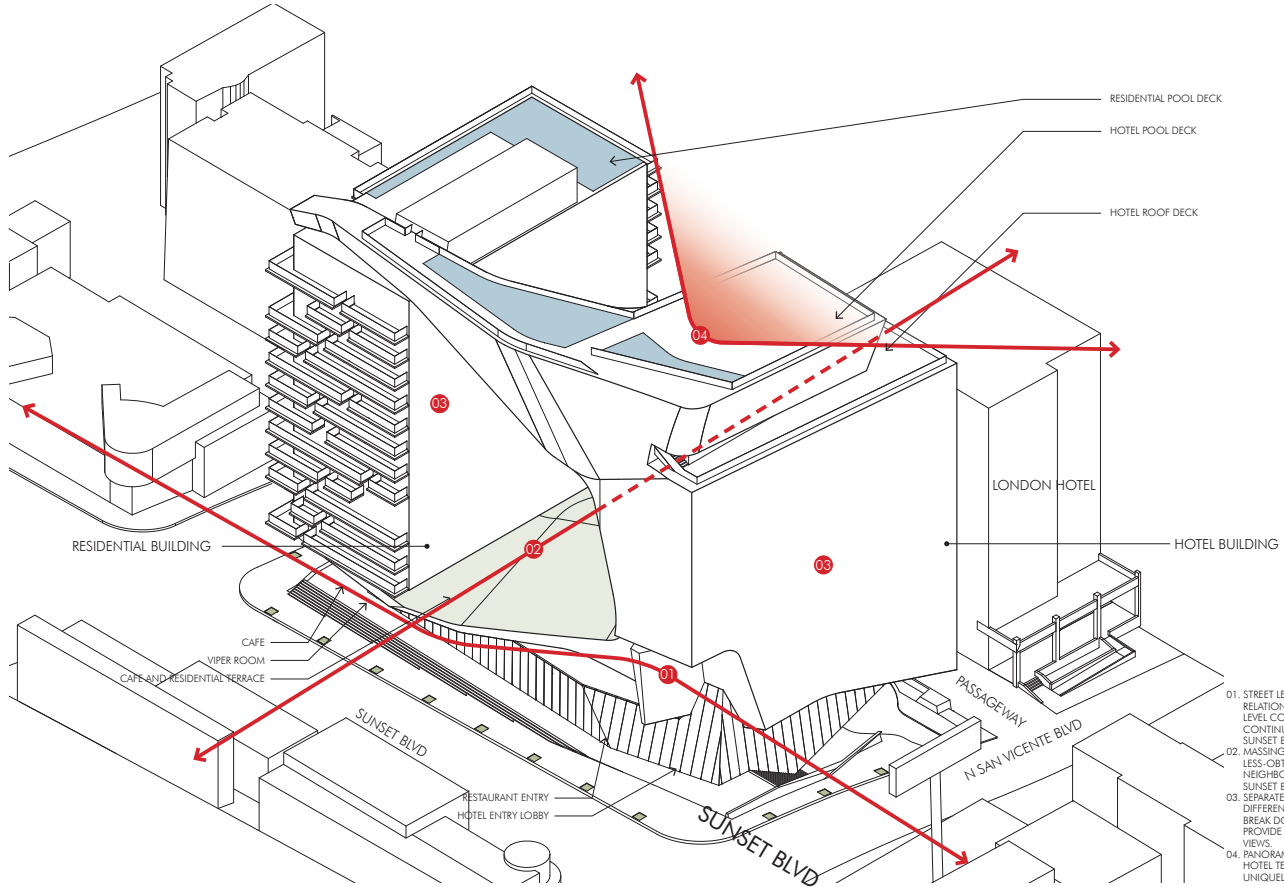
DB

PLUS DEVELOPMENT

8850 Sunset Blvd, West Hollywood, CA 90069

m o r p h o s i s | K S A

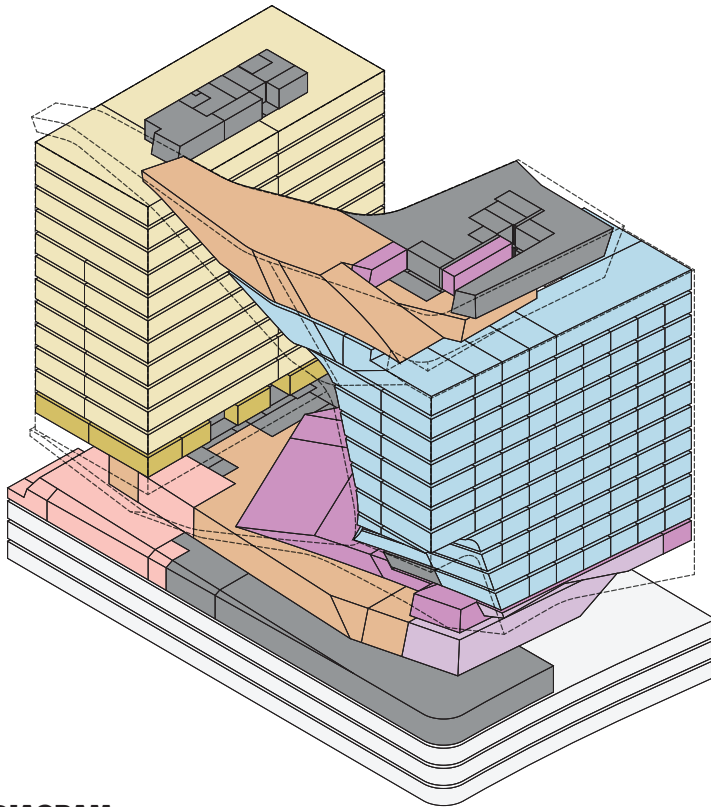
City of West Hollywood Development Permit Submittal



- 01. STREET LEVEL MASSING CREATES A SPACE IN RELATIONSHIP TO THE SURROUNDING LOW-LEVEL CONTEXT IN ORDER TO ENRICH THE CONTINUOUS PEDESTRIAN EXPERIENCE ALONG SUNSET BLVD.
- 02. MASSING IS SPLIT IN AN EFFORT TO PROVIDE LESS-OBTRUSIVE VIEWS FOR SURROUNDING NEIGHBORS, AND BETTER RELATE TO THE SUNSET BLVD STREET RHYTHM.
- 03. SEPARATED BUILDING MASSES RECEIVE DIFFERENTIATED MATERIAL PALETTES TO FURTHER BREAK DOWN THE BUILDING SCALE, AND PROVIDE FOR DIFFERENTIATED EXPERIENCE AND VIEWS.
- 04. PANORAMIC VIEWS FROM THE UPPERMOST HOTEL TERRACE AND POOL PROVIDE A UNIQUELY SUNSET STRIP EXPERIENCE.

**MASSING DIAGRAM**

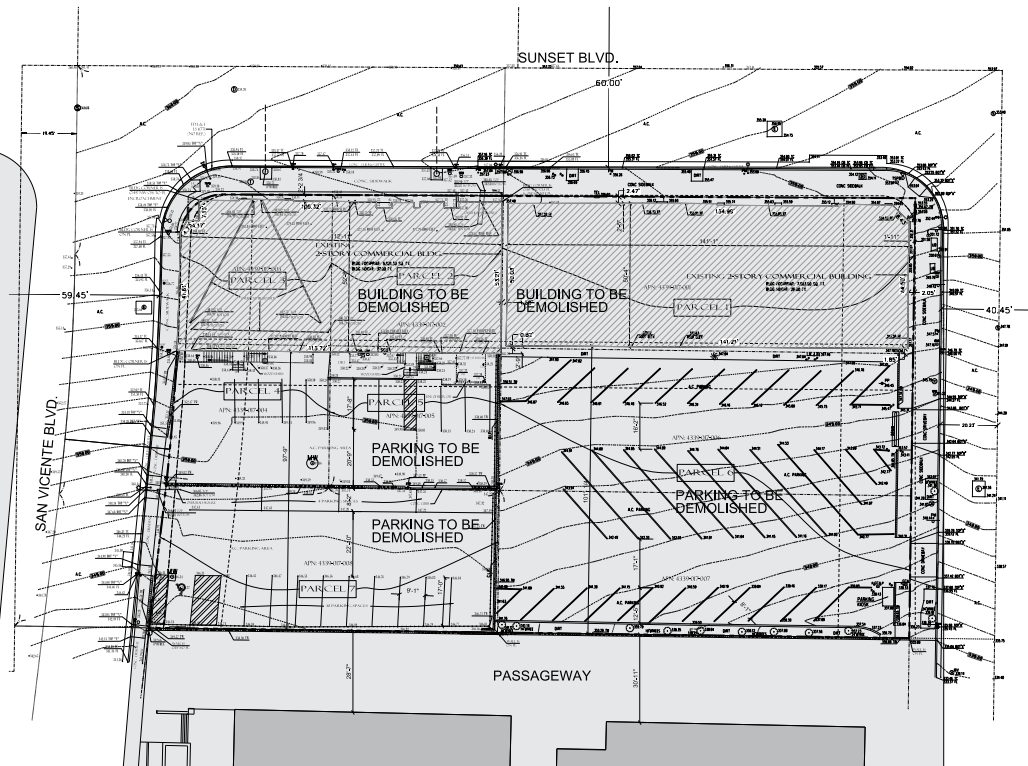
09 | | 8850 Sunset Blvd, West Hollywood, CA 90069  
 City of West Hollywood Development Permit Submittal



- HOTEL
- HOTEL LOBBY
- HOTEL ADMIN
- HOTEL AMENITIES
- RESIDENTIAL
- RESIDENTIAL - INCOME RESTRICTED APARTMENTS
- VIPER ROOM
- RESTAURANT / CAFE
- PARKING
- R.O.H.

**PROGRAM DIAGRAM**

10 | **SKID | OWING | MERILL** PLUS DEVELOPMENT | **8850 Sunset Blvd, West Hollywood, CA 90069**  
 morphosis | **KSA** | City of West Hollywood Development Permit Submittal



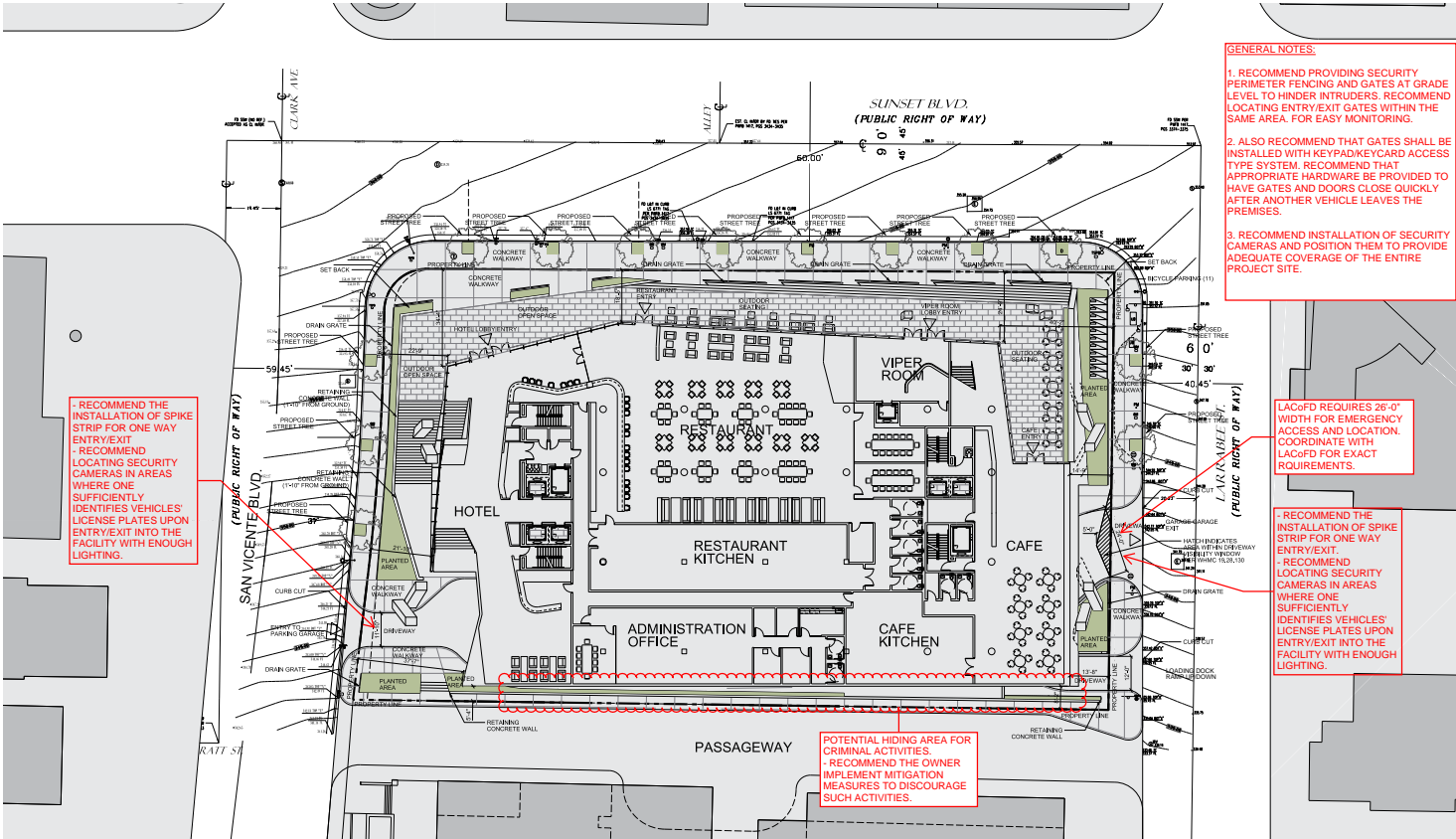
**EXISTING SITE AND DEMOLITION PLAN**

8850 Sunset Blvd, West Hollywood, CA 90069

City of West Hollywood Development Permit Submittal

10' 10ft | 50ft | 100ft

11 | PLUS DEVELOPMENT | morphosis|KSA



- GENERAL NOTES:**
1. RECOMMEND PROVIDING SECURITY PERIMETER FENCING AND GATES AT GRADE LEVEL TO HINDER INTRUDERS. RECOMMEND LOCATING ENTRY/EXIT GATES WITHIN THE SAME AREA. FOR EASY MONITORING.
  2. ALSO RECOMMEND THAT GATES SHALL BE INSTALLED WITH KEYPAD/KEYCARD ACCESS TYPE SYSTEM. RECOMMEND THAT APPROPRIATE HARDWARE BE PROVIDED TO HAVE GATES AND DOORS CLOSE QUICKLY AFTER ANOTHER VEHICLE LEAVES THE PREMISES.
  3. RECOMMEND INSTALLATION OF SECURITY CAMERAS AND POSITION THEM TO PROVIDE ADEQUATE COVERAGE OF THE ENTIRE PROJECT SITE.

- RECOMMEND THE INSTALLATION OF SPIKE STRIP FOR ONE WAY ENTRY/EXIT  
 - RECOMMEND LOCATING SECURITY CAMERAS IN AREAS WHERE ONE SUFFICIENTLY IDENTIFIES VEHICLES' LICENSE PLATES UPON ENTRY/EXIT INTO THE FACILITY WITH ENOUGH LIGHTING.

LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

- RECOMMEND THE INSTALLATION OF SPIKE STRIP FOR ONE WAY ENTRY/EXIT.  
 - RECOMMEND LOCATING SECURITY CAMERAS IN AREAS WHERE ONE SUFFICIENTLY IDENTIFIES VEHICLES' LICENSE PLATES UPON ENTRY/EXIT INTO THE FACILITY WITH ENOUGH LIGHTING.

POTENTIAL HIDING AREA FOR CRIMINAL ACTIVITIES.  
 - RECOMMEND THE OWNER IMPLEMENT MITIGATION MEASURES TO DISCOURAGE SUCH ACTIVITIES.

A2-8

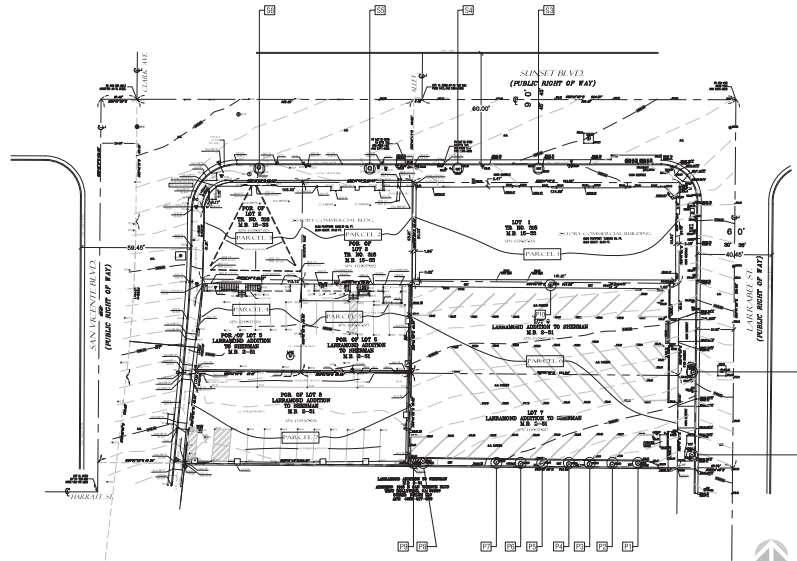
**PROPOSED SITE PLAN**

12 | **PLUS DEVELOPMENT** | 8850 Sunset Blvd, West Hollywood, CA 90069  
 morphosisKSA | City of West Hollywood Development Permit Submittal



PROJECT TREE INVENTORY

PROPERTY TREES	SIZE (IN.)	COMMENT	
01	EUCALYPTUS TREE	24"	REMOVE
02	EUCALYPTUS TREE	10"	REMOVE
03	EUCALYPTUS TREE	10"	REMOVE
04	EUCALYPTUS TREE	10"	REMOVE
05	EUCALYPTUS TREE	10"	REMOVE
06	EUCALYPTUS TREE	10"	REMOVE
07	EUCALYPTUS TREE	10"	REMOVE
08	EUCALYPTUS TREE	14"	REMOVE
09	EUCALYPTUS TREE	10"	REMOVE
10	PALM TREE	10"	REMOVE
STREET TREES / PARKWAY			
51	Ficus Tree	24"	REMOVE
52	CHINESE FLAME TREE	6"	REMOVE
53	MANGOLIA TREE	8"	REMOVE
54	MANGOLIA TREE	8"	REMOVE
55	MANGOLIA TREE	8"	REMOVE
56	MANGOLIA TREE	12"	REMOVE



LEVEL 01 - LANDSCAPE DEMOLITION PLAN



SUNSET BLVD VIEW LOOKING WEST



LARRABEE STREET VIEW LOOKING SOUTH

**LD-1.0 LANDSCAPE DEMO**

13

SCDD | PLUS DEVELOPMENT

8850 Sunset Blvd, West Hollywood, CA 90069

m o r p h o s i s | K S A

City of West Hollywood Development Permit Submittal





LOMANDRA 'LIME TUFF'  
DWARF MAT RUSH

DIETS GRANDIFLORA 'VARIEGATA'  
VARIEGATED FORTNIGHT LILY



PLANTER WITH MASS OF DIETS GR.

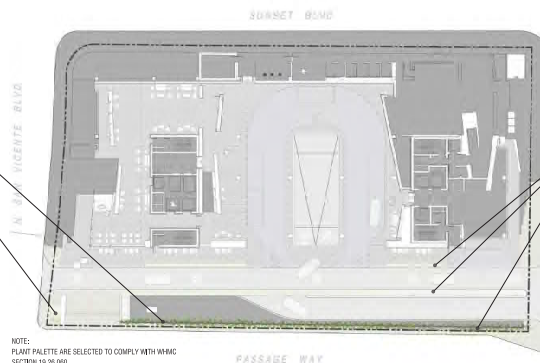


PRIVACY WALL WITH FIGUS VINE PLANTING



WALL WITH CLIMBING BOSTON IVY  
PLANT PALETTE

PRIVACY WALL VINE PLANTING:  
FIGUS RAPENS 5pc @ 48" O.C. &  
PARTHENOISSUS TRICUSPIDATA  
5pc @ 48" O.C.  
(ALTERNATE PLACEMENT)  
PLANTER WITH DIETS  
GRANDIFLORA 'VARIEGATA'  
5pc @ 24" O.C.



LEVEL B-1 - LANDSCAPE PLAN

LEVEL B-1 IRRIGATION:  
HARDY TISSUE.  
IRRIGATION TYPE: DRIP SYSTEM  
NUMBER OF ZONES: TOTAL OF 4 ZONES

SINGLE MASS OF:  
OPTION #1 -  
LOMANDRA 'LIME TUFF'  
5pc @ 24" O.C.  
OPTION #2 -  
HELIOTROPICUM  
SEMPERPERENS  
5pc @ 24" O.C.  
OPTION #3 -  
FESTUCA OVINA GLAUCA  
1pc @ 12" O.C.



HAKONECHLOA MACRA  
JAPANESE FOREST GRASS



OPHIPOGON FORMOSANUM  
TAIWAN MONDO GRASS



ASPIDISTRA ELATIOR  
CAST IRON PLANT



PARTHENOISSUS TRICUSPIDATA  
BOSTON IVY

FIGUS REPENS  
CREEPING FIG

LP-1.0 B-1 LEVEL



KOELERIA PANICULATA  
GOLDEN RAIN TREE

STREET TREES (SUNSET BLVD)  
TRIPLARIS TILIIFOLIA  
8'-10" PLANT

GELEERA PARVIFLORA  
AUSTRALIAN WILLOW

TRIPLARIS TILIIFOLIA  
TILIP TREE



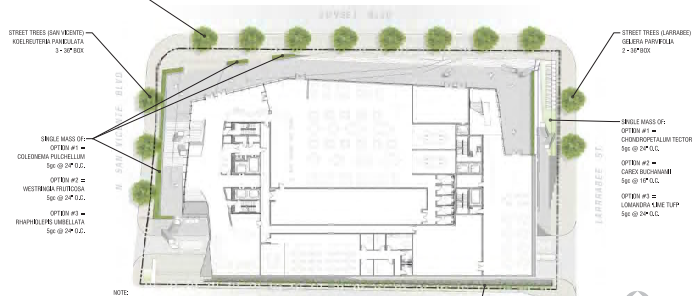
COLEONEMA PLUCHELLUM SUNSET GOLD  
GOLDEN BREATH OF HEAVEN



WESTRINGIA FRUTICOSA MORNING LIGHT  
COAST ROSEMARY



RHIPIDOLEPIS UMBELLATA MINOR  
DWARF YEDDO HAWTHORN



LEVEL 01 - LANDSCAPE PLAN

NOTE: PLANT PALETTE ARE SELECTED TO COMPLY WITH WMC SECTION 10.0.0.0.0.

PERIMETER WALL LINE PLANTING:  
RIBES BARRIS 5' @ 4' P.C.C. &  
PANTHEROCEBUS TRICOLORIFOLIA  
5' @ 4' P.C.C.  
(ALTERNATE PLACEMENT)



PARTHENOCESSUS TRICUSPIDATA  
CRYSTAL IVY



RICINUS REPENS  
CASTOR BEAN



CHONDROPETALUM TECTORUM  
SMALL CAPE RUSH



CAREX BURCHANIANI RED ROOSTER  
RED ROOSTER SEDGE



LOMANDRA 'TUFF'  
DWARF MAT RUSH

- RECOMMEND IMPLEMENTATION OF LANDSCAPING MAINTENANCE PROGRAM THAT WOULD MINIMIZE OPPORTUNITIES FOR HIDING, TYP.  
- RECOMMEND LIMITING THE HEIGHT OF HEDGE-TYPE PLANTS WHERE SECURITY GATES ARE PROVIDED.

↕ A2-8 Cont. ↕

LP-2.0 GROUND LEVEL

PALETTE 1: SUCCULENTS WITH GRASSES



SENECIO VITALIS  
NARROW LEAF-CHALKSTICKS  
1 pc @ 14" O.C.

FESTUCA GLAUCA 'ELIJAH BLUE'  
BLUE FESCUE GRASS  
1 pc @ 14" O.C.

GREVILLEA LANIGERA 'PROSTATATA'  
PROSTRATE WOOLLY GREVILLEA  
1 pc @ 14" O.C.

PALETTE 2: SPREADING GROUNDCOVERS



ACACIA REDOLENS 'LOW BOY'  
PROSTRATE ACACIA  
1 pc @ 24" O.C.

JUNIPERUS HORRITZ 'HUGHES'  
HUGHES JUNIPER  
1 pc @ 24" O.C.

ARCTOSTAPHYLOS 'EMERALD CPT'  
CARPET ADONIZANTHA  
1 pc @ 24" O.C.



ARBUTUS MARINA MULTI  
STRAWBERRY TREE



DONISEYA WALLISII  
PINK BALL TREE



TIPUANA TIPU  
TIPU TREE

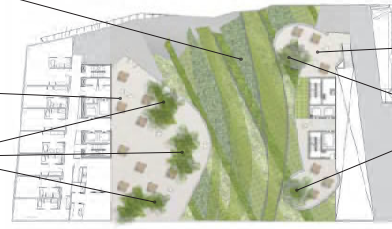
GROUND COVERS:  
OPTION #1 = PALETTE 1  
SUCCULENT WITH GRASSES  
OPTION #2 = PALETTE 2  
SPREADING GROUND COVER  
OPTION #3 = PALETTE 3  
VARIATIONS OF GREEN SHRUBS  
OPTION #4 = PALETTE 4  
GRASS TUFT

TERRACE PAVING:  
ECO OUTDOOR PAVERS  
NATURAL GRANITE  
COLOR-BLENDED  
FINISH/HAMMERED

TERRACE SHADE TREES:  
OPTION #1  
30" BOX ARBUTUS MARINA  
30" BOX TIPU TREE  
30" BOX COLEONEMA WILLOW

NOTE:  
PLANT PALETTE ARE SELECTED TO COMPLY WITH HAVAS  
SECTION 10.2.0.0.0.

LEVEL 02 & 03 & 04 - LANDSCAPE PLAN



LEVEL 03 & 04 IRRIGATION:  
4" IPS 200 G.P.T.  
IRRIGATION TYPE: DWP SYSTEM (SHRUBS) TREES (BURLETS)  
NUMBER OF ZONES: TOTAL OF 15 ZONES (2 TREES, 11 SHRUBS/GROUND COVER)



CERODIM 'DESERT MUSEUM'  
DESERT MUSEUM PALO VERDE



OLEA EUROPAEA WILSONII  
FRUITLESS OLIVE TREE



ECO OUTDOOR PAVES  
GRANITE w/ HAMMERED FINISH

PALETTE 3: VARIATIONS OF GREEN SHRUBS



AGACIA COGNATA 'COUSIN ITT'  
LITTLE RIVER WATTLE  
5 pc @ 30" O.C.

WESTRINGIA FRUIT 'GREY BOX'  
DWARF COAST ROSEMARY  
5 pc @ 30" O.C.

COLEONEMA P. 'SUNSET GOLD'  
GOLDEN BREATH OF HEAVEN  
5 pc @ 30" O.C.

PITT. TOB. 'WHEELER'S DWARF'  
DWARF MACK ORANGE  
5 pc @ 30" O.C.

PALETTE 4: GRASS TUFT



LOMANDRA 'LIME TUFT'  
DWARF MATT RUSH  
5 pc @ 24" O.C.

CHONDROPETALUM TECTORUM  
SMALL CAPE RUSH  
5 pc @ 30" O.C.

DANELLA REV. 'LITTLE REV'  
LITTLE REV FLAX LILY  
5 pc @ 18" O.C.

JUNCUS PATENS  
CALIFORNIA GRAY RUSH  
5 pc @ 24" O.C.

- RECOMMEND IMPLEMENTATION OF LANDSCAPING MAINTENANCE PROGRAM THAT WOULD MINIMIZE OPPORTUNITIES FOR HIDING, TYP.  
- RECOMMEND LIMITING THE HEIGHT OF HEDGE-TYPE PLANTS WHERE SECURITY GATES ARE PROVIDED.

A2-8  
Cont.

LP-3.0 TERRACE LEVEL



DIETES GRANDIFLORA 'VARIEGATA'  
VARIEGATED FORTNIGHT LILY  
5gc @24" O.C.



DIETES BICOLOR  
FORTNIGHT LILY  
5gc @24" O.C.



WESTRINGIA FRUTICOSA  
WESTCOAST ROSEMARY  
5gc @24" O.C.

DIETES GRANDIFLORA  
'VARIEGATA'  
DIETES BICOLOR



GROUND COVER  
PLANTS (SHADE)

PALM TREES (SHORT)

NOTE:  
PLANT PALETTE ARE SELECTED TO COMPLY WITH W/M/C  
SECTION 19.25.000.

### ROOF LEVEL - LANDSCAPE PLAN



ROOF LEVEL IRRIGATION:  
AREA: 1,520 SQ. FT.  
IRRIGATION TYPE: DRIP SYSTEM (SHRUBS) TREES (GRUBLER)  
NUMBER OF ZONES: TOTAL OF 6 ZONES (2-TREES), (4-SHRUBS/GROUND COVER)



SASA PYGMAEA  
DWARF BAMBOO  
5gc @24" O.C.



BRAHEA ARMATA  
BLUE HESPER PALM  
24\"/>



CYCAS REVOLUTA  
SAGO PALM  
24\"/>



CYCAS REVOLUTA  
SAGO PALM  
24\"/>

## LP-4.0 ROOF/POOL LEVEL

**BUILDING FACADE PLANTING PALETTE**



ROSEMARIA OFFICIALIS  
ROSEMARY  
5gc @ 24" O.C.

EUJONYMUS FORTUNEI 'EMERALD 'N' GOLD'  
WINTER CREEPER EUJONYMUS  
5gc @ 24" O.C.

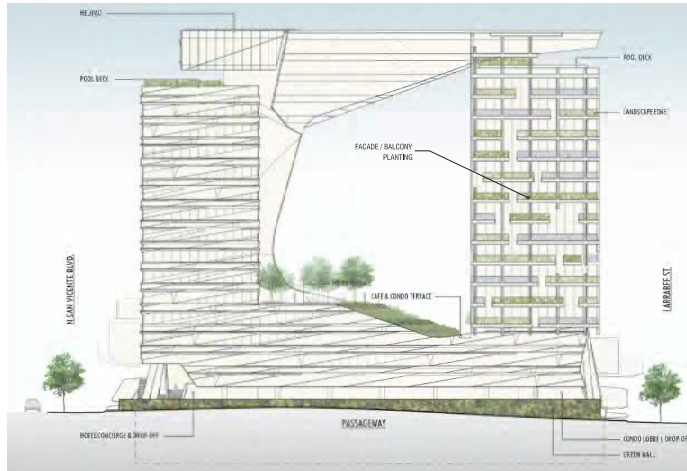
DRACAENA FRAGRANS 'LIMELIGHT'  
STRIPED DRACAENA  
5gc @ 24" O.C.

NEPHROLEPIS EXALTA  
BOSTON FERN  
5gc @ 24" O.C.

JUNIPERUS SQUAMATA 'BLUE STAR'  
BLUE STAR JUMPER  
5gc @ 24" O.C.

CEDRUS ATLANTICA 'GLAUCA PENDULA'  
WEEPING BLUE ATLAS  
5gc @ 24" O.C.

TSUGA CANADENSIS 'COLES PROSTATE'  
CANADIAN HEMLOCK  
5gc @ 24" O.C.



**SOUTH ELEVATION**

FACADE PLANTER IRRIGATION :  
APRIL-488 SQ.FT. PER LEVEL (13 TOTAL LEVEL)  
IRRIGATION TYPE: DRIP SYSTEM  
NUMBERS OF ZONES: TOTAL OF 4 ZONES (PER LEVEL)

NOTE:  
PLANT PALETTE ARE SELECTED TO COMPLY WITH WMC  
SECTION 19.26.060.



**EAST ELEVATION**

**BUILDING FACADE PLANTING PALETTE**



FIGUS REPENS  
CREEPING FIG  
5gc @ 24" O.C.

PORTULACARIA AFRA  
ELEPHANT BUSH  
5gc @ 24" O.C.

PELLAEA ROTUNDFOLIA  
BUTTON FERN  
5gc @ 24" O.C.

LYSIMACHIA NUMMULARIA 'AUREA'  
GOLDEN CREEPING JENNY  
5gc @ 24" O.C.

ASPARGAGUS DENSIFLORUS  
SPRENGERI FERN

SOLEIROLIA SOLEIROLII  
BABY TEARS

DICHONDRA ARGENTEA  
SILVER FALLS  
SILVER FALLS DICHONDRA  
5gc @ 24" O.C.

EPIPREMNUM AUREUM  
POTHOS 'PEARLS AND JADE'  
5gc @ 24" O.C.

**LP-5.0 EXTERIOR ELEVATION**

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City of West Hollywood Development Permit Submittal



ROSEMARUS OFFICINALIS  
ROSEMARY  
5gc @ 24" O.C.

EUONYMUS FORTUNEI 'EMERALD 'N' GOLD'  
WINTER CREEPER EUONYMUS  
5gc @ 24" O.C.

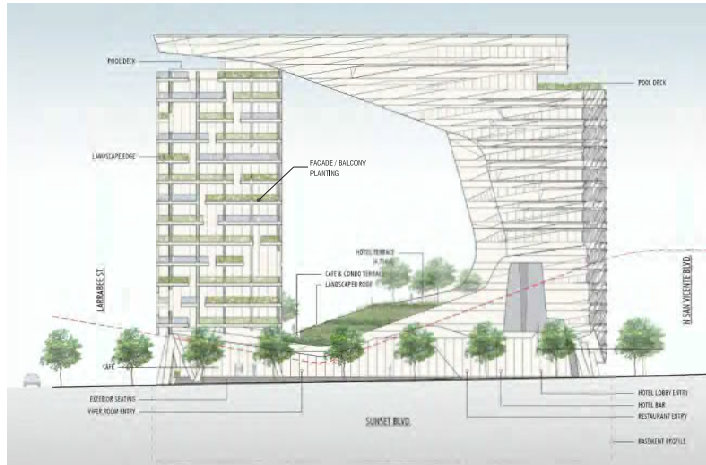
DRACAENA FRAGRANS  
'LIMELIGHT'  
STRIPED DRACAENA  
5gc @ 24" O.C.

NEPHROLEPIS EXALTA  
BOSTON FERN  
5gc @ 24" O.C.

JUNIPERUS SQUAMATA 'BLUE STAR'  
BLUE STAR JUNIPER  
5gc @ 24" O.C.

CEDRUS ATLANTICA 'GLAUCO PENDULA'  
WEeping BLUE ATLAS  
5gc @ 24" O.C.

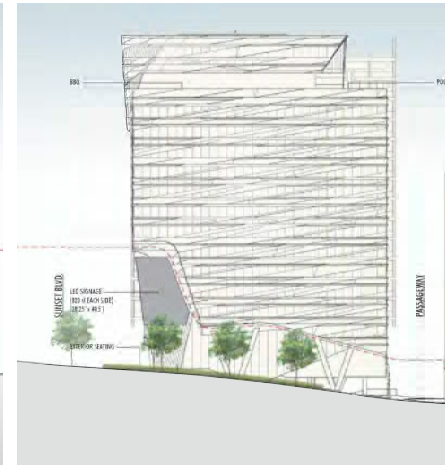
TSUGA CANADENSIS 'COLES PROSTATE'  
CANADIAN HEMLOCK  
5gc @ 24" O.C.



NORTH ELEVATION

FACADE PLANTER IRRIGATION:  
AREA: 440 SQ. FT. PER LEVEL (10 TOTAL LEVEL)  
IRRIGATION TYPE: DRIP SYSTEM  
NUMBER OF ZONES: TOTAL OF 4 ZONES (PER LEVEL)

NOTE:  
PLANT PALETTE ARE SELECTED TO COMPLY WITH WMAQC  
SECTION 19.26.06D.



WEST ELEVATION



FICUS REPENS  
CREEPING FIG  
5gc @ 24" O.C.



PORTULACARIA AFRA  
ELEPHANT BUSH  
5gc @ 24" O.C.



PELLAEA ROTUNDFOLIA  
BUTTON FERN  
5gc @ 24" O.C.



LYSIMACHIA NUMMULARIA 'AUREA'  
GOLDEN CREEPING JENNY  
5gc @ 24" O.C.



ASPARGUS DENSIFLORUS  
SPRENGERI  
SPRENGERI FERN



SOLEIROLIA SOLEIROLII  
BABY TEARS



DICHONDRA ARGENTEA  
'SILVER FALLS'  
SILVER FALLS DICONDRA  
5gc @ 24" O.C.



EPPIMNIUM AUREUM  
POTHOS 'PEARLS AND JADE'  
5gc @ 24" O.C.

## LP-6.0 EXTERIOR ELEVATION

19



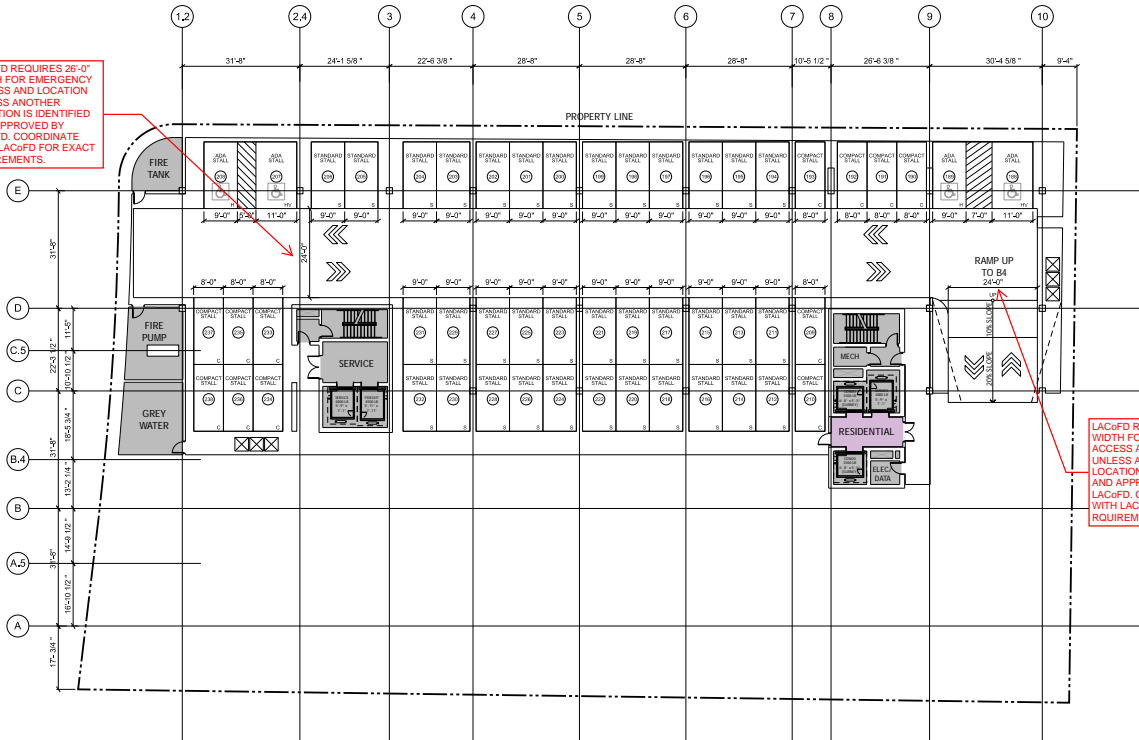
PLUS DEVELOPMENT

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morphosis | KSA

City of West Hollywood Development Permit Submittal

LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.



LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

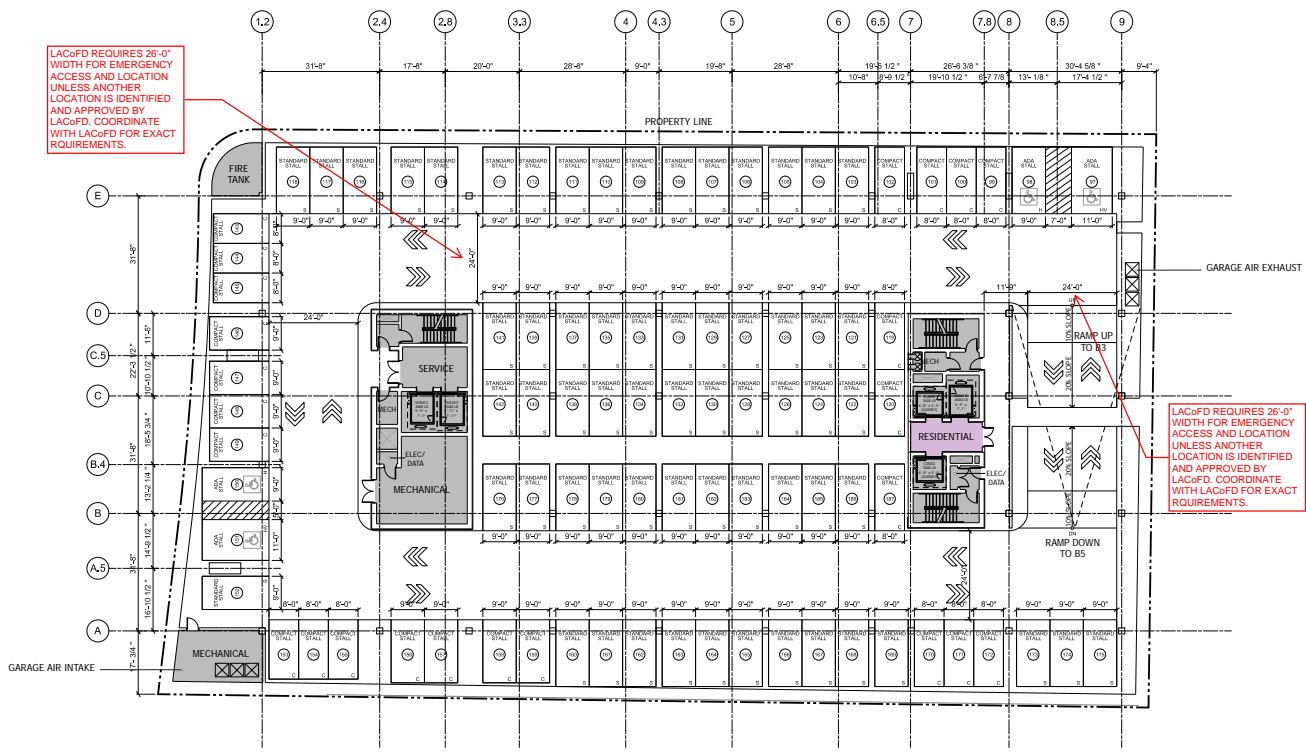
NOTE:  
 - RECOMMEND PROVIDING LOW-LEVEL SECURITY LIGHTING WITH MOTION SENSING CAPABILITIES THROUGHOUT THE PARKING STRUCTURE.  
 - RECOMMEND INSTALLATION OF SECURITY CAMERA WITH ADEQUATE COVERAGE OF EACH PARKING LEVEL.



A2-8 Cont.

**PARKING PLAN - B5**

20 PLUS DEVELOPMENT 8850 Sunset Blvd, West Hollywood, CA 90069  
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LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

NOTE:  
 - RECOMMEND PROVIDING LOW-LEVEL SECURITY LIGHTING WITH MOTION SENSING CAPABILITIES THROUGHOUT THE PARKING STRUCTURE.  
 - RECOMMEND INSTALLATION OF SECURITY CAMERA WITH ADEQUATE COVERAGE OF EACH PARKING LEVEL.

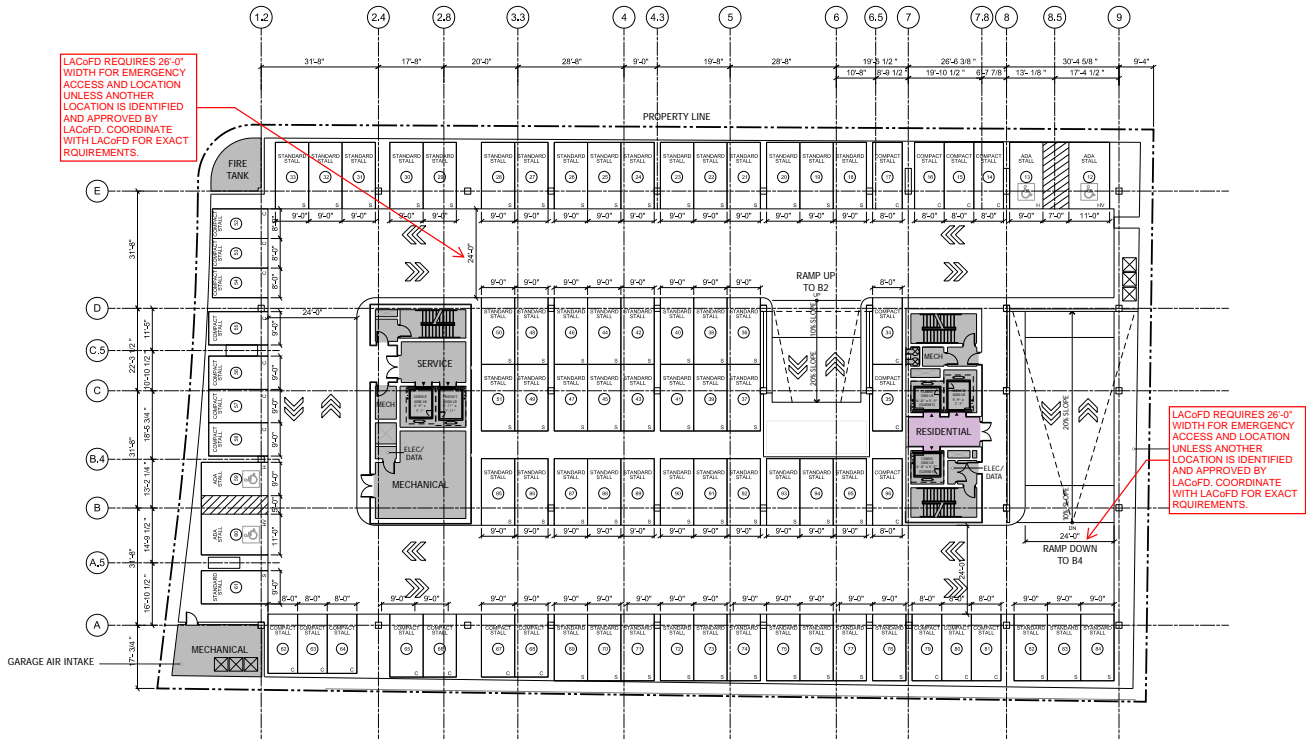


A2-8  
Cont.

**PARKING PLAN - B4**

21 **PLUS DEVELOPMENT** 8850 Sunset Blvd, West Hollywood, CA 90069  
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LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

LACoFD REQUIRES 26'-0" WIDTH FOR EMERGENCY ACCESS AND LOCATION UNLESS ANOTHER LOCATION IS IDENTIFIED AND APPROVED BY LACoFD. COORDINATE WITH LACoFD FOR EXACT REQUIREMENTS.

NOTE:  
 - RECOMMEND PROVIDING LOW-LEVEL SECURITY LIGHTING WITH MOTION SENSING CAPABILITIES THROUGHOUT THE PARKING STRUCTURE.  
 - RECOMMEND INSTALLATION OF SECURITY CAMERA WITH ADEQUATE COVERAGE OF EACH PARKING LEVEL.

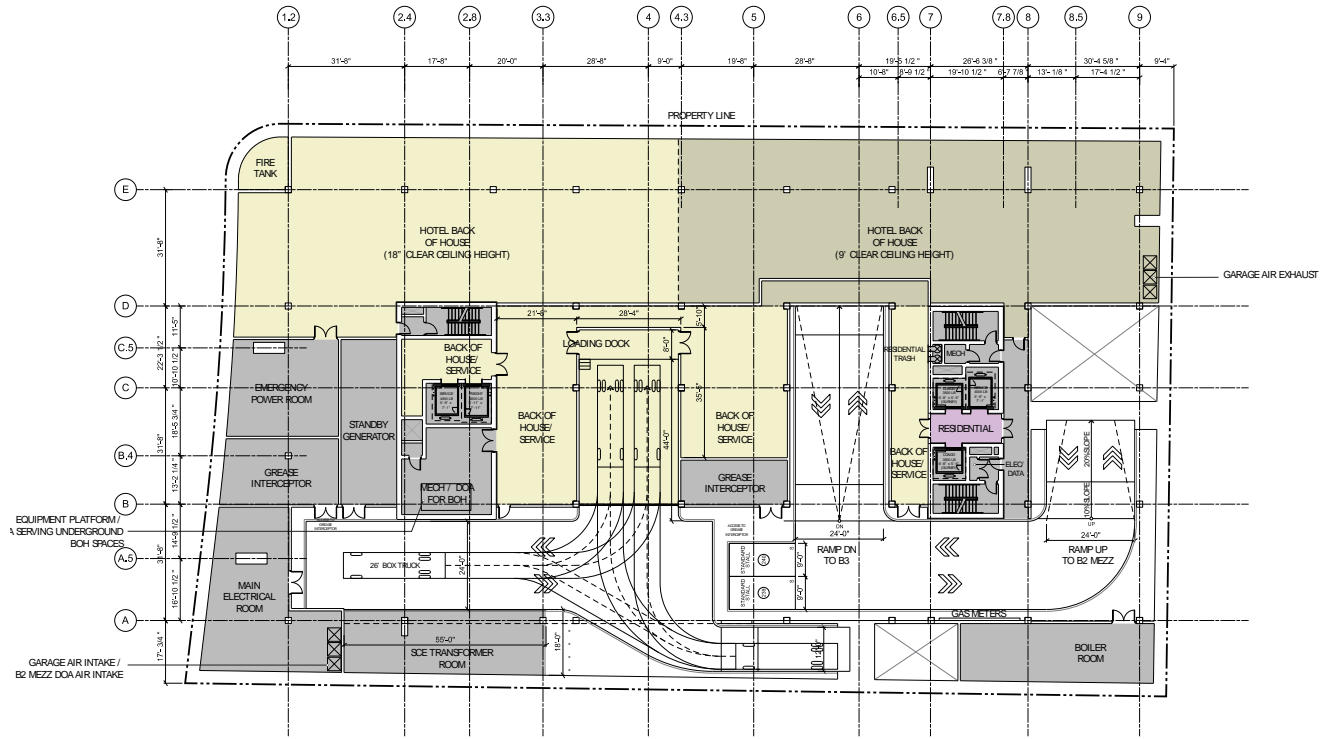


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Cont.

**PARKING PLAN - B3**

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**NOTE:**

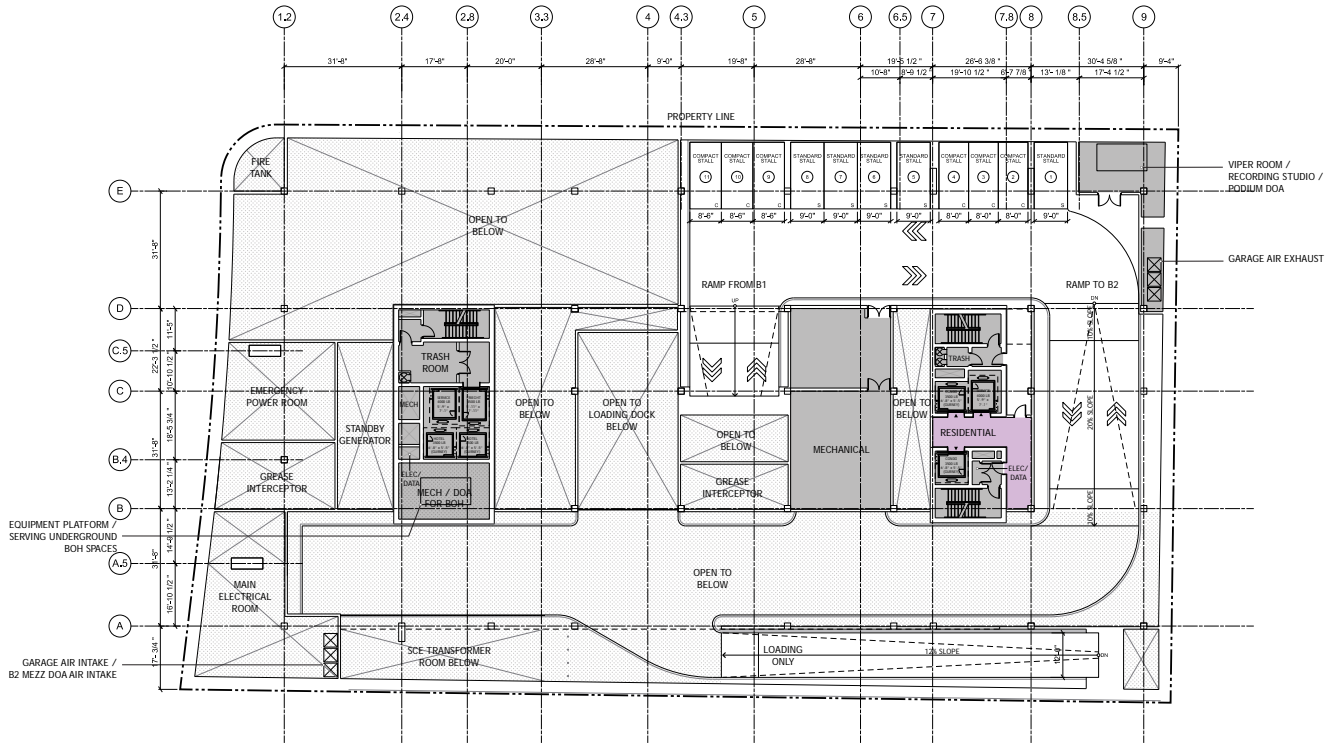
- RECOMMEND PROVIDING LOW-LEVEL SECURITY LIGHTING WITH MOTION SENSING CAPABILITIES THROUGHOUT THE PARKING STRUCTURE.
- RECOMMEND INSTALLATION OF SECURITY CAMERA WITH ADEQUATE COVERAGE OF EACH PARKING LEVEL.



A2-8 Cont.

**PARKING PLAN - B2**

23 **BLVD** | PLUS DEVELOPMENT | **8850 Sunset Blvd, West Hollywood, CA 90069**  
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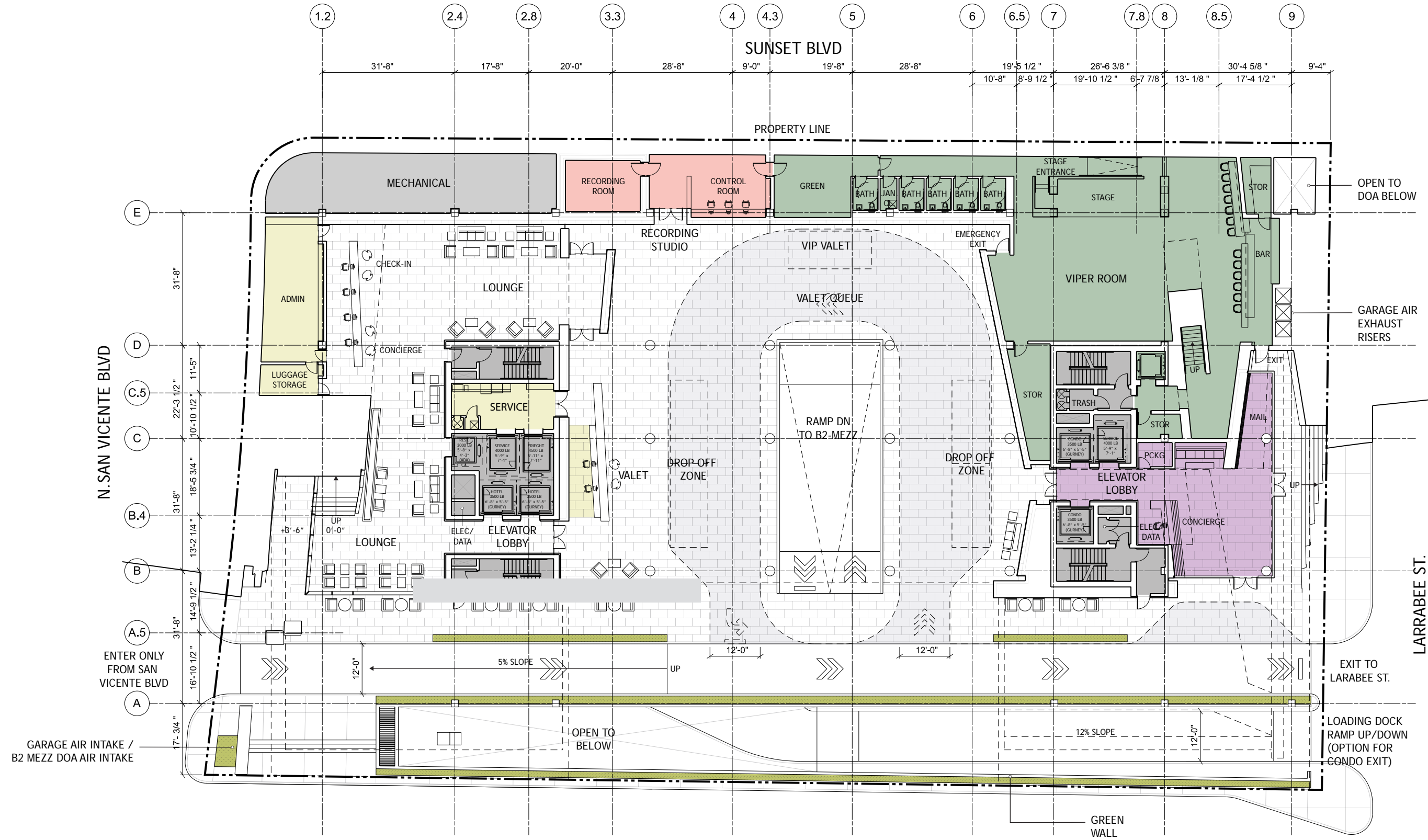
A2-8  
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**NOTE:**  
 - RECOMMEND PROVIDING LOW-LEVEL SECURITY LIGHTING WITH MOTION SENSING CAPABILITIES THROUGHOUT THE PARKING STRUCTURE.  
 - RECOMMEND INSTALLATION OF SECURITY CAMERA WITH ADEQUATE COVERAGE OF EACH PARKING LEVEL.



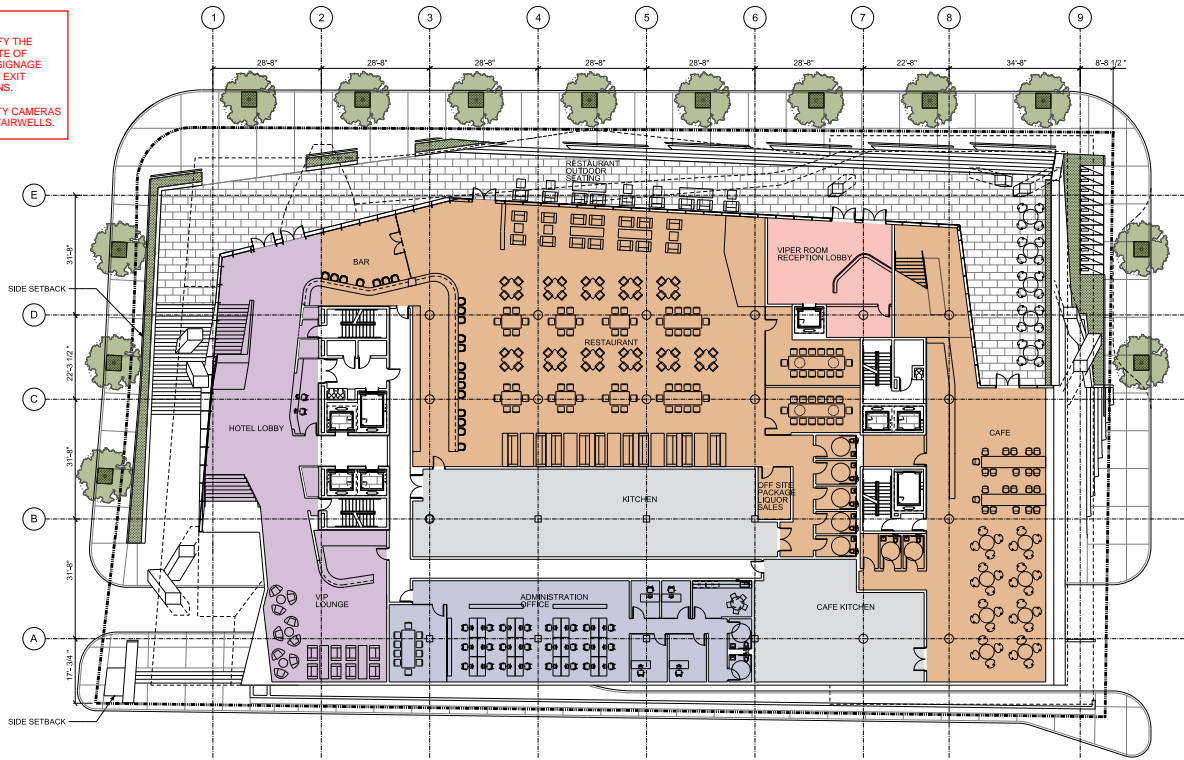
**PARKING PLAN - B2 MEZZANINE**

24 **MOORE | B** PLUS DEVELOPMENT **8850 Sunset Blvd, West Hollywood, CA 90069**  
**m o r p h o s i s | K S A** City of West Hollywood Development Permit Submittal



# PARKING PLAN - B1

**NOTE:**  
 1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.  
 2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



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 A2-8  
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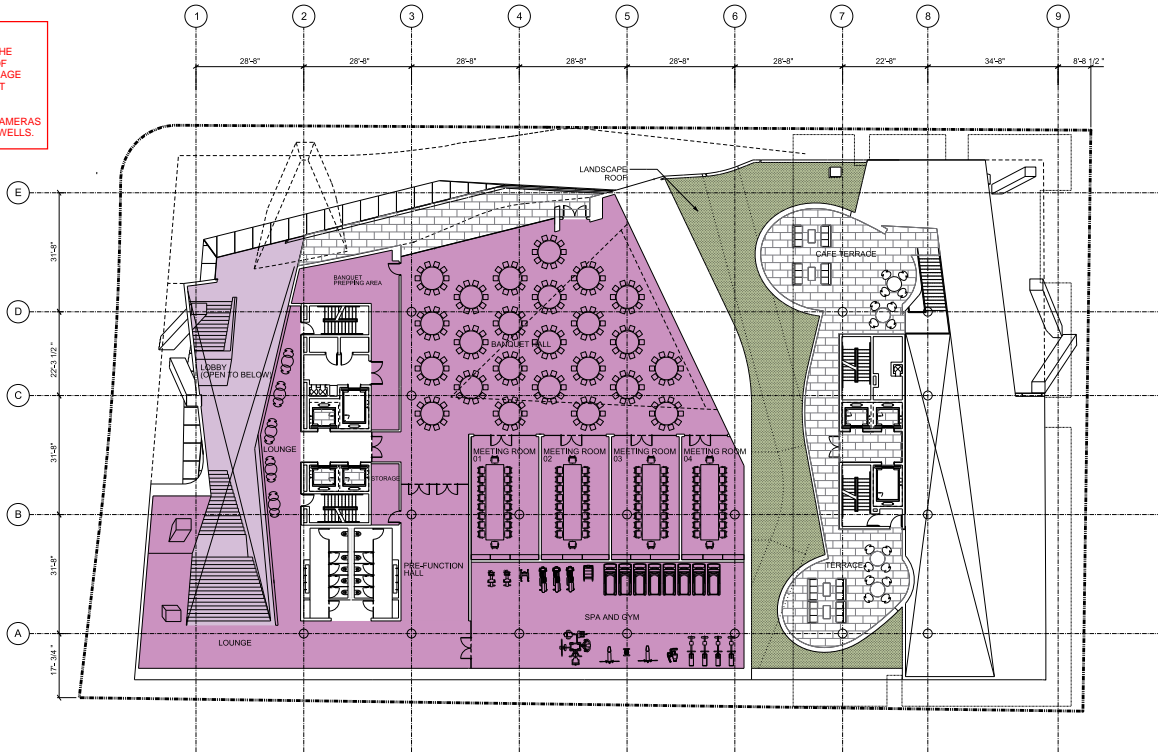
**GROUND FLOOR**



**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.

2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



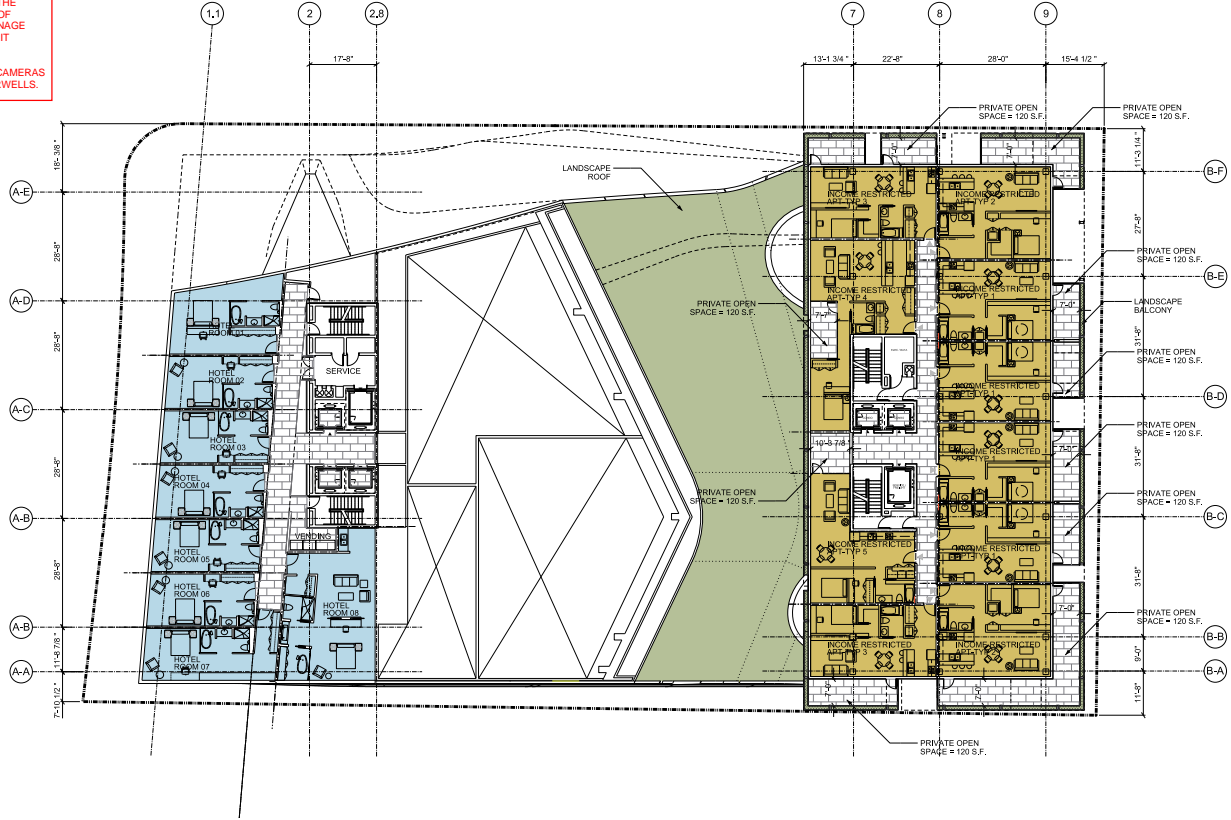
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**FL 02**

27 | | | PLUS DEVELOPMENT | 8850 Sunset Blvd, West Hollywood, CA 90069  
 | | City of West Hollywood Development Permit Submittal

| 10' | 10ft | 25ft | 50ft

**NOTE:**  
 1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.  
 2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
 Cont.

**FL 03**

28

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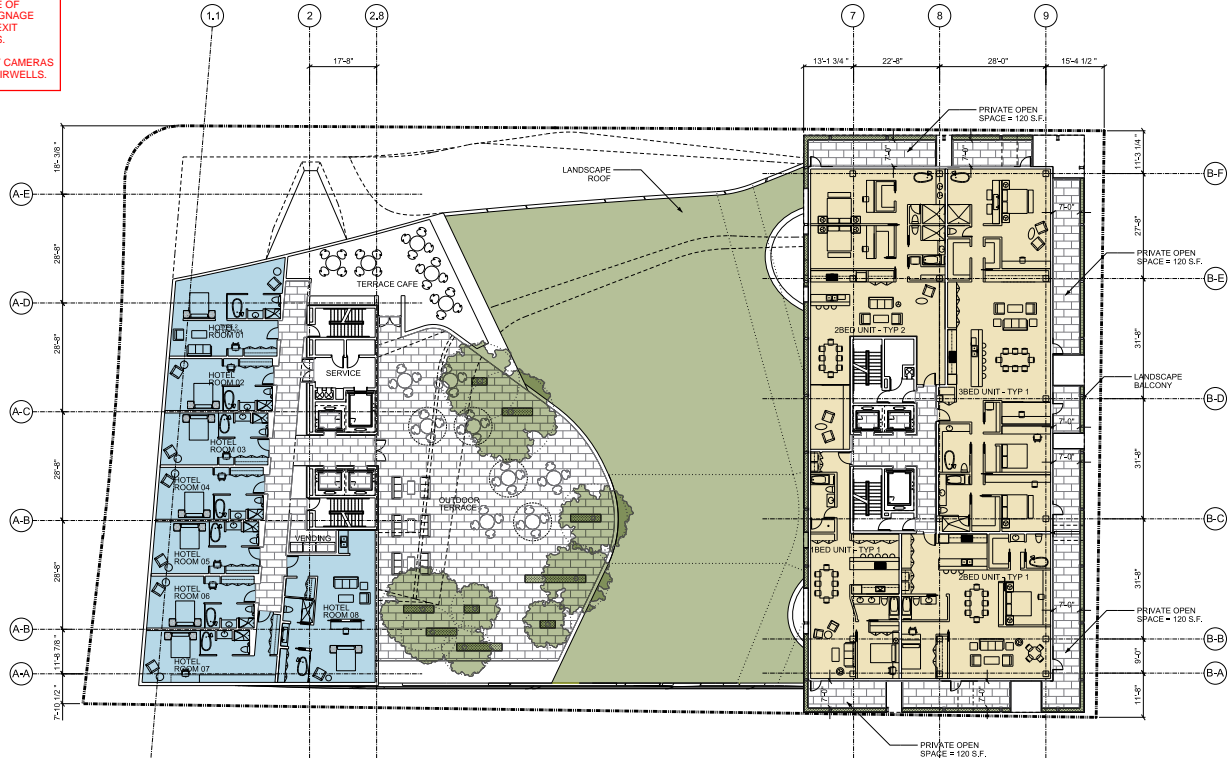
8850 Sunset Blvd, West Hollywood, CA 90069

City of West Hollywood Development Permit Submittal

0 | 10ft | 25ft | 50ft

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 04**

29



8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

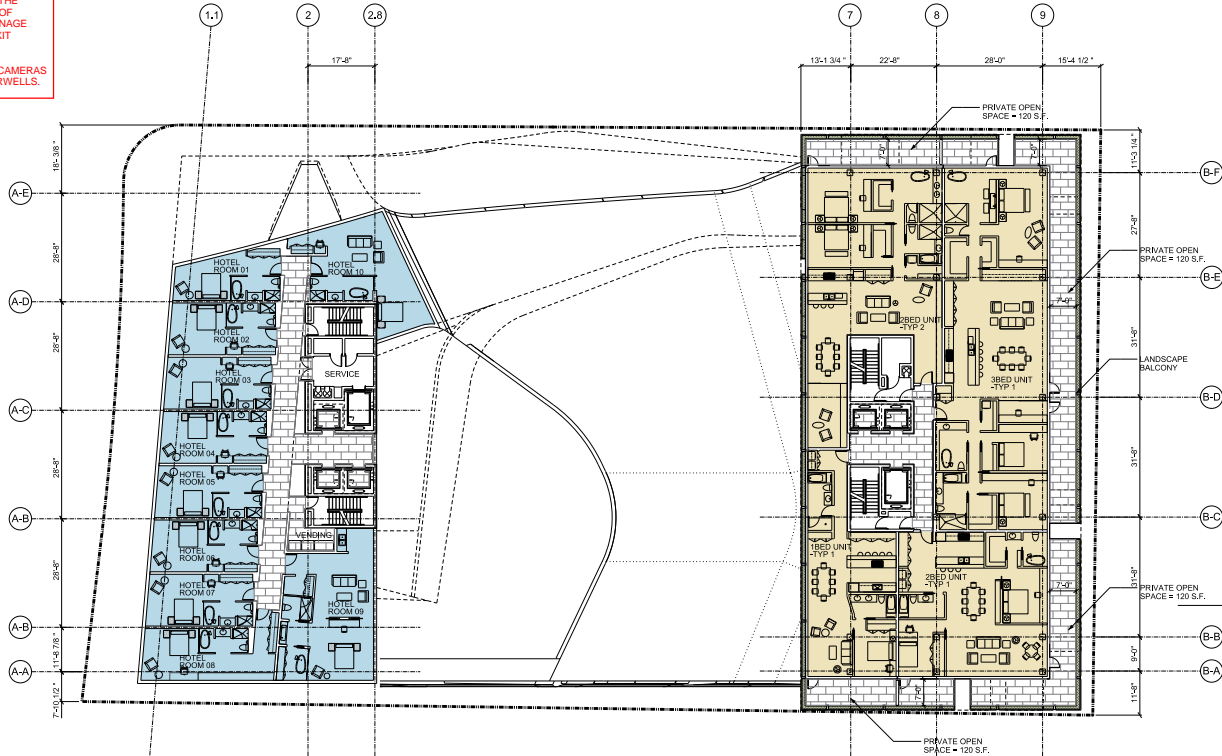




**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.

2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 05**

30

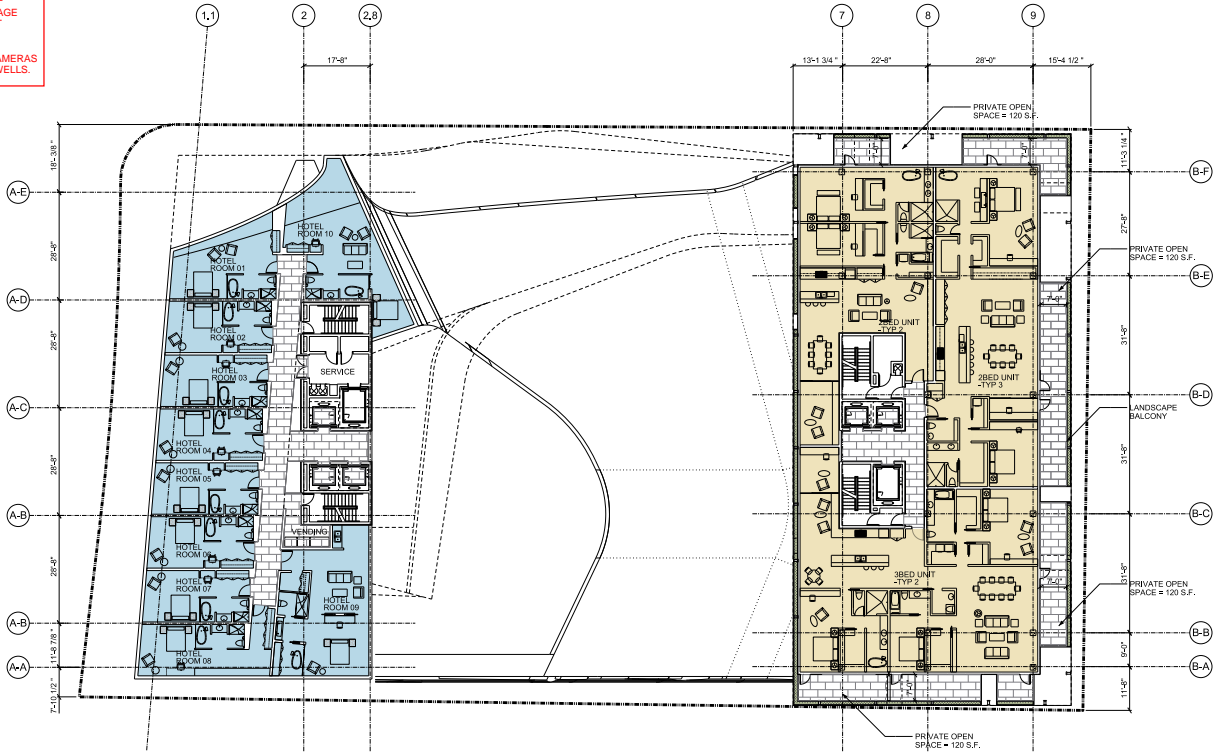


8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal



**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 06**

31

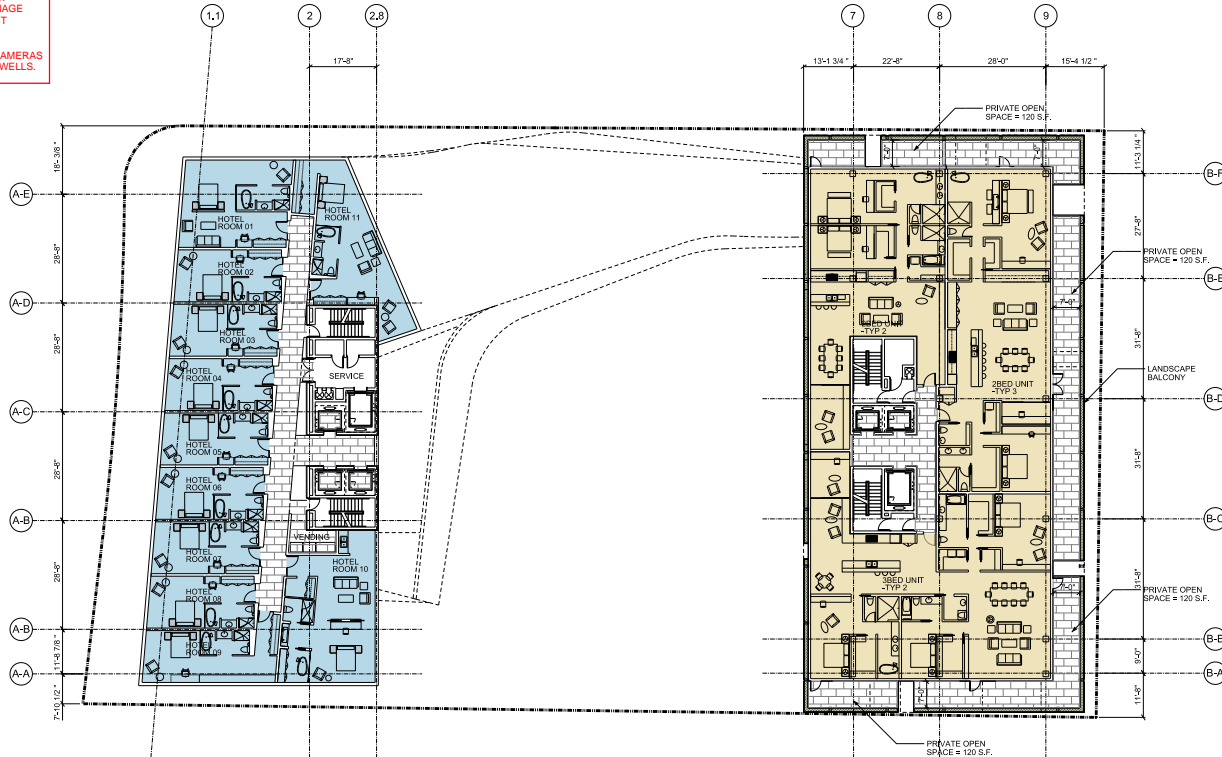
WCCD PLUS DEVELOPMENT morphosis KSA

8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

10 | 10th | 25th | 50th

**NOTE:**

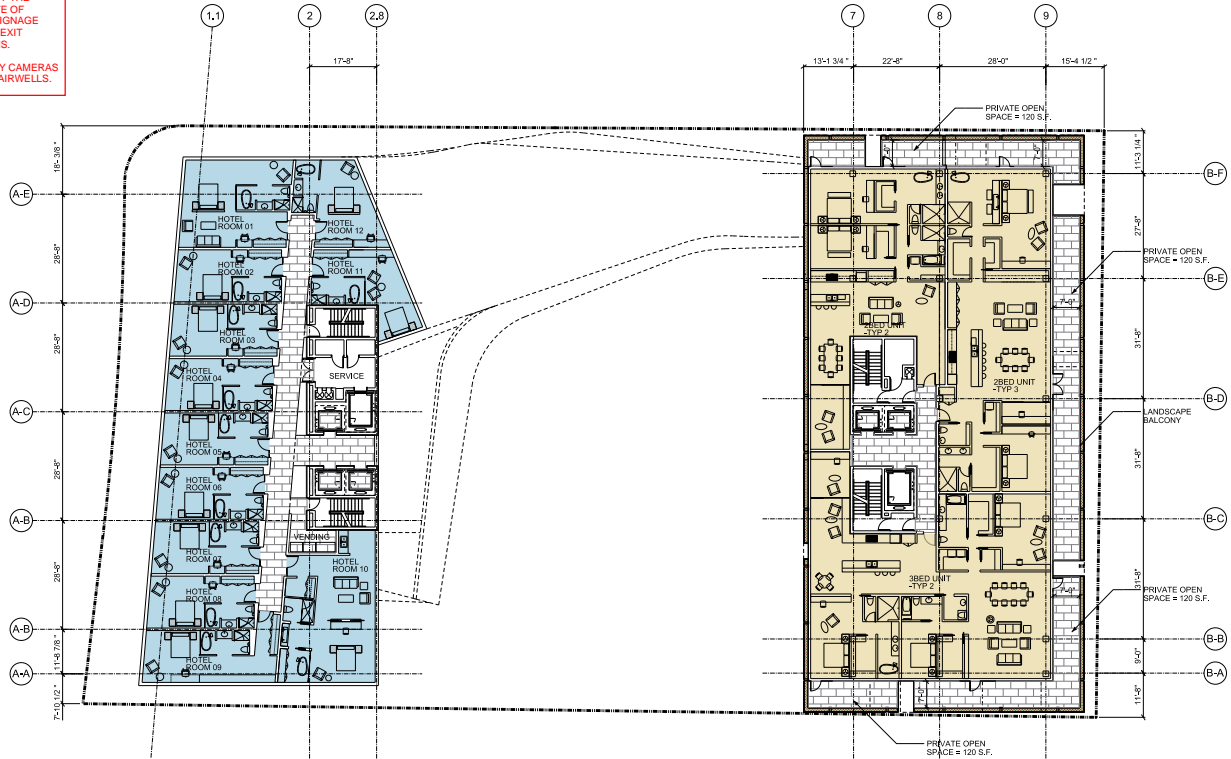
1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



**FL 07**

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

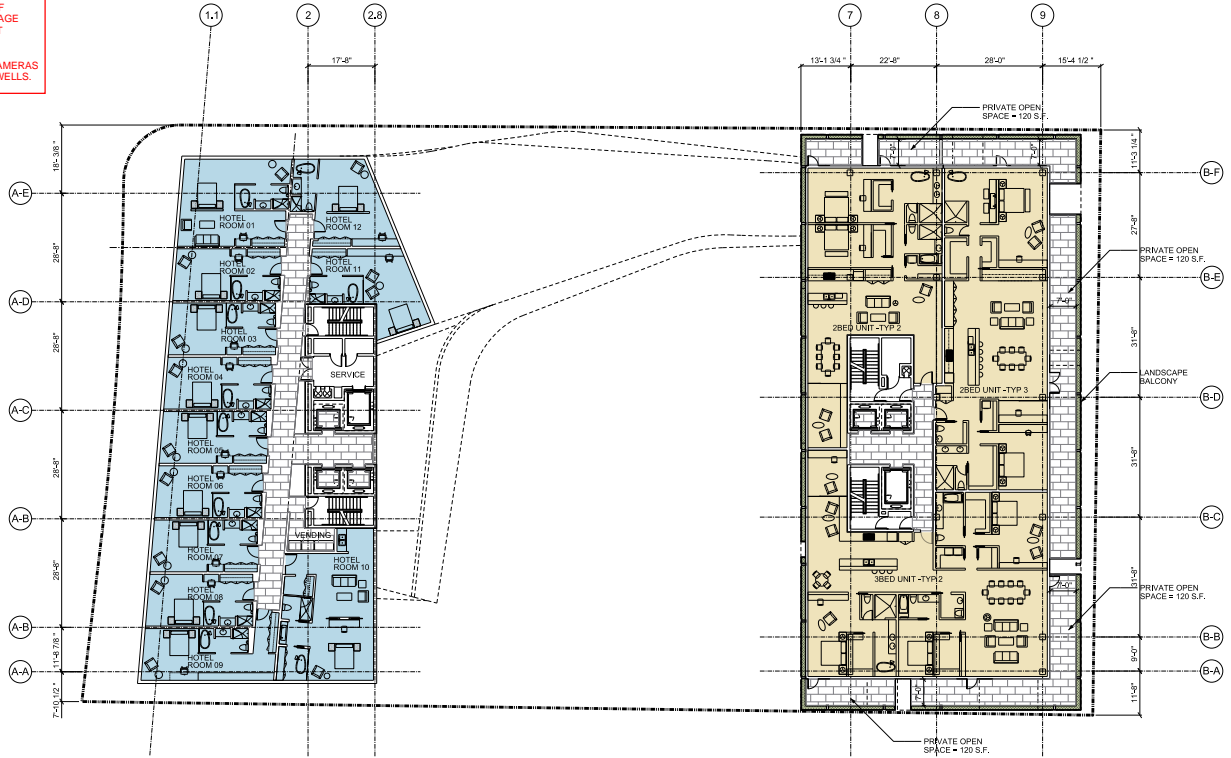


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A2-8  
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**FL 08**

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 09**

34

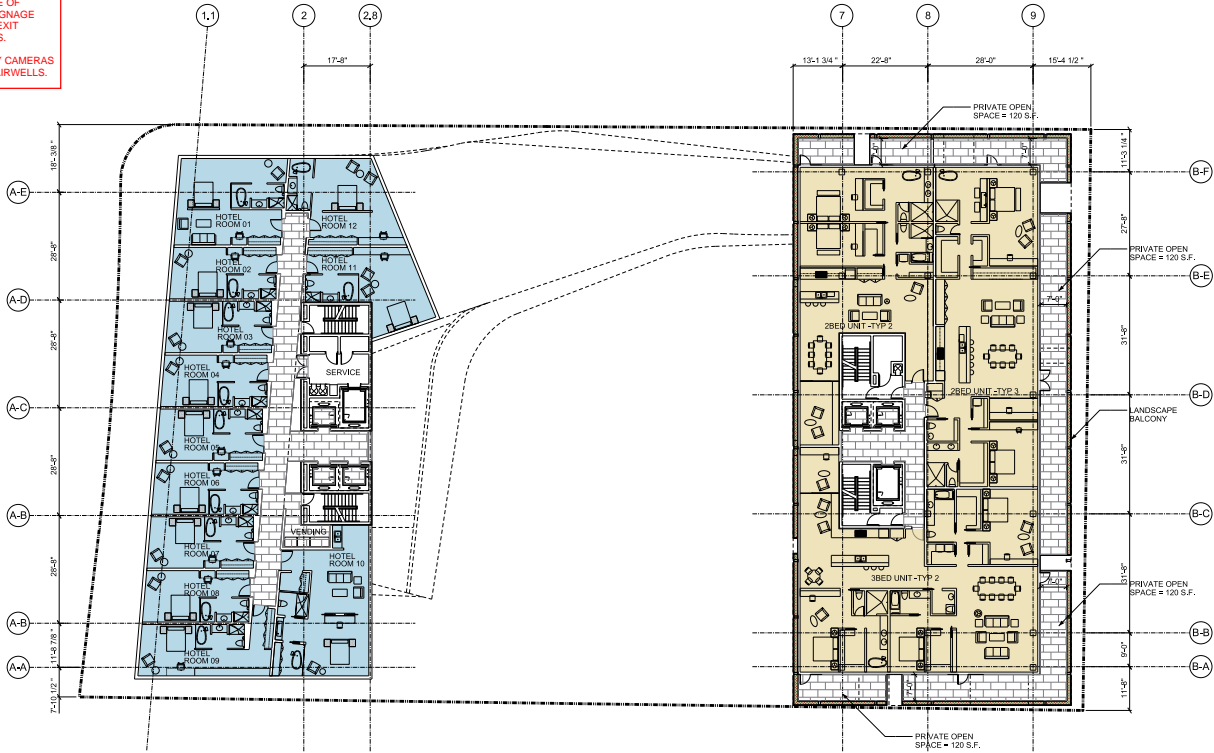
BLDG DEVELOPMENT  
**morphosis** | **KSA**

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City of West Hollywood Development Permit Submittal

0 | 10ft | 25ft | 50ft

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCRETE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 10**

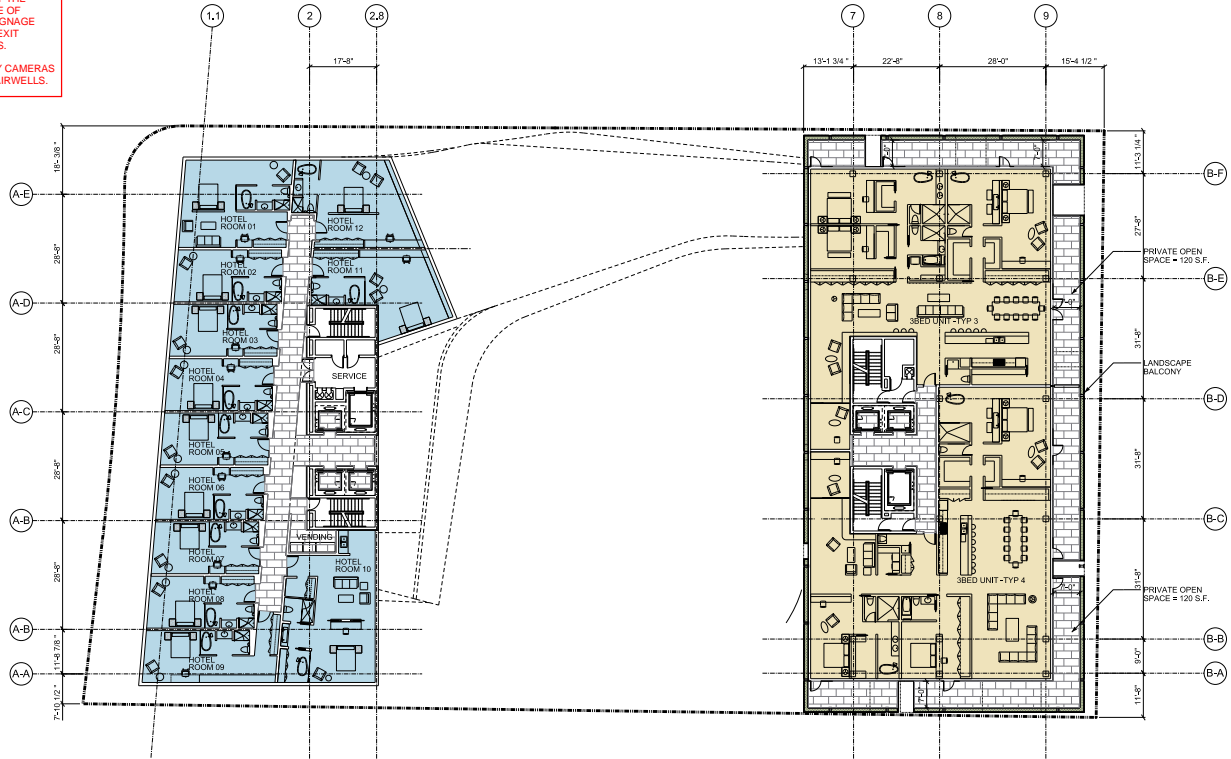
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WCCO HD PLUS DEVELOPMENT  
morphosis | KSA

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City of West Hollywood Development Permit Submittal

10 | 10th | 25th | 50th

**NOTE:**  
 1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.  
 2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

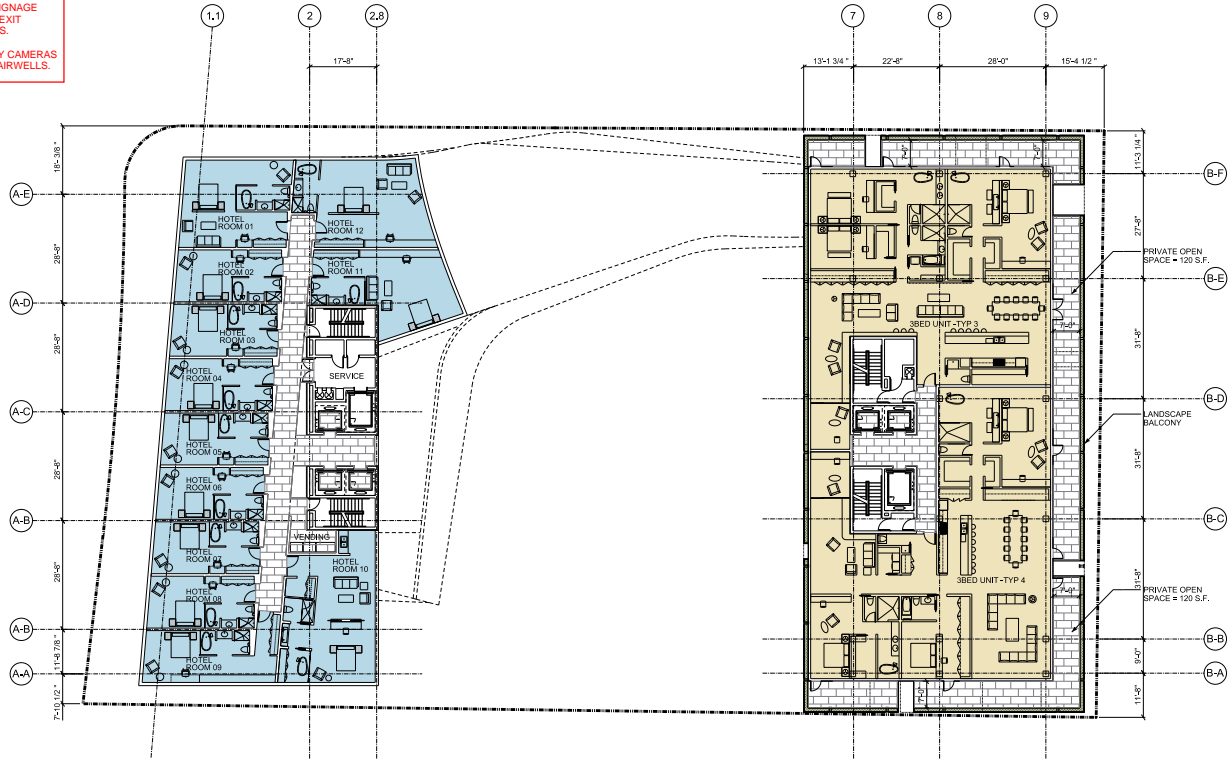


A2-8  
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**FL 11**

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



A2-8  
Cont.

**FL 12**

37

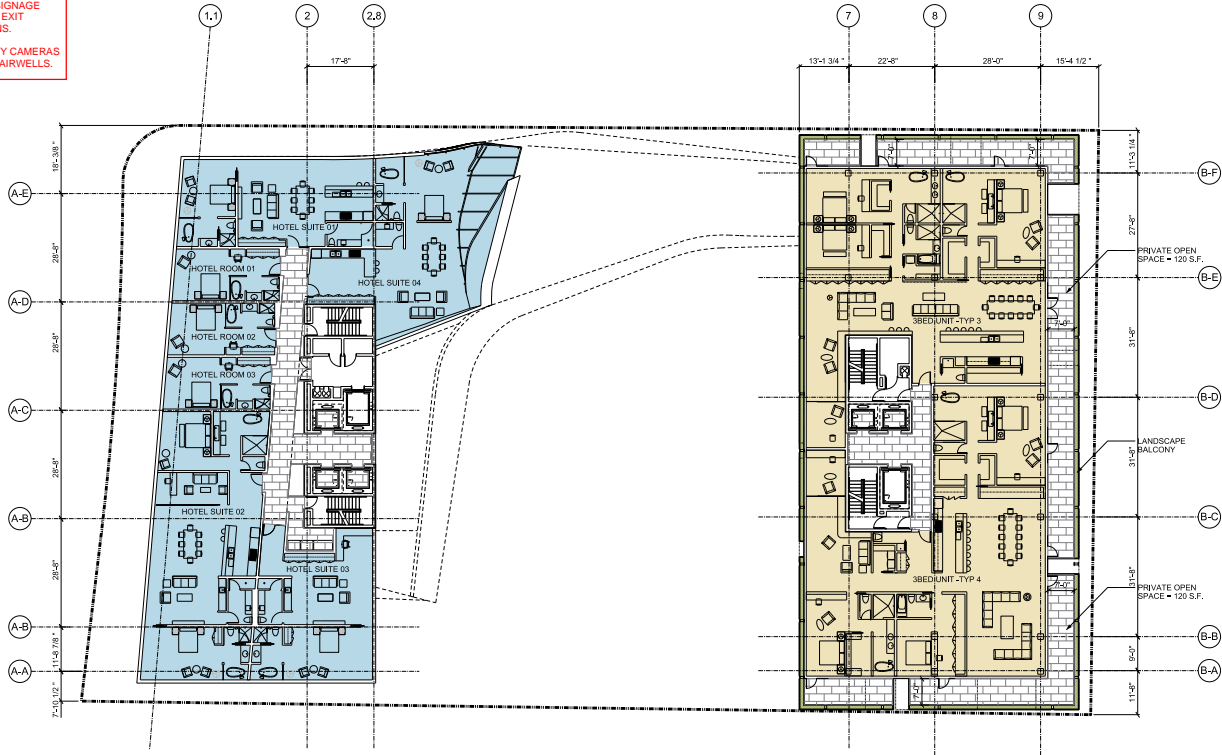
WOOD | D | PLUS DEVELOPMENT | morphosis | KSA

8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

0 | 10ft | 25ft | 50ft



**NOTE:**  
 1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.  
 2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



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 A2-8  
 Cont.  
 ↕

**FL 13**

38

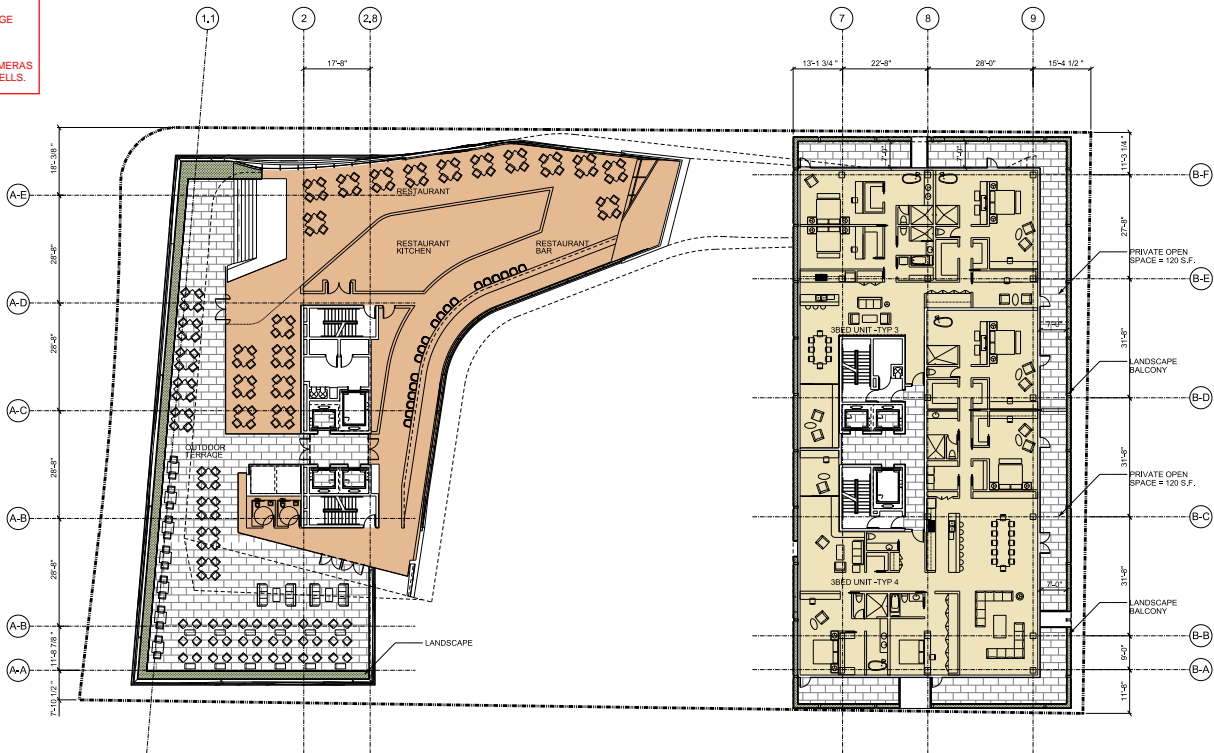


8850 Sunset Blvd, West Hollywood, CA 90069  
 City of West Hollywood Development Permit Submittal



**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCRIBABLE ROOM SIGNAGE, WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

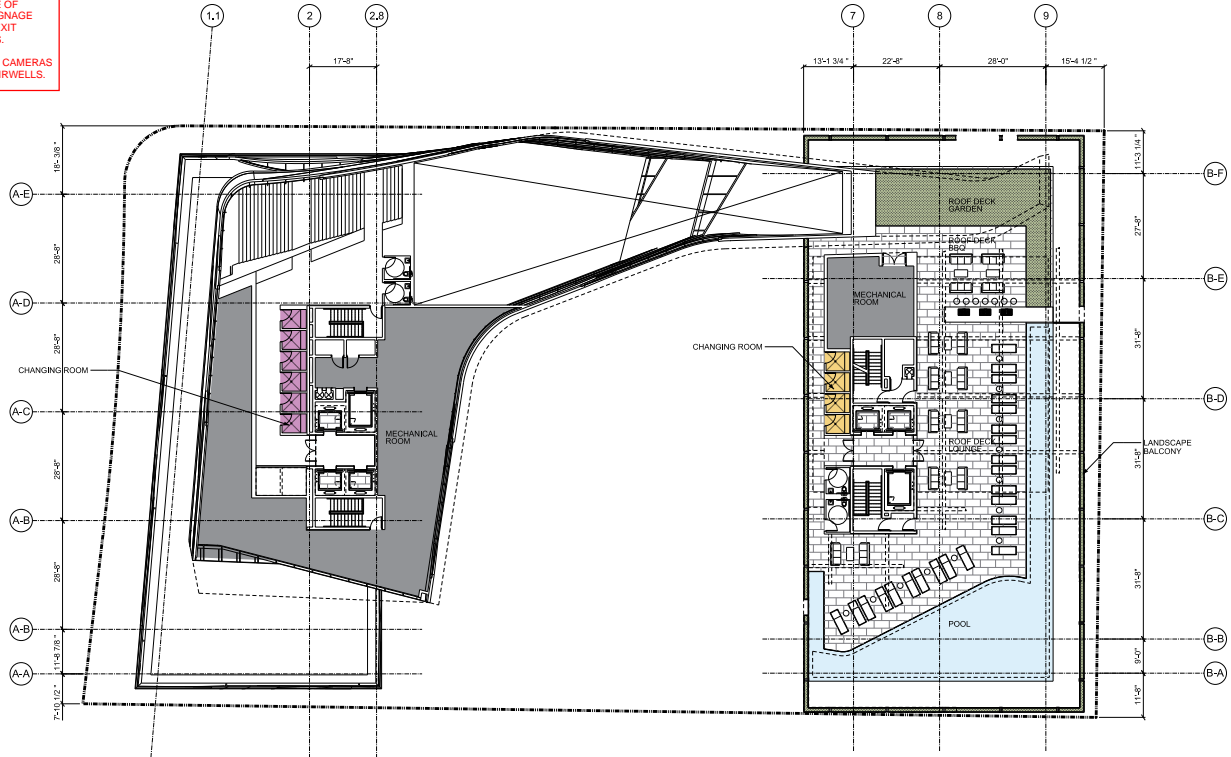


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A2-8  
Cont.  
↕

**FL 14**

**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

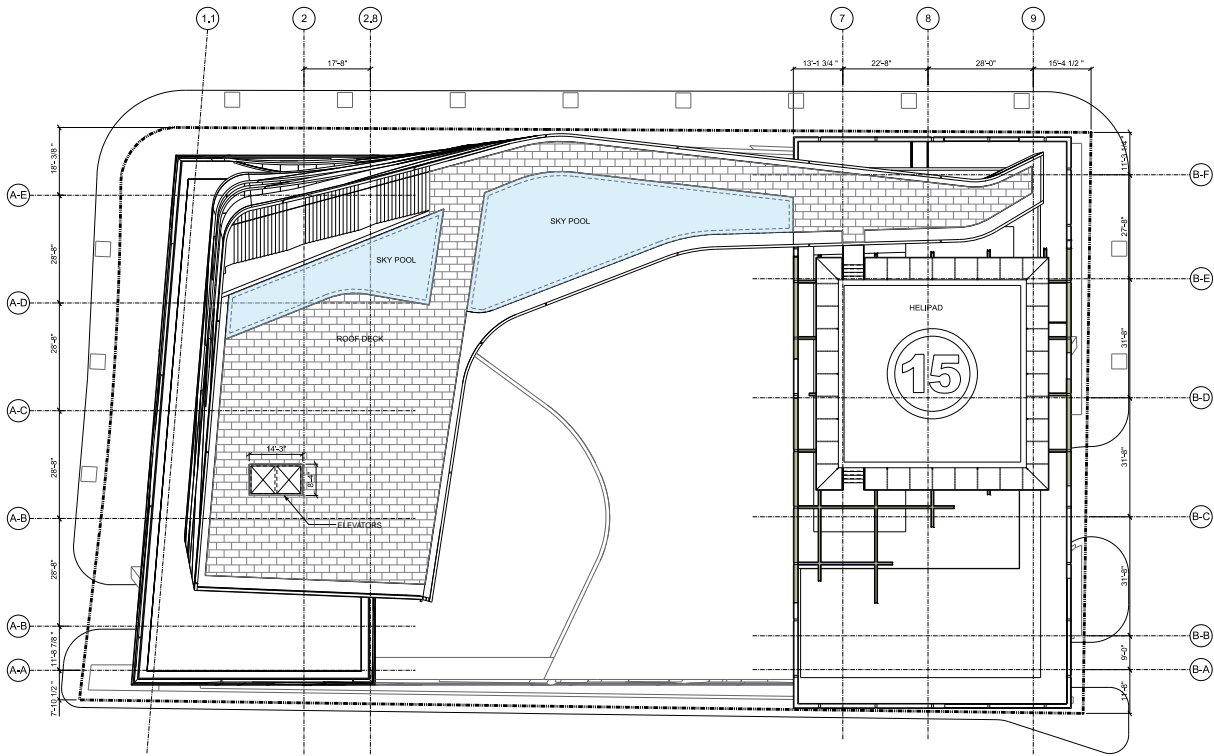


A2-8  
Cont.

**FL 15**

40 | 8000 | 10 | PLUS DEVELOPMENT | 8850 Sunset Blvd, West Hollywood, CA 90069 | morphosis | KSA | City of West Hollywood Development Permit Submittal

0 | 10' | 25' | 50'



**ROOF**

41 **ROOF** PLUS DEVELOPMENT **8850 Sunset Blvd, West Hollywood, CA 90069**  
**morphosis** **KSA** City of West Hollywood Development Permit Submittal

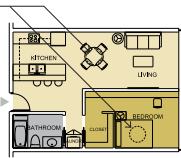
10 | 10th | 25th | 50th

**NOTE:**

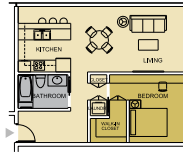
1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

A2-8  
Cont.

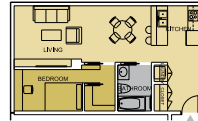
CEILING FAN  
TYPICAL FOR ALL UNITS IN  
LIVING SPACES AND BEDROOMS



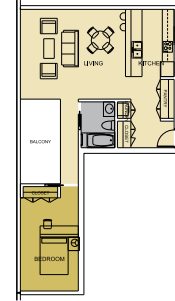
INCOME RESTRICTED APARTMENT  
1 BEDROOM TYPE 1



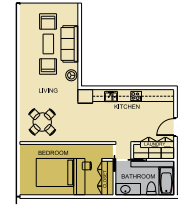
INCOME RESTRICTED APARTMENT  
1 BEDROOM TYPE 2



INCOME RESTRICTED APARTMENT  
1 BEDROOM TYPE 3



INCOME RESTRICTED APARTMENT  
1 BEDROOM TYPE 4



INCOME RESTRICTED APARTMENT  
1 BEDROOM TYPE 5

**APARTMENT UNITS**

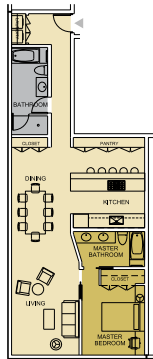
42 | | 8850 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

| 0 | 10ft | 50ft | 100ft

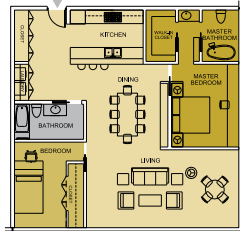
**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.

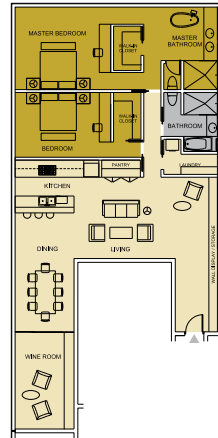
A2-8  
Cont.



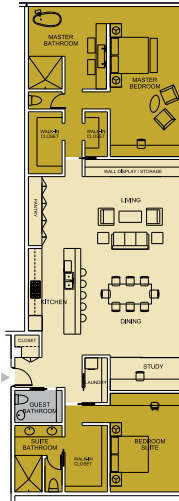
1 BEDROOM TYPE 1



2 BEDROOM TYPE 1



2 BEDROOM TYPE 2



2 BEDROOM TYPE 3

**1 & 2 BEDROOM UNITS**

43

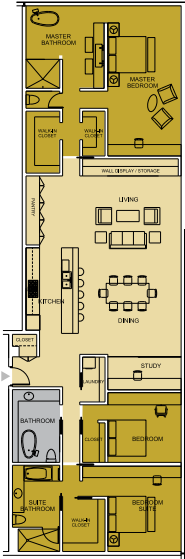
3600 | D | 3600 DEVELOPMENT  
m o r p h o s i s | K S A

8550 Sunset Blvd, West Hollywood, CA 90069  
City of West Hollywood Development Permit Submittal

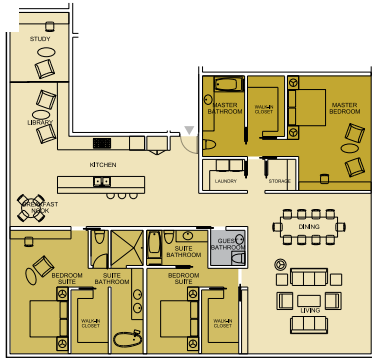
10' | 10ft | 50ft | 100ft

**NOTE:**

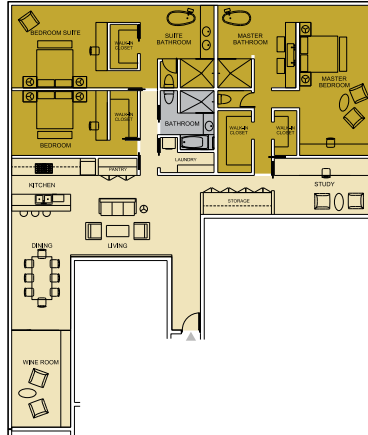
1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.
2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



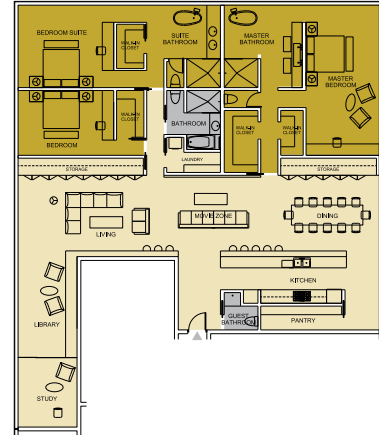
3 BEDROOM TYPE 1



3 BEDROOM TYPE 2



3 BEDROOM TYPE 2 ATYPICAL



3 BEDROOM TYPE 3

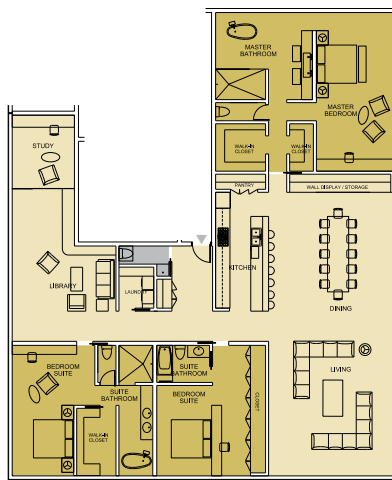
**3 BEDROOM UNITS**

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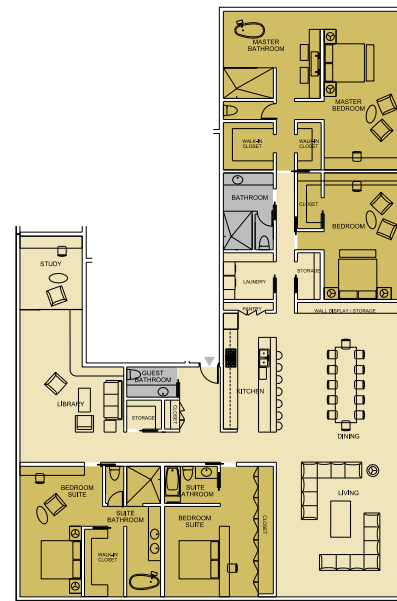
**NOTE:**

1. RECOMMEND TO CLEARLY IDENTIFY THE ACCESSIBLE AND EMERGENCY ROUTE OF TRAVEL WITH DISCERNABLE ROOM SIGNAGE WALL AND ILLUMINATED EXIT SIGNS, EXIT STAIRS SIGNS, AND ADA TOILET SIGNS.

2. RECOMMEND PROVIDING SECURITY CAMERAS AT ENTRY/EXIT, ELEVATORS, AND STAIRWELLS.



3 BEDROOM TYPE 4



4 BEDROOM TYPE 1

A2-8  
Cont.

**3 & 4 BEDROOMS UNITS**

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