October 2010

FINAL
Program Environmental Impact Report
City of West Hollywood
General Plan and Climate Action Plan

Volume 1

State Clearinghouse #2009091124

Lead Agency:
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EXECUTIVE SUMMARY

ES.1 PROJECT SUMMARY

The proposed project analyzed in this Program Environmental Impact Report (EIR) is the adoption and implementation of the City of West Hollywood General Plan and associated Climate Action Plan (CAP). The EIR provides a program-level assessment of the general environmental impacts resulting from the development of land uses and implementation of policies established within the General Plan.

Buildout of land uses by 2035 pursuant to the proposed General Plan could result in an increase of 4,274 dwelling units and approximately 2,613,129 square feet of nonresidential building floor area over existing conditions. Based on a population of 1.6 persons per household, an increase of approximately 6,834 persons in West Hollywood could occur by 2035.

Implementation of the proposed General Plan will enhance the quality of life in West Hollywood. The proposed General Plan provides a framework to accommodate future growth through redevelopment, infill, and mixed-use development in five commercial subareas of West Hollywood. Focusing additional development opportunities in these areas will reduce vehicular trips and promote walking and transit use, because these areas are already developed and adjacent to existing commercial and transit services. In addition, the General Plan proposes an expanded pedestrian and bicycle network to improve walkability and mobility throughout the City. The General Plan and CAP also contain numerous policies to reduce climate change impacts through greenhouse gas reduction measures. These policies provide additional benefits to the community such as cleaner air, cost savings, energy savings, and a greener City. Finally, the General Plan Policies promote green buildings, green development techniques, and a variety of other strategies to reduce waste, energy use, and water consumption and to reduce the environmental impacts of existing and future development in West Hollywood.

ES.2 PROJECT LOCATION

The City of West Hollywood is located about 8 miles northwest of downtown Los Angeles. The City is surrounded on three sides by the City of Los Angeles; on the north by the Hollywood Hills; on the east by the community of Hollywood; and on the south by the Fairfax District. The City of Beverly Hills abuts West Hollywood to the west.

West Hollywood is generally bounded by Doheny Drive on the west, Beverly Boulevard/Willoughby Avenue on the south, La Brea Avenue on the east, and Fountain Avenue/Sunset Boulevard on the north.

The City extends for a maximum east-west distance of 2.9 miles and is 1.25 miles at its widest from north to south. The configuration of the City along major east-west roadways effectively makes West Hollywood a conduit for travel across the Los Angeles metropolitan area.

ES.3 POTENTIAL AREAS OF CONTROVERSY

The State California Environmental Quality Act (CEQA) Guidelines require that potential areas of controversy be identified in the Executive Summary. Potential areas of controversy include:

- Areas of possible increase in densities and changes to the built environment
- Changes in traffic patterns
- Discovery of potential hazards and hazardous materials
- Effects on historical resources
- Noise generation
- Water availability and cost
- Wastewater management
- Air quality during construction activities
- Development in proximity to idle, plugged, or capped oil wells

ES.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. Issues to be resolved in this EIR include the areas of controversy above, choosing among alternatives, and deciding how to feasibly mitigate significant environmental impacts. Additional issues to be resolved include deciding whether the benefits of the project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance (i.e., adopting a Statement of Overriding Considerations).

ES.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The City of West Hollywood determined that a Program EIR is required pursuant to the CEQA Guidelines. A summary of the environmental impacts and mitigation measures is provided in Table ES-1 at the end of this chapter.

The analysis contained in this Program EIR uses the phrases "significant" and "less than significant" in the discussion of potential environmental impacts. These words specifically define the degree of impact and coincide with language used in the CEQA Guidelines. As required by CEQA, mitigation measures have been included in this Program EIR to avoid or substantially reduce significant impacts. When these significant impacts, even with the inclusion of mitigation measures, cannot be reduced to a level less than significant, they are identified as "significant and unavoidable impacts."

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Based on the data and conclusions of this Program EIR, the City of West Hollywood finds that the project will result in the following potentially significant impacts that cannot be fully mitigated:

- Air Quality – compliance with South Coast Air Quality Management District Air Quality Management Plan; construction related emissions; operational emissions
- Traffic – intersection level of service, congestion management program level of service
- Global Climate Change – construction related GHG emissions; operations related GHG emissions; conflicts with applicable plans, polices, or regulations
- Public Services and Utilities – water supply

If the City chooses to approve the project, it must adopt a "Statement of Overriding Considerations" pursuant to Sections 15093 and 15126 (b) of the CEQA Guidelines for these unavoidable significant impacts.

POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE MITIGATED

This Program EIR identifies the following potentially significant impacts that can be mitigated to a less-than-significant level:

- Noise – construction noise in excess of standards, expose sensitive receptors to stationary and area-source noise levels; changes in land use; other noise sources; construction-induced vibration
- Paleontological Resources – destruction of a unique paleontological resource, site, or feature during construction.
- Public Services and Utilities – police protection and fire protection
- Recreation – increased use and physical deterioration of existing recreational facilities

POTENTIAL IMPACTS IDENTIFIED AS LESS THAN SIGNIFICANT

This Program EIR identifies the following potentially significant impacts that are less than significant:

- Aesthetics – scenic vistas; scenic resources within a state scenic highway; visual character; light, glare and signage; shade or shadow
- Air Quality – objectionable odors; toxic air contaminants
- Biological Resources – sensitive species; riparian habitat or other sensitive species; wetlands; movement of wildlife species; conflicts local biological polices or ordinances; conflicts with habitat or other conservation plans
- Cultural Resources – historical resources; archaeological resources and human remains
- Geology, Soils, and Mineral Resources – fault rupture; ground shaking; liquefaction and ground failure; earthquake-induced landslides; soil hazards: landslides, subsidence, lateral spreading, and expansive soils; mineral resources
- Hazards and Hazardous Materials – routine use, transportation, disposal and release of hazardous materials; interference with an adopted emergency plan; development of a known hazardous materials site; fire hazards; underground gas hazards; hazardous materials with 0.25 mile of schools
- Hydrology and Water Quality – water quality standards; groundwater resources; surface hydrology and drainage; flooding; dam inundation; mudflows
- Land Use and Planning – divide an established community; conflict with an adopted land use plan; conflict with an applicable habitat conservation plan

- Noise – transportation noise in excess of standards; aircraft noise; vehicular-traffic induced vibration; industrial and commercial operations vibration
- Public Services and Utilities – storm drain system; schools; the library; electricity and natural gas; water infrastructure; wastewater; solid waste
- Recreation – construction or expansion of existing facilities
- Traffic – design hazards; air traffic patterns; emergency access; public transit, bicycle, and pedestrian facilities; parking

ES.6 ALTERNATIVES ANALYZED

CEQA Guidelines Section 15126.6(a) states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." As described in Section 5.0, three project alternatives were identified during the scoping process and analyzed for relative impacts as compared to the proposed project:

- Alternative 1: No Project/Existing General Plan
- Alternative 2: Growth Constrained to Two Transit Overlay Areas Only
- Alternative 3: Extensive Transportation Demand Management (TDM)

As discussed in Chapter 5.0, the environmentally superior alternative was determined to be Alternative 2, Growth Constrained to Two Transit Overlay Areas Only.

Table ES-1. Environmental Impacts and Mitigation Measures*

Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.1 AESTHETICS		
Scenic Vistas Future development in some areas could result in taller structures than would be permitted with current FARs that could block or obscure an existing scenic view. However, the Sunset Specific Plan, City Code requirements and development standards would impose conditions upon new development, requiring view preservation, as well as enhancement of the surrounding streetscape and limiting adverse visual impacts on adjacent uses.	No mitigation is required.	Less than significant
Scenic Resources within a State Scenic Highway No designated state scenic highways or eligible state scenic highways exist in the City of West Hollywood.	No mitigation is required.	No impact
Visual Character Future development within the City will primarily take the form of redevelopment and infill development focused in five commercial subareas. Visual character could be altered as development occurs with implementation of the General Plan.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Light, Glare, and Signage New infill development pursuant to the General Plan land use and urban form policies may increase the amount of light and glare in the community.	No mitigation is required.	Less than significant
Shade or Shadow Future development in some of the commercial subareas could result in taller structures than would be permitted with current FARs by at least 10 feet or one story. As a built-out urban environment, new development would be located in areas that already experience at least minimal impacts from shade and shadow. The increase in mass and height could intensify existing, potentially adverse shade and shadow impacts.	No mitigation is required.	Less than significant
3.2 AIR QUALITY		
SCAQMD Air Quality Management Plan The proposed General Plan would increase population (and thus VMT) beyond that anticipated by SCAG. Additionally, the proposed General Plan would result in emissions in excess of thresholds for criteria air pollutants and precursors for which the region is in nonattainment. This would conflict with SCAQMD air quality planning efforts.	**3.2-1** The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites. • Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM_{10}, in accordance with SCAQMD Rule 403: o Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers o Wheel washers for construction equipment o Watering down of all construction areas o Limit speeds at construction sites to 15 miles per hour	Significant and unavoidable

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	o Cover aggregate or similar material during transportation of material • Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings. **3.2-2** The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment. • Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment. • Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). • To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions. • On-site equipment shall not be left idling when not in use. • The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited. • Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. • Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_X and PM_{10} control equipment will be available. **3.2-3** The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery with two-stroke engines.	

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	3.2-4 The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources. **3.2-5** The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution. • Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors. • Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible. • Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.	
Violation of Air Quality Standards – Short-Term Impacts Construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation.	See Mitigation Measures 3.2-1 and 3.2-2 above.	Significant and unavoidable
Violation of Air Quality Standards – Long-Term Impacts Operational activities associated with implementation of the General Plan would result in emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$	See Mitigation Measures 3.2-3 and 3.2-5 above.	Significant and unavoidable

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
that exceed SCAQMD's applicable thresholds. Thus, operational emissions of these pollutants could violate or contribute substantially to an existing or projected air quality violation.		
Increase in Criteria Air Pollutants Project-generated emissions would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.	See Mitigation Measures 3.2-1 through 3.2-5 above.	Significant and unavoidable
Toxic Air Contaminants – Construction-Related Emissions Construction-related activities would result in short-term emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing), paving, application of architectural coatings, and other miscellaneous activities.	No mitigation is required.	Less than significant
Toxic Air Contaminants – Operational Emissions – Stationary Sources The proposed General Plan anticipates construction of commercial land uses that may potentially include stationary	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
sources of TACs, such as hospitals, dry-cleaning establishments, restaurants operating large grills, gasoline-dispensing facilities, and diesel-fueled backup generators.		
Toxic Air Contaminants – Operational Emissions – On-Road Mobile Sources Sensitive receptors could be sited within 500 feet of major roadways in the City. Additionally, on-site mobile sources of TACs would be associated primarily with the operation of on-road heavy-duty diesel trucks used for proposed on-site commercial activities (e.g., unloading/loading) with implementation of the General Plan.	No mitigation is required.	Less than significant
Local CO Hotspots Local mobile-source CO emissions associated with implementation of the General Plan would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO.	No mitigation is required.	Less than significant
Odors The proposed General Plan does not propose the development of any facilities associated with major odors. Construction-generated and mobile-source odors would not result in the frequent exposure of	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
on-site receptors to objectionable odor emissions. Land use conflicts between major odor sources and sensitive receptors are not expected to occur.		
3.3 Biological Resources		
Sensitive Species As a built urban environment, West Hollywood does not support sensitive vegetation or wildlife habitat.	No mitigation is required.	No impact
Riparian Habitat or Other Sensitive Habitat There are no riparian or sensitive habitats that are known to occur in the City of West Hollywood.	No mitigation is required.	No impact
Wetlands Based on the Beverly Hills and Hollywood USGS 7.5-minute series Quadrangle Topographic maps, the City does not contain any blueline streams. The closest mapped blueline stream appears to be Ballona Creek located approximately 2 miles south east of the West Hollywood City limits.	No mitigation is required.	No impact
Movement of Wildlife Species While some local movement of wildlife can be expected to occur throughout the City, the City of West Hollywood is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife	No mitigation is required.	No impact

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
populations, as designated by Los Angeles County.		
Conflict with Policies or Ordinances Protection Species Implementation of the proposed General Plan would be subject to all applicable federal, state, regional, and local policies and regulations related to the protection of important biological resources.	No mitigation is required.	Less than significant
Habitat Conservation Plan/Natural Community Conservation Plan There is no natural community conservation plan; or other approved local, regional, or state habitat conservation plans that apply to the City.	No mitigation is required.	No impact
3.4 CULTURAL RESOURCES		
Historical Resources Development pursuant to implementation of the proposed General Plan could impact designated historic resources. Actions that could directly affect historical structures include demolition, seismic retrofitting, and accidents or vibration caused by nearby construction activities.	No mitigation is required.	Less than significant
Archaeological Resources and Human Remains No archaeological resources were identified within the City of West Hollywood. However, the City is	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
located within the Los Angeles Basin, part of the Los Angeles–Santa Ana prairies, a sensitive setting that was seasonally exploited by indigenous peoples prehistorically. While the area has undergone extensive development in the 20th century, the City possesses a high potential to contain buried cultural resources, including historic and prehistoric artifacts and features and human remains.		
3.5 GEOLOGY/SOILS AND MINERAL RESOURCES		
Fault Rupture Within the City of West Hollywood, the Hollywood Fault is considered capable of producing surface fault rupture during future earthquake events. Any future development that could occur on or near known faults under the proposed General Plan would be required to comply with the requirements of the City's fault precaution zones (Chapter 19.32 of the West Hollywood Municipal Code).	No mitigation is required.	Less than significant
Ground Shaking Future development allowed under the General Plan would expose additional people and structures to hazards related to seismic ground shaking.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Liquefaction and Ground Failure Future development allowed under the General Plan would expose additional people and structures to hazards related to liquefaction and ground failure.	No mitigation is required.	Less than significant
Earthquake-Induced Landslides Future development allowed under the General Plan could expose additional people and structures to hazards related to landslides.	No mitigation is required.	Less than significant
Soil Erosion or Loss of Topsoil Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Construction in these areas could expose soil to erosion from wind and stormwater runoff associated with development activities. The northernmost portion of the City, adjacent the Hollywood Hills, is susceptible to soil erosion due to the hilly topography.	No mitigation is required.	Less than significant
Soil Hazards: Landslides, Subsidence, Lateral Spreading, Expansive Soils Future development allowed under the General Plan would expose additional people and structures to soil hazards, including landsliding, debris flows, expansive soils, and collapsible soils.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Mineral Resources No state-designated or locally designated mineral resource zones exist in the City. There are several existing wells in the Salt Lake oil field in the southern portion of the City, near Beverly Boulevard. Currently, only marginal extraction is occurring from the Salt Lake oil field in West Hollywood. Although implementation of the proposed General Plan would result in future development, primarily through infill and redevelopment activities in five commercial subareas, this development or redevelopment would not likely represent a change from the current urban conditions in the City with respect to the continued or expanded extraction of oil and gas resources.	No mitigation is required.	Less than significant
3.6 HAZARDS AND HAZARDOUS MATERIALS		
Routine Use, Transportation, Disposal, and Release of Hazardous Materials New development and redevelopment consistent with the proposed General Plan would allow construction of additional residential and commercial uses. New residential development would result in increased use, storage, and disposal of household hazardous materials. New commercial	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
development would also result in increased use, storage, and/or disposal of hazardous materials during routine operations.		
Interference with an Adopted Emergency Plan Implementation of the proposed General Plan would create additional traffic and develop new residences and businesses requiring evacuation in case of an emergency.	No mitigation is required.	Less than significant
Development on a Known Hazardous Materials Site Review of the Cal/EPA databases indicates that a number of sites within the City of West Hollywood are listed on the Cortese List developed according to Government Code Section 65962.5. Activities at these sites may have resulted in contamination of soil and groundwater. Implementation of the proposed General Plan could result in development or redevelopment on one or more of these sites.	No mitigation is required.	Less than significant
Fire Hazards The northern edge of the City, at the base of the Hollywood Hills, includes areas of moderate and high wildfire hazard severity. A fire in the Hollywood Hills could spread to the northern region of West Hollywood. In addition, urban fires are possible from careless human	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
activity, or in the event of an earthquake, subsurface gas explosion, or hazardous material combustion.		
Underground Gas Hazards New development and redevelopment consistent with the proposed General Plan would allow construction of additional residential and commercial uses. Subsurface gas is present beneath the City. The urban landscape tends to cap these gases underground, where they can accumulate to the point of combustion and/or escape in higher concentrations during construction, earthquakes, and other ground movements. A rising water table may also pressurize or force gases upward into the urbanized environment. Depending on the circumstances, these gases can combust, cause asphyxiation, and lead to urban fires.	No mitigation is required.	Less than significant
Hazardous Materials within 0.25 Mile of Schools The proposed land uses in the General Plan include commercial and mixed-use designations within 0.25 mile of schools. However, the California Department of Education enforces school siting requirements, and new facilities would not be constructed within 0.25 mile of	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
facilities emitting or handling materials based on these requirements.		
3.7 HYDROLOGY AND WATER QUALITY		
Violation of Water Quality Standards Areas with high percentages of impervious surfaces may contain contaminants such as trash, litter, silt, automotive chemicals, fertilizers, animal wastes, and other contaminants that could flow directly into storm drains that send the runoff into local streams and channels. Construction activities related to implementation of the proposed General Plan could contribute additional pollutants, including sediments from grading activities and contaminants associated with construction materials, construction waste, vehicles, and equipment, among others.	No mitigation is required.	Less than significant
Groundwater Resources Future infill development and redevelopment activities associated with implementation of the General Plan are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new pervious surfaces through new	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
landscaping and use of porous pavements, increasing groundwater recharge.		
Surface Hydrology and Drainage Implementation of the proposed General Plan would not involve the alteration of existing streams, rivers, or drainage channels. Future infill development in the City's existing urban areas is not expected to substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of stormwater runoff.	No mitigation is required.	Less than significant
Flooding and Dam Inundation No areas of the City are located within a 100-year floodplain. Implementation of the proposed General Plan would not expose people or structures to hazards related to a 100-year floodplain.	No mitigation is required.	Less than significant
Mudflows Potential exists for mudflows and associated erosion adjacent to hillsides on the northern edge of the City (north of Sunset Boulevard), especially following removal of natural vegetation or creation of steep graded slopes, including following construction activities or after wildfires.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.8 LAND USE		
Divide an Established Community Since the City is built out, new development in West Hollywood will occur primarily in the City's five commercial subareas through redevelopment and infill development. The parcels where development would occur are surrounded by existing development and are not large enough to physically divide areas within the City or to create barriers to adjacent development. Additionally, the General Plan update does not propose the addition of roadways, or roadway widening that could serve to create barriers or divide areas within the City.	No mitigation is required.	Less than significant
Conflict with an Adopted Land Use Plan Implementation of the General Plan may impact the existing land use plans, policies, and regulations that have been adopted to avoid or mitigate an environmental effect including the SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles; and the City of West Hollywood Municipal Code, Specific Plans, and Redevelopment Plan.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Conflict with an Applicable Habitat Conservation Plan The City of West Hollywood does not have any currently adopted habitat conservation plans or natural community conservation plans. West Hollywood does not contain natural habitat and no measureable habitat exists capable of supporting sensitive species or sensitive ecological areas.	No mitigation is required.	Less than significant
3.9 NOISE		
Construction Noise New development potential within the City will be primarily focused in five commercial subareas. Construction activity within these development areas would have the potential to impact noise-sensitive land uses. Although construction noise would be localized to the individual sites during construction, noise-sensitive land use areas could be intermittently exposed to temporary elevated levels of noise throughout the years of construction, associated with implementation of the General Plan.	**3.9-1** The City shall use the following thresholds and procedures for CEQA analysis of proposed projects, consistent with policies adopted within the General Plan: • The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to proposed projects analyzed under CEQA. • In addition to the foregoing, an increase in ambient noise levels is assumed to be a significant noise concern if a proposed project causes ambient noise levels to exceed the following: o Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB L_{dn} or greater. o Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB L_{dn} or greater. o A project-related temporary increase in ambient noise levels of 10 dB L_{eq} or greater. **3.9-2** The City shall require construction contractors to implement the following measures during construction activities through contract provisions and/or conditions of approval as appropriate: • Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc).	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	• Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment. • Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the WHMC Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards. • Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors. • Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment. • Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated STC rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant. • Music from a construction site shall not be audible at offsite locations. **3.9-3** The City will develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Acoustical studies will be required for all discretionary, non-residential projects that will cause future traffic volumes to increase by 25% or more on any roadway in front of or near blocks where the majority land uses are residential or institutions (e.g., schools). The noise analysis guidelines should include the following elements: • Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics, as determined by the City. • Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant	

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	noise sources. • Estimate existing and projected cumulative (20 years) transportation noise levels in terms of Ldn, and compare those noise levels to the adopted standards and policies of the Safety and Noise Chapter. • Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise locations. • Recommend appropriate mitigation to achieve the adopted policies of the proposed General Plan Noise Element. • Estimate noise exposure after the prescribed mitigation measures have been implemented. • Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures, as necessary. **3.9-4** Revise the City's Noise Ordinance to achieve the following: • Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses. • Limit noise levels generated by commercial and industrial uses. • Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses. • Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses. • Require all commercial heating, ventilation, and air conditioning (HVAC) machinery to be placed within mechanical equipment rooms wherever possible. • Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line of sight to the noise source from the property line of the noise-sensitive receptors is blocked.	

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Transportation Noise Implementation of the proposed General Plan would allow new development and redevelopment within the City. Such development, primarily within the five commercial subareas, would generate additional traffic, which would potentially increase ambient noise levels at existing land uses along roadways.	No mitigation is required.	Less than significant
Stationary and Area- Source Noise Levels – Changes in Land Use As a result of increased residential and nonresidential development in the City associated with implementation of the General Plan, the numbers of noise-sensitive receptors would also increase. As a consequence, the increase in dwelling units and nonresidential land uses could result in locating noise-sensitive receptors near noise-generating land uses.	See Mitigation Measures 3.9-1 through 3-9-4 above, and: **3.9-5** When the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development within a mixed-use area, provide written warnings to potential residents about noise intrusion and condition of that approval, assistance, or facilitation. The following language is provided as an example: "All potential buyers and/or renters of residential property within mixed-use areas in the City of West Hollywood are hereby notified that they may be subject to audible noise levels generated by business- and entertainment-related operations common to such areas, including amplified sound, music, delivery and passenger vehicles, mechanical noise, pedestrians, and other urban noise sources. Binding arbitration is required for disputes regarding noise in mixed-use buildings that require legal action."	Less than significant
Stationary and Area- Source Noise Levels – Other Noise Sources Point source noise levels associated with commercial and industrial land uses could potentially expose nearby existing and future noise-sensitive receptors to excessive noise levels that violate the WHMC Noise Ordinance.	See Mitigation Measures 3.9-1 through 3.9-5 above.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Aircraft Noise Aircraft noise from Burbank-Glendale-Pasadena Airport, Santa Monica Airport, and Los Angeles International Airport may be considered an intermittent, disturbing noise to some residents in West Hollywood. Additionally, activity associated with private, police, emergency medical, and news helicopters also contributes to the general noise environment in West Hollywood, particularly approaching the West Hollywood Sheriff's Station, and the Cedar-Sinai Medical Center, located just west of the City boundary.	No mitigation is required.	Less than significant
Construction-Induced Vibration Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved.	**3.9-6** The City shall require future developments to implement the following measures to reduce the potential for human annoyance and achitectural/structural damage resulting from elevated groundborne noise and vibration levels. • Pile driving within a 50-foot radius of historic structures or sensitive land uses shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to impact pile driving to reduce the number and amplitude of impacts required for seating the pile. • The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	repaired back to its preexisting condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. • Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Community Development Director or designee.	
Vehicular Traffic-Induced Vibration Implementation of the proposed General Plan does not propose the construction or realignment of any roadway projects. Additionally, it is not anticipated that land use changes associated with implementation of the General Plan will result in the exposure of persons within the City to groundborne vibration levels exceeding the FTA and Caltrans guidelines.	No mitigation is required.	Less than significant
Industrial and Commercial Operations Vibration Based on the operational characteristics of mechanical equipment and distribution methods used for general light industrial and commercial land uses, it is not anticipated that light industrial and commercial operations would result in groundborne vibration levels that	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
approach or exceed the FTA and Caltrans guidelines.		
3.10 Paleontological Resources		
Destroy a Unique Paleontological Resource or Site or Unique Geological Feature Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas. Site redevelopment could involve earthmoving and excavation activities. Because of the large number of fossils that have been recovered from alluvial fan deposits similar to those that underlie the City, these units are considered paleontologically sensitive rock units under the Society of Vertebrate Paleontology guidelines (1995), suggesting that there is a potential for uncovering additional similar fossil remains during construction-related earthmoving activities in the City. Therefore, the potential for damage to previously unknown unique paleontological resources during earthmoving activities resulting from implementation of the General Plan is considered a potentially significant impact.	**3.10-1** If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.11 POPULATION AND HOUSING		
Induce Substantial Population Growth According to SCAG projections, the population in West Hollywood will increase to 39,821 in 2035, an approximate 6.6% increase from 2008. Under the proposed General Plan, however, population could increase to 44,182, an increase of about 18.3% over 2008 at some point in time after 2035 based on the capacity of the land use plan. The population capacity of the proposed General Plan is higher than SCAG's 2035 estimate; therefore, the Plan provides for additional population capacity not anticipated by SCAG. However, SCAG projections are based on the existing General Plan. It is likely that West Hollywood's growth projections would be revised upward in future SCAG planning documents to reflect proposed General Plan projections.	No mitigation is required.	Less than significant
Displace Substantial Numbers of Existing Housing or People Development allowed under the proposed General Plan would not displace substantial numbers of housing or people necessitating the construction of replacement housing elsewhere. Most of the development	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
will occur through infill, adaptive reuse, or new mixed-use development in the commercial subareas where existing residential units are not the dominant use. Additionally, the proposed Housing Element policies facilitate and promote a variety of rental and ownership housing types in the City aimed at all income levels.		
3.12 PUBLIC SERVICES AND UTILITIES		
Police Protection Implementation of the proposed General Plan will result in an increase in population and new development in West Hollywood. Additional police personnel and facilities will be needed over the course of the General Plan buildout because increased development and associated population will lead to an increased demand for service.	**3.12-1** Update the City's assessment of the impacts of new development on the level of police and fire services provided to the community following adoption of the General Plan. **3.12.2** During updates to the Capital Improvement Program process, coordinate with service providers to evaluate the level of fire and police service provided to the community. Continue to use state-of-the-art techniques and technology to enhance public safety and assess adequacy and plan for upgrades during updates to the Capital Improvement Program and updates to the City's Operating Budget. **3.12-3** Establish a public safety impact fee to fund capital facilities and operations for police and fire protection services. **3.12-4** Update the West Hollywood Emergency Management Plan as appropriate to reflect current conditions in the city and prepare for expected future growth. The Emergency Management Plan should include plans for police and fire services, vulnerable populations, and sensitive facilities as well as plans for the continuity of community following a disaster. The plan should also include potential impacts from global climate change. **3.12-5** Continue public education programs to enhance public safety about fire safety and crime prevention as well as emergency preparedness. **3.12-6** Establish communication forums between police and fire department staff and the community to obtain community feedback regarding service, service needs and, to engage the community in crime prevention.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	3.12-7 Support existing and expand neighborhood watch programs for both residential and commercial areas. **3.12-8** Create design recommendations to minimize the risk of crime by facilitating "eyes on the street" and defensible space concepts, and utilizing best practices in lighting, vegetation, active public spaces, and visual transparency in the urban landscape.	
Fire Protection Implementation of the proposed General Plan will result in an increase in population and new development in West Hollywood. Additional fire protection personnel and facilities will be needed over the course of the General Plan buildout because increased development and associated population will place increased demand on the LACFD.	See Mitigation Measures 3.12-1 through 3.12-6 above.	Less than significant
Education Based on LAUSD's student generation rates, an estimated 1,762 new students would be generated in the City of West Hollywood with implementation of the proposed General Plan.	No mitigation is required.	Less than significant
Libraries Implementation of the proposed General Plan would add additional population in the City of West Hollywood increasing the demand for library services.	No mitigation is required.	Less than significant
Water – Water Infrastructure Development of land uses by 2035 pursuant to the proposed General	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. The increase in residential and nonresidential development could result in an increase in the need for new water infrastructure.		
Water – Water Supply Development of land uses by 2035 pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. The increase in residential and nonresidential development would result in an increase in the need for additional water supply and water pressure for fire flow (particularly for mixed-use and multi-story development), which could strain water supply sources.	**3.12-9** Create an enforcement plan to support the water conservation ordinance. **3.12-10** Create a master plan for retrofitting municipal facilities and public rights-of-way with fixtures and materials that reduce water consumption. **3.12-11** Update ordinances to achieve more stringent water reduction strategies. **3.12-12** Work with water providers to continue education efforts on water conservation. **3.12-13** Amend Green the Building Ordinance to promote reuse of sump pump water.	Significant and unavoidable
Wastewater The increased population resulting from implementation of the proposed General Plan will generate additional demand for increased wastewater collection and treatment facilities. Implementation of the proposed General Plan would increase wastewater flow by approximately 1.2 MGD.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Storm Drain System Implementation of the proposed General Plan would result in new residential and nonresidential development through infill and redevelopment activities in areas that are already urbanized. This new development would not substantially increase the amount of impervious surfaces within the City resulting in the need for additional storm drain facilities.	No mitigation is required.	Less than significant
Energy Electricity and Natural Gas The increased population resulting from implementation of the proposed General Plan will create demand for additional electricity and natural gas as well as transmission infrastructure. This increased demand may exceed the capacity of these existing facilities and result in the need for new, upgraded, or expanded facilities.	No mitigation is required.	Less than significant
Solid Waste New development and population growth with implementation of the proposed General Plan will generate an increase in demand for solid waste collection services and disposal capacity.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.13 RECREATION		
Increased Use and Physical Deterioration of Existing Recreational Facilities Additional development and associated population resulting from implementation of General Plan policies may result in increased use of existing City parks and other recreational facilities, which may cause or accelerate substantial physical deterioration of these facilities.	**3.13-1** Conduct a study to identify current, potential, and new parks and open space opportunities in the City, including both public land and private land that can be purchased for open space. As part of the study, prioritize open space opportunities based on community need. Modify the plan over time as conditions change. **3.13-2** Review existing and explore new funding mechanisms for acquiring additional park land and open space. **3.13-3** Improve Plummer Park and West Hollywood Park according to their master plans. **3.13-4** Study the feasibility of adopting a parkland dedication ordinance to exact and receive parkland fees from new development that does not include subdivision of land or airspace. **3.13-5** Implement a Parks Master Plan to guide operations, specific improvements, and expansion of parks and open spaces, including new pocket parks throughout the City. **3.13-6** Establish joint-use agreements with LAUSD to allow neighborhood use of playgrounds as open space. **3.13-7** Create an incentive program for developers that includes pocket parks, increased open space and other new open space as part of programming for new development.	Less than significant
Construction or Expansion of Existing Facilities The increased population resulting from implementation of the proposed General Plan will create a demand for additional park improvements to increase the availability of recreational opportunities within the City of West Hollywood. This would likely require expansion of existing facilities and/or construction of new park and recreation facilities.	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
3.14 TRANSPORTATION AND CIRCULATION		
Peak Hour Intersection Level of Service Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. These infill and redevelopment activities would result in increases to the resident population, number of employees, and number of visitors to the City, resulting in increases in traffic volumes that would result in impacts at some intersections during the morning peak hour, the afternoon peak hour, or both morning and afternoon peaks.	**3.14-1** As increasing traffic volumes warrant, the City shall implement intersection improvements, including: • Implementing protected-permissive left turn on Fountain Avenue at Fairfax Avenue and striping a right-turn lane on southbound Fairfax Avenue for vehicles turning onto Fountain Avenue. • Providing an exclusive right-turn lane on southbound Fairfax Avenue for vehicles turning onto Santa Monica Boulevard. • Providing protected-permissive phasing for the eastbound left-turn movement from Santa Monica Boulevard to Gardner Street. • Providing protected-permissive phasing for left-turn movements on San Vicente Boulevard at Beverly Boulevard during the afternoon peak period.	Significant and unavoidable
Congestion Management Program Level of Service Implementation of the proposed General Plan would exceed LOS standards established by a County congestion management plan.	No feasible mitigation exists.	Significant and unavoidable
Design Hazards Traffic generated by new development allowed under the proposed General Plan would not increase hazards due to design features or incompatible uses.	No mitigation is required.	Less than significant
Air Traffic Hazards No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
would not be altered with implementation of the proposed General Plan.		
Emergency Access Intersection LOS impacts will generate traffic congestion at intersections that will also have the potential to impede emergency access.	No mitigation is required.	Less than significant
Public Transit, Bicycle, and Pedestrian Facilities Future development in the City of West Hollywood under the proposed General Plan would occur through infill and redevelopment activities primarily in five commercial subareas. The City's existing pattern of development is dense and varied, with most residents and destinations in the City located near public transit services, and implementation of the proposed General Plan would increase, rather than reduce, the density or mix of uses. Sidewalks and pedestrian infrastructure are available throughout the City.	No mitigation is required.	Less than significant
Parking Future development in the City of West Hollywood under the proposed General Plan would occur through infill and redevelopment activities primarily in five commercial subareas. Changes in	No mitigation is required.	Less than significant

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the number of residential units, number of employees, and number of visitors that would affect parking needs would occur primarily in these areas.		
3.15 GLOBAL CLIMATE CHANGE		
Construction-Related GHG Emissions Heavy-duty off-road equipment, materials transport, and worker commutes during construction associated with implementation of the proposed General Plan would result in exhaust emissions of GHGs.	**3.15-1** To further reduce construction-generated GHG emissions, the project applicant(s) of all project phases shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction. Prior to releasing each request for bid to contractors for the construction of each development phase, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by the City and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular development phase may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development phase. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. The City's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following: • Improve fuel efficiency of construction equipment: o reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);	Significant and unavoidable

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	o perform equipment maintenance (inspections, detect failures early, corrections); o train equipment operators in proper use of equipment; o use the proper size of equipment for the job; and o use equipment with new technologies (repowered engines, electric drive trains). • Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. • Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (emissions of oxides of nitrogen [NO_X] from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g). • Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction worker commutes. • Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. • Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight). • Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). • Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. • Produce concrete on-site if determined to be less emissive than transporting ready mix. • Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is	

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f). • Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.	
Operations-Related GHG Emissions Because the total GHG emissions associated with project operations with implementation of the General Plan would be considered substantial, and due to the uncertainty about whether the future regulations developed through implementation of AB 32 would cause operational emissions to be 30% lower than business-as-usual emission levels or achieve the CO_2e/SP/year goal, the proposed project would result in a cumulatively considerable contribution to a significant cumulative impact related to long-term operational generation of GHGs.	No feasible mitigation exists.	Significant and unavoidable
Conflict with an Applicable Plan, Policy, or Regulation Because the total GHG emissions associated with implementation of the General Plan would be considered substantial, and due to the uncertainty about whether the future regulations developed through implementation of AB 32 would cause operational emissions	See Mitigation Measure 3.15-1 above.	Significant and unavoidable

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
to be 30% lower than business-as-usual emission levels or achieve the CO_2e/SP/year goal, the proposed project would result in a cumulatively considerable contribution to the significant cumulative impact related to long-term operational generation of GHGs. Implementation of the proposed project could hinder the State's ability to attain the goals identified in AB 32.		

*Acronyms are defined in Chapter 6.0 and in the individual sections of this EIR.

CHAPTER 1.0
INTRODUCTION

This program environmental impact report (Program EIR) is a first-tier evaluation of the environmental effects associated with the adoption and implementation of the updated City of West Hollywood General Plan and its associated Climate Action Plan (CAP). Throughout this document, it is assumed that references to the General Plan mean the proposed General Plan including the associated CAP.

The City completed a Public Review Draft General Plan and Public Review Draft Climate Action Plan in June 2010. The adoption and implementation of these planning and regulatory documents constitutes a project for the purposes of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

1.1 CEQA REQUIREMENTS

This Program EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code [PRC] Section 21000 et seq.), and the Guidelines for Implementation of CEQA published by the Resources Agency of the State of California (California Administrative Code Section 15000 et seq.).

The report was prepared by professional environmental consultants under contract to the City of West Hollywood. The City of West Hollywood is the lead agency for the preparation of this Program EIR, as defined by CEQA (Public Resources Code Section 21067 as amended), and the content of the document reflects the independent judgment of the City.

1.2 PURPOSES OF THE PROGRAM EIR

This Program EIR is intended to provide information to public agencies, the general public, and decision makers regarding potential environmental impacts related to adoption and implementation of the updated West Hollywood General Plan and associated CAP. The purpose of an EIR, under the provisions of CEQA, is "to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resources Code Section 21002.1[a]).

According to CEQA Guidelines (Section 15168), a Program EIR may be prepared for a series of actions that can be characterized as one large project, are related geographically, and are logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives than would be practical in a project EIR on separate individual actions, and it ensures consideration of cumulative impacts that might be slighted on a case-by-case basis.

This Program EIR provides a first-tier analysis of the environmental effects of the updated West Hollywood General Plan and associated CAP. Section 15152 of the CEQA Guidelines indicates that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Subsequent activities in accordance with the proposed West Hollywood General Plan must be examined in light of this Program EIR to determine whether an additional environmental analysis must be conducted and documentation prepared. If a subsequent project or later activity would have effects that were not examined in this Program EIR, or were not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared, leading to a negative declaration, addendum, or an EIR. If the City finds that pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental documentation would be required.

This Program EIR serves as an informational document for use by public agencies, the general public, and decision makers. This Program EIR is not a City of West Hollywood policy document; it does, however, discuss the impacts of development pursuant to the General Plan and the associated CAP, and analyzes project alternatives. This Program EIR would be used by the City of West Hollywood City Council in assessing impacts of the proposed project prior to adoption of the General Plan and associated CAP.

1.3 INTENDED USE OF THE PROGRAM EIR

The Program EIR serves as the basis for environmental review and impact mitigation for adoption and implementation of the proposed City of West Hollywood General Plan and associated CAP. The City would review subsequent implementation projects for consistency with the Program EIR and prepare appropriate environmental documentation pursuant to CEQA provisions for Program EIRs and subsequent projects. Subsequent projects under the Program EIR may include the following implementation activities:

- Zoning text amendments
- Rezoning of properties
- Approval of specific plans
- Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval of facility and service master plans and financing plans
- Approval and funding of public improvements projects
- Approval of resource management plans
- Issuance of municipal bonds
- Issuance of permits and other approvals necessary for implementation of the General Plan
- Acquisition of property by purchase or eminent domain
- Transfer or sale of property
- Issuance of permits and other approvals necessary for public and private development projects

The following lead, responsible, and trustee agencies may use this Program EIR in the adoption of the General Plan and approval of subsequent implementation activities. These agencies may include, but are not limited to, the following:

- City of West Hollywood
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- California Department of Fish and Game
- California Department of Conservation
- California Department of Housing and Community Development
- California Department of Transportation
- State Lands Commission

- California Water Resources Control Board
- Southern California Association of Governments
- South Coast Air Quality Management District
- Metropolitan Water District of Southern California
- Sanitation Districts of Los Angeles County
- County of Los Angeles
- Los Angeles County Metropolitan Transit Authority
- City of Los Angeles Department of Transportation
- Los Angeles Unified School District
- Los Angeles Department of Water and Power

1.4 STRUCTURE AND ORGANIZATION OF PROGRAM EIR

This Program EIR is organized into an Executive Summary and nine chapters. The Executive Summary includes a brief project description and summarizes project impacts and mitigation measures. Chapter 1.0 is this Introduction. Chapter 2.0 provides a detailed description of the General Plan and associated CAP. Chapter 3.0 includes a discussion of the general environmental setting and a detailed analysis of project impacts and identification of mitigation measures designed to reduce significant impacts. An analysis of cumulative impacts, growth-inducing impacts, significant irreversible environmental impacts, and areas of no significant impact is provided in Chapter 4.0. Chapter 5.0 describes alternatives to the project and analyzes impacts associated with the alternatives. Chapter 6.0 provides clarifications and modifications which update the Program EIR in response to the comments received during the public review period. A list of acronyms and abbreviations is provided in Chapter 7.0. Chapter 8.0 contains reference information, while Chapter 9.0 lists the preparers of the EIR.

The Appendices consist of the Notice of Preparation (NOP) and Responses to the NOP (Appendix A) and technical documents (Appendices B through G) included as supporting information to the Program EIR. Appendix H contains the response to comments on the Public Review Draft EIR. In compliance with Public Resources Section 21081.6, a mitigation monitoring and reporting program has been prepared as a separately bound document that has been adopted in conjunction with the certification of the Final Program EIR and project approval.

1.5 GENERAL APPROACH TO PROGRAM EIR ANALYSIS

As discussed above, the approach to the analysis presented in this Program EIR is programmatic in nature. Each environmental issue is analyzed in the same manner starting with a discussion of the existing environmental setting. Thresholds of significance are then defined and used to measure the project's potential impact in the environmental impact section. If the General Plan would result in a significant impact for a particular environmental issue, mitigation measures are included within the discussion. The majority of the mitigation measures included in this Program EIR have been derived from the Implementation Plan for the General Plan. Each implementation program within the Implementation Plan is a specific procedure, program, or technique that requires City action, either alone or in collaboration with non-City organizations or state and federal agencies. By identifying a responsible party, a timeline for implementation, and a monitoring frequency, the Implementation Plan provides a mechanism for ensuring that potential impacts resulting from the proposed project are reduced below a level of significance. It should be noted that not all implementation programs would serve as mitigation in this Program EIR and that mitigation measures proposed are not all from the Implementation Plan. Lastly, the analysis includes a discussion on the level of significance of each environmental impact after proposed mitigation measures are incorporated. Chapter 3.0 of this Program EIR includes a complete discussion of the approach to the analysis contained in this Program EIR.

1.6 COMMENTS REQUESTED

Comments from agencies and individuals were invited regarding the information contained in the Program EIR. Where possible, those responding were encouraged to provide the information they felt was lacking in the Program EIR or to indicate where information could be found. Comments on the Program EIR were sent to the following City of West Hollywood contact person:

Bianca Siegl, Associate Planner
City of West Hollywood
Community Development Department
8300 Santa Monica Boulevard
West Hollywood, CA 90069
(323) 848-6475

1.6.1 NOTICE OF PREPARATION AND SCOPING MEETING

To define the scope of the investigation of the Program EIR, the City of West Hollywood distributed an NOP on September 30, 2009, to city, county, and state agencies; other public agencies; and interested private organizations and individuals. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project.

A scoping meeting was held as part of the regularly scheduled Planning Commission meeting at West Hollywood Park Auditorium (647 North San Vicente Boulevard, West Hollywood, CA 90069) on October 15, 2009, at 6:30 p.m. The scoping meeting provided an opportunity for members of the public to learn about the update to the West Hollywood General Plan and provide their input to staff, the Planning Commission, and consultants regarding the scope and contents of the Program EIR.

During the 30-day public review period for the NOP, comment letters were received from the following:

- Department of Conservation, State of California
- California Emergency Management Agency, State of California
- South Coast Air Quality Management District
- Southern California Association of Governments
- County Sanitation Districts of Los Angeles County
- Los Angeles Conservancy
- City of Los Angeles
- Songstad & Randall LLP (on behalf of Fritz B. Hoelscher, Trustee, owner of 1045 and 1047 N. Crescent Heights Boulevard and the La Ventana Apartments, located at 1031 N. Crescent Heights Boulevard, West Hollywood, CA.)
- Lauren Meister, President, West Hollywood West Residents Association

Written comments received during the 30-day public review period for the NOP are included in Appendix A of this Program EIR.

1.6.2 PUBLIC REVIEW DRAFT PROGRAM EIR

The public review draft Program EIR was available at the City of West Hollywood City Hall for a 45-day public review period from June 25, 2010, through August 9, 2010. The West Hollywood City Hall is located at 8300 Santa Monica Boulevard, West Hollywood, CA 90069. Documents were available to be reviewed during regular business hours. The Program EIR was also available on the City's website at www.weho.org.

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CHAPTER 2.0
PROJECT DESCRIPTION

The purpose of the project description is to describe the project in a way that would be meaningful to the public, reviewing agencies, and decision makers. As described in Section 15124 of the CEQA Guidelines, a complete project description must contain the following information but is not required to supply extensive detail beyond that needed for evaluation and review of the environmental impact: (1) The location and boundaries of the proposed project on a regional and detailed map; (2) A statement of objectives sought by the proposed project; (3) A general description of the project's technical, economic, and environmental characteristics; and (4) A statement briefly describing the intended uses of the EIR (contained within Section 1.0, "Introduction," of this EIR).

2.1 GENERAL PLAN BACKGROUND

California state law requires each city to adopt a comprehensive, long-term general plan to guide the physical development of the city and any land outside of the city boundaries that bears a relationship to its planning activities. General plans should be updated approximately every 20 years to reflect current conditions, legislation, and community desires. The City's General Plan has not been comprehensively updated since its original adoption in 1988.

In August 2007, the City of West Hollywood initiated a collaborative program to comprehensively update the City of West Hollywood General Plan for the first time since its adoption in 1988. The update program built upon the vision established in the City's first General Plan and responded to evolving community needs and objectives.

2.1.1 COMMUNITY INPUT TO GENERAL PLAN

The heart of the General Plan update program included an extensive public outreach process. City staff worked in coordination with a consultant team through a multifaceted, multiphase program to gather input from residents, the business community, and City leaders about their goals, objectives, and vision for West Hollywood's next 20 years.

The first half of the General Plan update public outreach process included:

- One-on-one stakeholder interviews with over 125 people;

- Visioneering – a community visioning process that generated over 1,400 response cards;
- General Plan community fair that drew over 200 participants; and
- Three focus group sessions, including two sessions with residents who were solicited by telephone, and one with nonprofit providers and business stakeholders.

The second half of the community outreach process focused primarily on the development of land use alternatives. The community input received during this phase of the outreach process led to the selection of a preferred land use and circulation alternative as the basis for preparing the Draft General Plan. Key outreach activities that occurred include the following:

- A Citywide newsletter concerning issues addressed in the General Plan and distributed to each household in the City;
- A telephone survey of 400 residents selected at random;
- General Plan community workshop focusing on land use alternatives; and
- General Plan community workshop focusing on commercial subareas, transportation demand management, and climate change.

Public information and announcements have been a multimedia effort throughout all phases of the General Plan update process. Outreach activities included:

- Project newsletters;
- Project webpage (www.weho.org/generalplan) with comment site;
- Email blasts—notice when new information is posted to webpage;
- City cable news programs and announcements;
- City newsletter updates, and City calendar announcements for events;
- Mailings—Citywide postcards;
- General Plan Advisory Committee meetings;
- Joint study sessions between the City Council, Planning Commission, Transportation Commission, and Rent Stabilization Commission; and

- Stakeholder database, including residents, businesses, organizations, chamber of commerce, etc. Participants of outreach activities are added to the Stakeholder database.

2.1.2 CLIMATE CHANGE AND CLIMATE ACTION PLAN BACKGROUND

California has adopted a wide variety of regulations aimed at reducing California's greenhouse gas (GHG) emissions. While State actions alone cannot stop global warming, the adoption and implementation of this legislation demonstrates California's leadership in addressing this critical challenge. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020.

The Air Resources Board (ARB) encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. As part of the General Plan update process, the City also decided to undertake development of its first CAP. Development of the CAP occurred simultaneously with the General Plan to ensure that the CAP was synchronized with the direction of the General Plan. The CAP is an important implementing action of the General Plan that must reflect and be consistent with the overall goals of the General Plan.

Climate change and CAP information was presented to the public in conjunction with a General Plan community workshop on January 30, 2010. The public provided input on the CAP process and suggested methods and strategies to reduce GHG emissions in West Hollywood. Public input was incorporated or addressed within the CAP.

2.2 PROJECT OBJECTIVES

As a result of the community input received through the extensive public outreach process, 10 guiding principles were developed to steer the direction of the General Plan. These guiding principles below comprise the project objectives for the West Hollywood General Plan::

QUALITY OF LIFE: Maintain the high quality of life enjoyed by West Hollywood residents.

DIVERSITY: Value the social, economic and cultural diversity of our people, and work to protect people who are vulnerable.

HOUSING: Continuously protect and enhance affordable housing, and support Rent Stabilization laws. Recognize the need for preserving our housing stock as well as understand the need to positively shape new construction to meet our future housing needs. Support diverse income levels in new housing development.

NEIGHBORHOOD CHARACTER: Recognize the need to maintain and enhance the quality of life in our residential neighborhoods. Investigate standards to ensure buildings enhance the City's eclectic neighborhoods. Emphasize opportunities to meet housing needs and economic development goals along the commercial boulevards.

ECONOMIC DEVELOPMENT: Support an environment where our diverse and eclectic businesses can flourish. Recognize that economic development supports public services, provides benefits associated with the City's core values, and adds character to our community.

ENVIRONMENT: Support innovative programs and policies for environmental sustainability to ensure health, and proactively manage resources. Provide leadership to inspire others outside City limits.

TRAFFIC AND PARKING: Recognize that automobile traffic and parking are key concerns in our community. Strive to reduce our dependence on the automobile while increasing other options for movement such as walking, public transportation, shuttles, and bicycles within our borders and beyond. Continue to investigate innovative shared parking solutions.

GREENING: Seek new areas to increase park space and landscape areas in our streets, sidewalks, and open areas to create space for social interaction and public life.

ARTS AND CULTURE: Enhance the cultural and creative life of the community. Continue to expand cultural and arts programming including visual and performing arts, and cultural and special events.

SAFETY: Protect the personal safety of people who live, work and play in West Hollywood. Recognize the challenges of public safety within a vibrant and inclusive environment.

As environmental concerns have grown increasingly urgent, West Hollywood residents, employees and elected officials have in turn expressed a strong desire for the City to take even more aggressive action to do its part to reduce its ecological footprint and remain a national leader in environmental and social initiatives. Furthering the 10 guiding principles of the General

Plan, particularly the guiding principle on Environment, project objectives have also been developed for the CAP.

The project objectives for the CAP are:

- Adopt a Climate Action Plan that will comply with and implement State law, advance Citywide sustainability, and reflect community values.
- Place the City on a path to reduce annual community-wide GHG emissions by 20% to 25% below current emission levels by 2035.
- Provide clear guidance to City staff and decision makers regarding when and how to implement key actions to reduce GHG emissions.
- Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

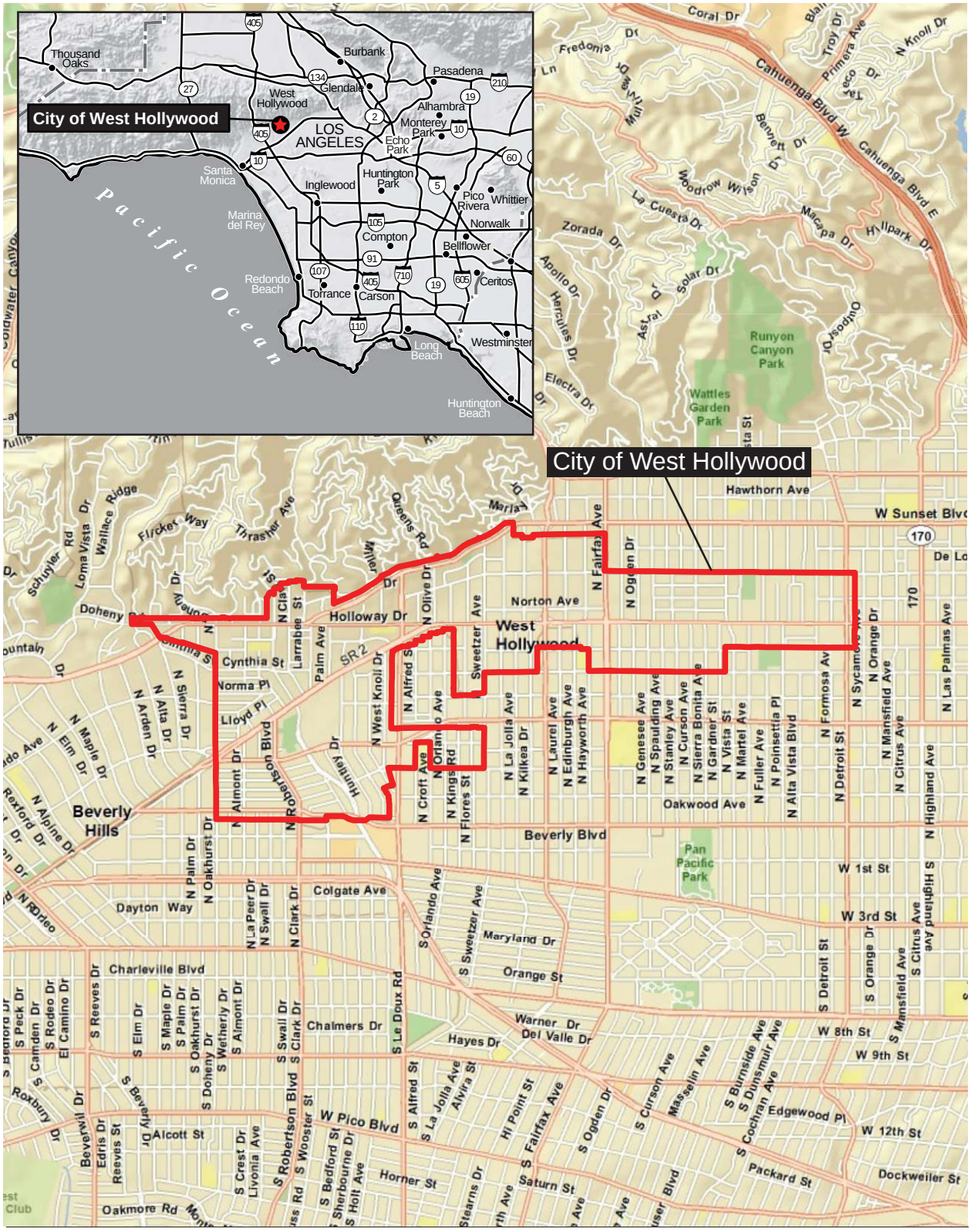
These objectives will be used by decision makers to weigh the contents of the General Plan and CAP as well as the alternatives proposed and analyzed within this EIR.

2.3 REGIONAL SETTING AND PLANNING AREA

West Hollywood is located in western Los Angeles County, about 8 miles northwest of downtown Los Angeles. West Hollywood is within a highly urbanized area of greater Los Angeles region and is entirely built out.

The City of Los Angeles surrounds West Hollywood to the north, south and east. To the west, the City is bounded by the City of Beverly Hills. Figure 2-1 depicts the location of West Hollywood.

West Hollywood lies at the base of the Hollywood Hills. Major east-west roadways are Santa Monica Boulevard, Sunset Boulevard, and to a lesser extent Melrose Avenue and Beverly Boulevard. No freeways directly access the City, with the nearest freeway, State Route 101, located over 2 miles to the east and accessed via either Santa Monica Boulevard in Los Angeles or Highland Avenue near the Hollywood Bowl. The City is served by major bus lines operated by the Metropolitan Transit Authority of Los Angeles County (Metro). Metro operates Metro local and Metro rapid buses through West Hollywood. The Metro lines provide connections throughout the Los Angeles basin. West Hollywood also operates its own bus system, the Cityline bus system.



NTS

Figure 2-1
Regional Location and Vicinity Map

2.3.1 PLANNING AREA

The City of West Hollywood is 1.9 square miles in size and approximately 1,216 acres, and supports a population of approximately 37,348 people as of 2008 (Department of Finance 2009). The planning area for West Hollywood consists solely of areas within the City limits and is identical to the City's jurisdictional boundary (Figure 2-2). Since all land surrounding West Hollywood is under the jurisdiction of other cities, the City does not have a sphere of influence or any planning authority outside of its jurisdictional boundaries.

2.4 PROJECT CHARACTERISTICS

The proposed project analyzed in the Program EIR is the adoption and implementation of the West Hollywood General Plan and associated CAP. References to the proposed General Plan within this document include analysis of the CAP.

2.4.1 GENERAL PLAN

The West Hollywood General Plan serves as a blueprint or policy guide for determining the appropriate physical development and character of the City and establishes an overall development capacity. As a blueprint for the future, the plan contains policies and programs designed to provide decision makers with a solid basis for decisions related to land use and development as well as other topics. These policies and programs are contained within the chapters of the General Plan.

Per the California Government Code, seven topics are mandatory for the General Plan: Land Use; Circulation; Housing; Conservation; Open Space; Noise; and Safety. The West Hollywood General Plan addresses these mandatory topics. Additionally, the General Plan addresses nonmandatory topics such as governance, economic development, infrastructure, social services, arts and culture, and schools/education. This General Plan is organized into 12 chapters or elements. Table 2-1 illustrates the structure of the West Hollywood General Plan, the content of each chapter, and the relationship to California Government Code Requirements for mandatory topics in the General Plan.

Table 2-1. General Plan Structure, Contents, and Relationship to California Government Code

West Hollywood General Plan Structure	West Hollywood General Plan Content	State-Mandated Element Equivalent
Chapter 1: Introduction and Overview	Introduction	Optional
Chapter 2: Governance	Government	Optional
Chapter 3: Land Use and Urban Form	Land Use and Urban Form	Optional = Urban Form Land Use
Chapter 4: Historic Preservation	Historic Preservation	Optional
Chapter 5: Economic Development	Economics	Optional
Chapter 6: Mobility	Multi-Modal Mobility	Circulation
Chapter 7: Human Services	Social Services Arts & Culture Schools and Education	Optional Optional Optional
Chapter 8: Parks and Community Facilities	Parks and Community Facilities	Open Space
Chapter 9: Infrastructure, Resources, and Conservation	Utilities and Public Services Climate Change Air Quality	Circulation; Conservation
Chapter 10: Safety and Noise	Police, Fire & Emergency Services Environmental Hazards Noise	Conservation Safety Safety Safety Noise
Chapter 11: Housing	Housing	Housing
Implementation	Implementation Programs	All State-mandated Elements

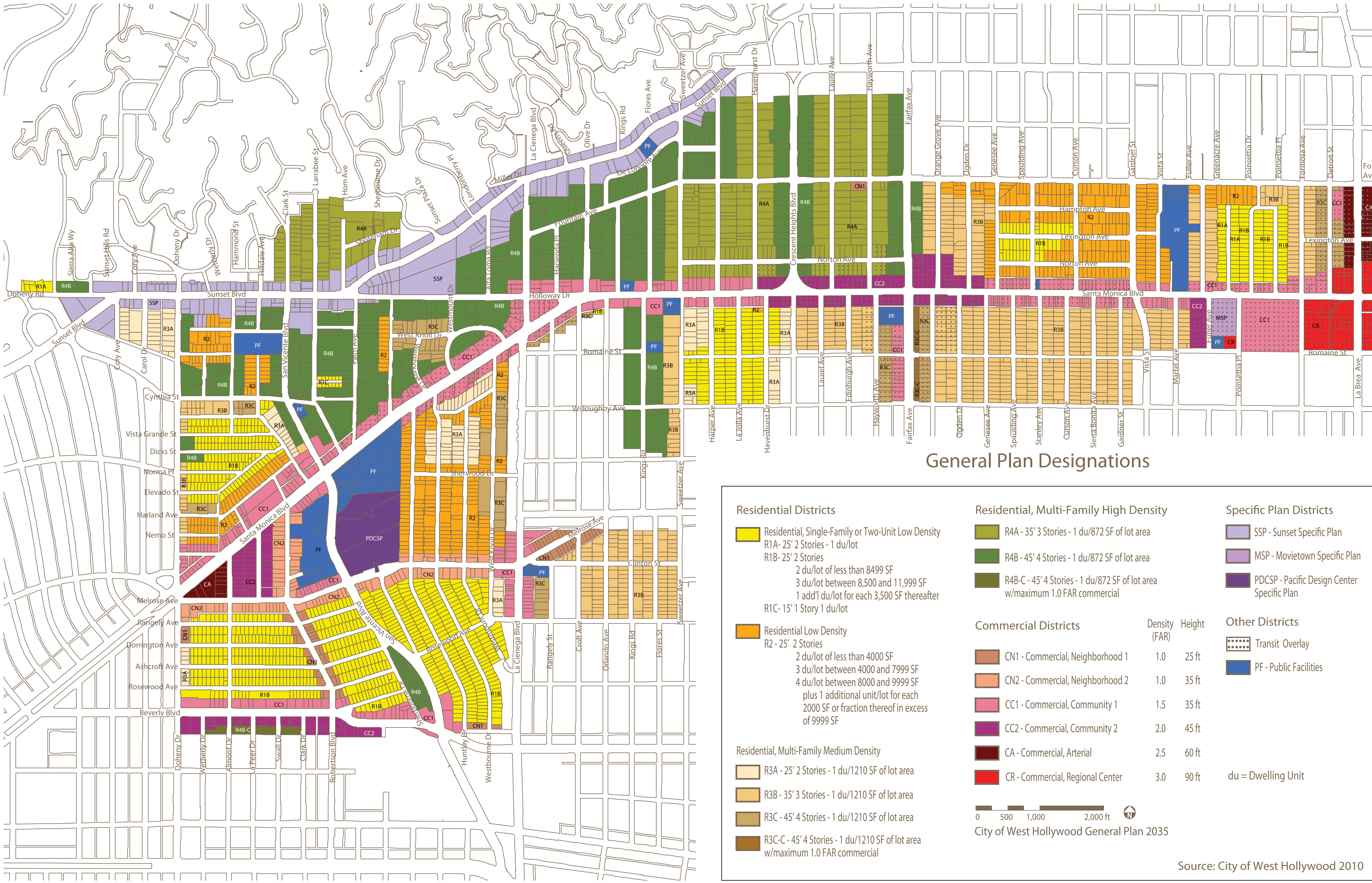
The general contents for each chapter of the General Plan are summarized below.

INTRODUCTION AND OVERVIEW

This chapter presents a brief history of the City, a snapshot of the City's current conditions and values (in 2010, which is the year of adoption), and the vision and guiding principles for the future of West Hollywood. In addition, this chapter also provides an overview of the structure of the General Plan and includes a history of the General Plan update process, the structure of each chapter of the General Plan, and a discussion of the language used in the General Plan policies.

GOVERNANCE

The Governance chapter of the General Plan explains the role and importance of City Government in carrying out the vision of the General Plan. This chapter also discusses and promotes civic engagement through a variety of goals and policies to ensure access and participation in community government and organizations from the diverse cross section of West Hollywood residents and businesses.



Source: City of West Hollywood 2010

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Figure 2-2
Proposed General Plan Land Use Designations

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LAND USE AND URBAN FORM

The Land Use and Urban Form chapter of the General Plan describes the economic, physical, and cultural aspects of West Hollywood. Determining the general permitted uses, future location, type, intensity, and character of new development and redevelopment projects, and establishing the desired mix and relationship between such projects are the primary objectives of the chapter.

The goals and policies contained in this chapter are designed to maintain and enhance the quality of existing residential neighborhoods; provide adequate housing to meet the diverse needs of the community; promote and facilitate environmental sustainability; facilitate development and public improvements that foster economic growth; and support and enhance the City's unique image.

The urban form portion of this chapter addresses the physical aspects of West Hollywood that contribute to the image and character of the built environment. Topics and associated goals and policies addressed in this portion of the chapter include urban form and pattern, urban design, creating more public spaces; and enhancing streetscapes and landscaping. This chapter also contains a discussion of signage and associated signage goals and policies.

Land Use Designations

The land use designations outlined in the Land Use and Urban Form chapter of the General Plan identify the types and nature of development permitted throughout West Hollywood. The proposed land use designations are specifically designed to implement the vision established for West Hollywood. This chapter establishes 21 land use designations; 16 of which are identical to existing zoning designations. New land use designations include Residential, Multi-Family Medium Density, R3C-C; Residential, Multi-Family High Density, R4B-C; Commercial Neighborhood 2, CN2; Community Commercial 2, CC2; and Movietown Specific Plan, MSP. The location of land use designations is illustrated in Figure 2-2.

All residential and commercial General Plan land use designations establish a permitted density or intensity of development. Residential density is expressed as dwelling units allowed per lot area, except for residential uses in commercial areas. The density of residential uses located in commercial areas is expressed through floor area ratio (FAR), which is a measure of the total building floor area allowed divided by the total lot area. The intensity of commercial development allowed is also determined through FAR.

Residential

The residential land use designations allow for a range of housing types and densities as indicated in Table 2-2. The General Plan proposes two new residential land use designations as shown in Table 2-2.

Table 2-2. Proposed Residential Land Use Designations

Land Use Designation		Stories	Height (ft)	Dwelling Units	Per Lot Area (sf)
Residential, Single-Family or Two-Unit Low Density	R1A	2	25	1	--
	R1B	2	25	2	<8,499
		2	25	3	8,500-11,999
	R1C	1	15	1	--
Residential, Low Density	R2	2	25	2	<4,000
		2	25	3	4,000–7,999
		2	25	4	8,000–8,999
Residential, Multi-Family Medium Density	R3A	2	25	1	1,210
	R3B	3	35	1	1,210
	R3C	4	45	1	1,210
	R3C-C*	4	45	1	1,210 with commercial
Residential, Multi-Family High Density	R4A	3	35	1	872
	R4B	4	45	1	872
	R4B-C*	4	45	1	872 with commercial

ft = feet; sf = square feet
* Denotes proposed new General Plan designation

Commercial

Six commercial General Plan land use designations provide for a range of revenue- and employment-generating businesses (Table 2-3). As noted in the table, Commercial Neighborhood 2 is a new land use designation that replaces a portion of the Commercial Neighborhood designation identified in the 1988 General Plan. The purpose of the Commercial Neighborhood 2 designation is to allow for greater floor-to-floor heights for design showrooms without increasing allowable FAR. The Community Commercial 2 designation is also a new land use designation and replaces a portion of the Commercial Community designation. The purpose of this new designation is to allow an increase of FAR by 0.5 and an additional one story in height for parcels located along commercial corridors served by high levels of existing and future transit services, which would encourage future development away from residential neighborhoods.

Table 2-3. Proposed Commercial Land Use Designations

Land Use Designation		FAR	Height (feet)	Stories
Commercial Neighborhood 1	CN1	1.0	25	2
Commercial Neighborhood 2*	CN2	1.0	35	2
Community Commercial 1	CC1	1.5	35	3
Community Commercial 2*	CC2	2.0	45	4
Commercial Arterial	CA	2.5	60	5
Commercial Regional Center	CR	3.0	90	8

* Denotes proposed new General Plan designation

Specific Plans

The Specific Plan land use designations apply where detailed plans for the development of a particular area have been adopted by the City. Specific plans are intended to provide finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and mobility and infrastructure improvements that are only broadly defined by the General Plan. The City has three adopted Specific Plan designations: the Sunset Specific Plan, the Pacific Design Center Specific Plan, and the Movietown Specific Plan. No new Specific Plan designations are proposed.

Public Facilities

The Public Facilities land use designation provides for the development of public and private institutional uses such as parks, recreational facilities, schools, transportation facilities, public buildings and facilities, and related uses throughout the City and ensures that they are compatible with and complement adjacent land uses. Specific intensity standards are determined on a project-by-project basis, as projects are proposed.

Transit Overlay District

The Transit Overlay District (TOD) identifies sites close to major transit nodes, for which modifications to the General Plan's permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental Transportation Demand Management programs and/or at such time as fixed rail transit to the City is funded and final design studies are complete. The TOD designation is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.

PROPOSED GENERAL PLAN LAND USE CAPACITY

Each General Plan land use designation in the proposed General Plan establishes a maximum density or intensity of allowed development. The development that actually occurs is influenced by the physical characteristics of a parcel, access and infrastructure issues, and compatibility considerations, among other factors. Based on market factors and past development trends in the City, actual development intensities are expected to be lower than the maximum allowed by the proposed land use designations.

Therefore, the growth projections for West Hollywood are based on expected levels of density and intensity, not the maximum allowed by the General Plan land use designations. The City anticipates most development will occur at or below these expected development factors, although on any single property, development up to the maximum is allowed. The Maximum Theoretical Buildout Scenario in Section 4.1 analyzes the unlikely scenario that full development of all land in the City occurs at the maximum density and/or intensity allowed.

The proposed General Plan land use capacity for West Hollywood was estimated by analyzing the capacity of sites throughout the City, given their proposed General Plan land use designations and aggregating that capacity into traffic analysis zones (U.S. Census 2010).[1] To project expected capacity, the sites in the City were categorized as follows: (1) *Pipeline*, (2) *Knowledge*, (3) *Vacant*, and (4) *Additional*.

"*Pipeline*" sites contain development projects that are approved or are in the development pipeline. The development located on these sites is therefore included in growth projections at the density/intensity proposed by the developer.

"*Knowledge*" sites were selected by City staff as sites likely to change during the time horizon of the General Plan.

"*Vacant*" sites are areas with no development or buildings. These include vacant lots and surface parking lots. The sites identified as vacant were verified by City staff in mid-November 2009.

"*Additional*" sites reflect growth in areas where policy changes are occurring but where little to no new growth was assigned in the other three categories.

[1] A traffic analysis zone (TAZ) is a special area delineated by state and/or local transportation officials for tabulating traffic-related data, especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

Table 2-4 compares the expected development capacity resulting from long-term implementation of General Plan policy to existing land use conditions. The Existing General Plan development capacity is compared to the development capacity of the proposed project within the discussion of Alternative 1 (No Project/Existing General Plan) in Chapter 5.0, Alternatives, of this EIR.

Table 2-4. West Hollywood Development Capacity 2035

Land Use Category	Units	Existing	Expected Buildout 2035	Anticipated Net Change by 2035
Residential				
Single-family	du	1,019	1,003	-16
Multi-family	du	23,554	27,844	4,290
Total Residential	**du**	**24,573**	**28,847**	**4,274**
Nonresidential				
Commercial and Retail	sf	4,729,616	5,594,770	865,154
Hotel	sf	1,506,422	2,257,673	751,251
Office	sf	3,691,031	4,573,105	882,074
Industrial	sf	104,300	102,635	-1,665
Subtotal – Commercial and Retail, Hotel, Office, Industrial	sf	10,031,369	12,528,183	2,496,814
Public/Institutional/Civic	sf	1,002,913	1,027,415	24,502
Human Services				
Library/Museum/Senior Center/ Other Recreational	sf	302,449	394,262	91,812
Total Nonresidential	**sf**	**11,336,731**	**13,949,860**	**2,613,128**

du = dwelling unit; sf = square feet
Notes: Existing conditions are based on 2008 land use survey

Using the parcel-specific approach described above, potential development capacity was projected for buildout of the General Plan. The expected buildout of the proposed General Plan assumes that the development capacities listed in Table 2-4 could be achieved as the General Plan is implemented through the Year 2035. Expected buildout of land uses by 2035 pursuant to the proposed General Plan could result in an increase of 4,274 dwelling units and approximately 2,613,128 square feet of nonresidential building floor area over existing conditions. Based on a population of 1.6 persons per household, an increase of approximately 6,834 persons in West Hollywood could occur by 2035. This buildout scenario is analyzed throughout the EIR. Although not likely to occur, a Maximum Theoretical Buildout Scenario is also analyzed in Section 4.1 of this EIR.

Commercial Subareas

Future development potential in West Hollywood primarily exists within five commercial subareas and in other limited locations throughout the City where existing development has not

reached the development potential allowed by existing General Plan designations. Most of the City is not anticipated to experience land use change as a result of the General Plan update.

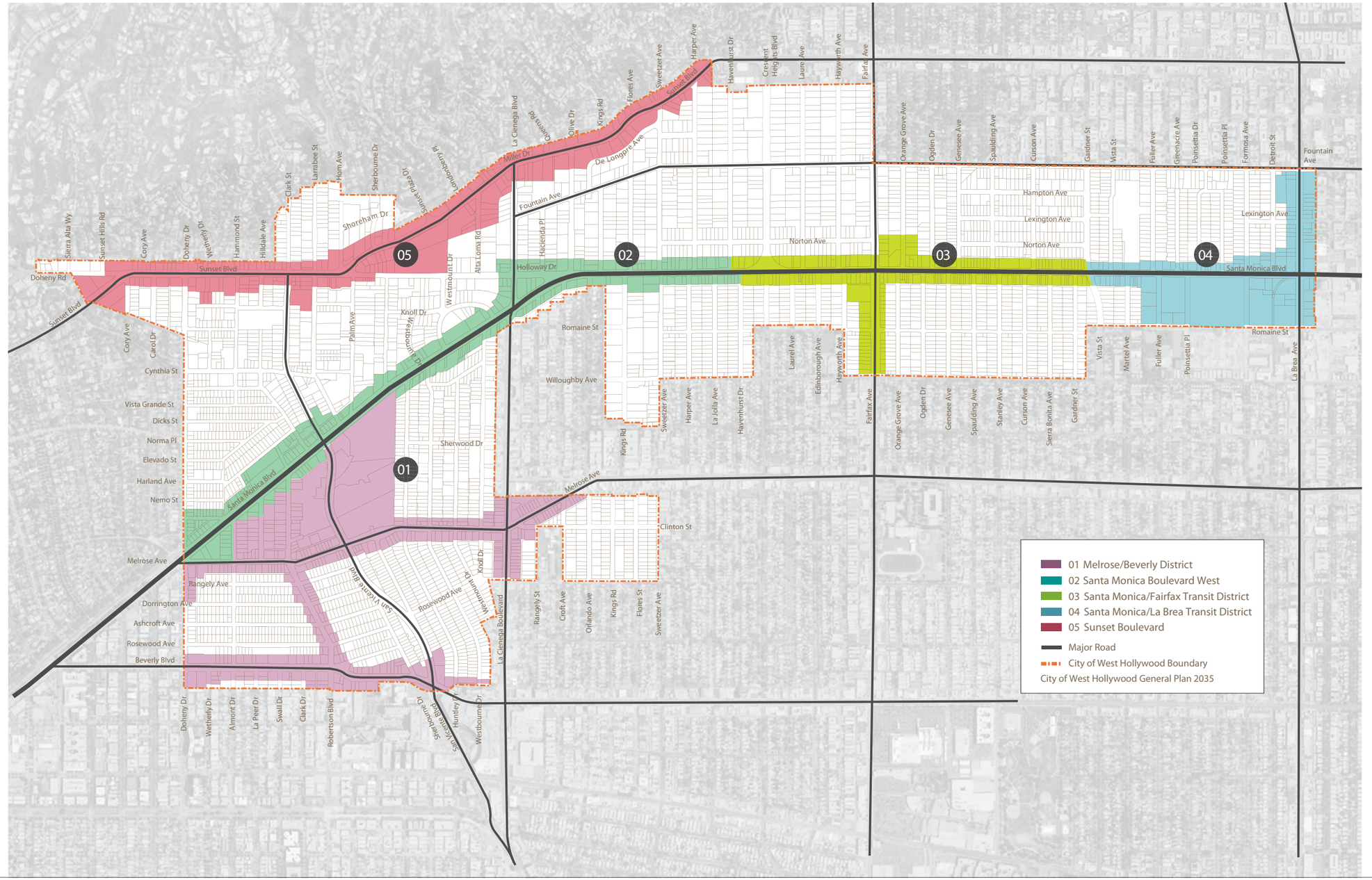
Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas shown in Figure 2-3. The commercial subareas are districts along the City's major commercial corridors for which cohesive visions have been developed. The subareas, each of which represents one of the City's key commercial districts, have distinct identities based on factors such as business type, land use, culture, pedestrian activity, and more.

The commercial subareas include areas within the City adjacent to existing or planned transit services, areas with underutilized commercial properties, areas ripe for redevelopment, and/or areas experiencing current interest for future commercial or mixed-use development. These sites also offer the best potential for fulfilling the community's vision for its commercial districts, and for carrying out the 10 guiding principles developed to steer the direction of the General Plan (the project objectives). For example, by focusing development potential in commercial areas, the General Plan intends to reduce development pressure in residential neighborhoods, in keeping with the guiding principle regarding Neighborhood Character.

In some of the commercial subareas, increases in allowable height and FAR are proposed while in other areas no increases are proposed but additional policy incentives (such as shared parking and parking districts) are expected to spur additional development and enhance existing businesses. Each commercial subarea has unique future development objectives established through a unique vision for each subarea. The vision for each subarea is described below.

Melrose/Beverly District

The vision for this area is to expand this district's role as a major destination for high-end arts and design studios, offices, and related businesses. It is intended to have wide sidewalks, street trees, landscaping, and excellent architecture that showcases international design talent, capitalizing on its proximity to the Pacific Design Center and its status as the iconic West Hollywood design district, as well as potential future transit improvements on nearby Los Angeles streets, including the subway. Cafes and restaurants should spill out into the public realm and support the boutiques and shops as well as the clientele of the Pacific Design Center. The area between Melrose Triangle and West Hollywood Park should similarly build on the uses, clientele, and energy at the Pacific Design Center and Santa Monica Boulevard, offering a variety of design showrooms, galleries, film and multi-media office and design space, and



Source: Raimi + Associates 2009

0 1,000 2,000 4,000 Feet

Figure 2-3
Commercial Subareas

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supporting uses such as restaurants, night clubs and boutique hotels. The Pacific Design Center, a key anchor of this district, should continue as a leading center of arts and design showrooms and office space by hosting conferences, meetings, and arts and design events. The Metro facility is envisioned as a transformed mixed use development project that supports future transit service, including subway, and the street life along Santa Monica Boulevard West.

Santa Monica Boulevard West

The vision for this subarea is to expand Santa Monica Boulevard West from Doheny Drive to Havenhurst Drive (just west of Crescent Heights Boulevard), as a center of West Hollywood's local nightlife and entertainment scene. The General Plan envisions this area retaining its identity as a regional destination for nightlife and entertainment – a place where residents of the greater Los Angeles area come to dine and socialize – and as a focus of the lesbian, gay, bisexual, and transgender (LGBT) community. It should continue to have a vibrant street environment with outdoor dining and high volumes of pedestrian activity. It should also support neighborhood-serving uses that benefit local residents and encourage pedestrian activity during both day and evening. Land use policies in this General Plan allow new higher intensity, mixed use development near the intersection with Doheny and east of San Vicente to support future transit improvements, including subway.

Santa Monica/Fairfax Transit District

The vision for this district is to expand the area's mix of multi-family residences and commercial uses supporting an evolution over time into a more intense mixed-use transit node that capitalizes on high levels of bus ridership, a potential subway station, a cluster of rehabilitated historic buildings, and artistic and educational institutions. Allowing parcels near and at the intersection of Santa Monica and Fairfax to intensify over time with mixed use buildings will accommodate a wide variety of neighborhood-serving retail uses within walking distance of most residences and regional transit lines.

Santa Monica/La Brea Transit District

The vision for Santa Monica/La Brea Transit District is to create a high-intensity, lively and vibrant transit node with an active sidewalk scene and an identifiable sense of place, marking a major eastern entry to the City. It is physically defined by the presence of the Gateway retail center and nearby film and media facilities, and can capitalize on high levels of pedestrian activity and bus ridership, as well as a potential future subway station. Over time, the area is intended to transition from a predominantly auto-oriented intersection into a pedestrian-oriented

district with a diverse mix of neighborhood and regional retail stores, jobs, and transit-oriented housing.

Sunset Strip

The Sunset Strip vision is to enhance Sunset Boulevard as the highest intensity area of West Hollywood, a popular and iconic national and international destination for entertainment, and the primary economic engine of the City. Also known as The Sunset Strip, the area will continue to have a diverse mix of entertainment, retail, office and hotels that support the entertainment and destination-oriented character of the area. This will include a vital and varied streetscape with a diverse mix of architectural styles, building heights and uses. General Plan policies call for continued varied land use as well as an enhanced pedestrian environment to promote walking between destinations. To further activate the pedestrian environment, additional ground-floor retail uses are encouraged and parking is called for in centralized locations, thus encouraging people to park once and walk to their destinations.

HISTORIC PRESERVATION

This chapter of the General Plan provides the City's approach to preserving and protecting its unique cultural resources and encouraging the maintenance, rehabilitation, and reuse of existing structures.

ECONOMIC DEVELOPMENT

This chapter of the General Plan describes the existing conditions, key issues, and long-term strategies related to economic development in West Hollywood. This chapter addresses both the economic and fiscal health of West Hollywood. The economy of West Hollywood is diverse and is centered on the hospitality, entertainment, retail, and art and design industries.

MOBILITY

The Mobility chapter of the General Plan describes the City's mobility strategy to create a balanced and multi-modal transportation system that meets the needs of the community, and to improve the quality of life within West Hollywood while also serving as an active participant in regional strategies to address regional transportation issues. This chapter includes strategies for many different components of the multi-modal transportation system: enhancements to the pedestrian and bicycle network, improvements to public transit, land use strategies to improve transit use, transportation demand management, and innovative parking solutions. Together,

these strategies are intended to reduce traffic congestion by discouraging the use of single occupancy vehicles on city streets while creating a more efficient and healthy transportation system.

HUMAN SERVICES

The Human Services chapter of the General Plan addresses the social services and social services delivery system in the City. Topics addressed include arts and culture programs, social services and programs, and education.

The provision of public and private school education within West Hollywood is addressed in this chapter. Population groups that are fundamental parts of the City's identity are also discussed in the Human Services Chapter, including:

- People living with HIV/AIDS,
- Families with children,
- Seniors,
- People living with disabilities,
- Gay, lesbian, bisexual, and transgender community members,
- Russian-speaking immigrants, and
- People who are homeless.

PARKS AND RECREATION

This chapter of the General Plan discusses the management of existing and expansion of the City's parks and other community facilities. Accessible, well-maintained parks, open space, public facilities, and recreational programs are a critical amenity for an urban city like West Hollywood. They help create community and make the City more livable and attractive, provide a place of relaxation and relief from the urban environment, encourage physical activity and health, provide a forum for community gathering and interaction, and reduce urban heat islands. Many urban areas—including West Hollywood—have both high demand for public spaces and limited options for providing them. This puts these elements at a premium and reinforces their importance for the overall success and health of the City.

INFRASTRUCTURE, RESOURCES, AND CONSERVATION

This chapter of the General Plan describes the City's management and provision of infrastructure resources in a sustainable manner. It covers topics such as water infrastructure and conservation, energy conservation, climate change, storm water, and management of the streets and other public and private infrastructure necessary for a high-quality urban development.

SAFETY AND NOISE

The purpose of the Safety and Noise chapter of the General Plan is to identify and address those features existing in or near the City that represent a potential danger to the citizens, structures, public facilities, and infrastructure located in West Hollywood. The Health and Safety chapter establishes goals and policies to minimize dangers to residents, workers, and visitors, by addressing police and fire services, emergency management, and noise.

HOUSING

The Housing chapter of the General Plan identifies the current and future housing needs within West Hollywood. This chapter includes a comprehensive discussion of the community's profile, including population, employment, household, and housing stock characteristics. This chapter also identifies sites within the City suitable for housing development and addresses the constraints associated with housing production in the City. This chapter also discusses the provision of additional affordable housing, strategies to protect vulnerable populations from being displaced by increased housing costs, and opportunities to enter a high-cost market. Equal housing opportunities and policies for the implementation and monitoring of the housing plans set forth in this chapter are also discussed in detail.

IMPLEMENTATION

The General Plan includes an Implementation chapter that serves to ensure the overall direction provided in each General Plan element is translated from general terms to specific actions. The Implementation chapter provides strategies to implement the adopted policies and plans identified in each of the General Plan elements. The various programs within the Implementation chapter serve as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The programs specifically identify individual program responsibility, funding sources, and time-frame for completion.

2.4.2 CLIMATE ACTION PLAN

Adopted concurrently with the General Plan, the CAP is an implementing action of the General Plan that describes measures intended to reduce GHG emissions within City operations and the community at-large and assist in the fight against climate change. Overall, the goal of the CAP is to reduce West Hollywood's community-wide GHG emissions by 20 to 25% below current emission levels by the year 2035. The CAP provides general information about climate change and how GHG emissions within the community contribute to it, as well as an analysis of the potential effects of climate change on the community. In addition, the CAP describes the baseline GHG emissions produced in West Hollywood, and projects GHG emissions that could be expected if the CAP was not implemented. The CAP establishes a comprehensive, community-wide GHG emissions reduction strategy for West Hollywood with regard to seven elements: (a) community leadership and engagement, (b) land use and community design, (c) transportation and mobility, (d) energy use and efficiency, (e) water use and efficiency, (f) waste reduction and recycling, and (g) green space and open space. The CAP defines community strategies and GHG reduction measures through text and maps and recommends implementation actions for each quantified GHG reduction measure. The recommended actions serve as the basis for future programming decisions subject to the availability of staff and funding.

2.5 ALTERNATIVES

Several alternatives to the General Plan were evaluated in this Program EIR. The impacts of the alternatives are compared to the impacts of the General Plan to determine whether any of the alternatives are environmentally superior to the General Plan. Alternatives that were evaluated in the Program EIR include:

- No Project/Existing General Plan
- Growth Constrained to Two Transit Overlay Areas Only
- Extensive Transportation Demand Management (TDM) Alternative

A complete discussion of the alternatives to the proposed project is located in Chapter 5.0.

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CHAPTER 3.0
ENVIRONMENTAL SETTINGS, IMPACTS, AND MITIGATION

The City of West Hollywood is located in Los Angeles County about 8 miles northwest of downtown Los Angeles. The City encompasses 1.9 square miles of land area (or approximately 1,216 acres), with a maximum east-west length of approximately 2.9 miles at the extent of its pan-handle shape. The City of Los Angeles surrounds West Hollywood to the north, south and east. To the west, the City is bounded by Beverly Hills.

Major east-west roadways in the City are Santa Monica Boulevard, Sunset Boulevard, and to a lesser extent Melrose Avenue and Beverly Boulevard. These roadways serve local trips as well as a significant number of regional trips. In the north-south direction, La Brea Avenue and La Cienega Boulevard also serve regional and local trips.

No freeways directly access the City, with the nearest freeway, State Route 101, located over 2 miles to the east and accessed via either Santa Monica Boulevard in Los Angeles or Highland Avenue near the Hollywood Bowl. The City is served by major bus lines operated by Metro including local and Metro rapid buses. West Hollywood also operates its own bus system, the Cityline bus system.

The City of West Hollywood is a built-out city situated in the midst of a highly urbanized area. Cut-through traffic, trips with neither a beginning nor an end in the City, accounts for a sizeable portion of vehicle trips in West Hollywood. Much of the traffic in West Hollywood can be attributed to sources over which the City has little control.

West Hollywood lies at the base of the Hollywood Hills. South of Santa Monica Boulevard, the topography is relatively flat, but moving north from Santa Monica Boulevard, the terrain slopes upward toward the hills, with fairly steep inclines up many of the streets heading toward Sunset Boulevard. The maximum elevation is approximately 500 feet above sea level and the minimum is about 160 feet. The average downslope gradient from north to south, not including the base of the mountains, is about 6% in the northern third of the City and about 2% in the southern two-thirds.

West Hollywood is located largely on alluvial soil derived from the adjacent Santa Monica Mountains. The northernmost portion of the City is underlain by igneous and metamorphosed sedimentary bedrock. Known fossil resources have been recovered within the City.

The City is located within the Los Angeles Basin, also referred to as the Coastal Plain of Los Angeles. The Los Angeles Basin is situated between the Santa Monica Mountains on the north, the Puente Hills and Whittier fault to the east, the Palos Verdes Peninsula and Pacific Ocean on the west, and the Santa Ana Mountains and San Joaquin Hills on the south. The Los Angeles Basin, including the City, is located in the northern portion of the Peninsular Ranges geomorphic province. The boundary between the Peninsular Ranges and Transverse Ranges geomorphic provinces is a system of faults that include the active Malibu Coast, Santa Monica, Hollywood, Raymond, and Sierra Madre fault zones. West Hollywood, like most of Southern California, is subject to strong seismic ground shaking in the event of a major earthquake. In addition to faults that traverse the City, the planning area is vulnerable to ground shaking from regional faults.

The City is located within the Los Angeles County portion of the South Coast Air Basin. In terms of overall air quality, the South Coast Air Basin is considered to have some of the worst pollution in the United States, and is considered a nonattainment area due to exceedances of the California Ambient Air Quality Standards (CAAQS) for ozone and inhalable particulate matter (PM_{10}). The South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for ensuring that the SCAB meets or has plans to meet both state and federal air quality standards.

The primary noise source within the City is vehicular traffic on the local arterial system. Additionally, construction activities and stationary commercial and recreational uses represent other noise sources within the City.

West Hollywood sits at the base of the Hollywood Hills, which includes residential neighborhoods within the City of Los Angeles. The developed portions of the Hollywood Hills are densely populated mostly by single-family homes and some apartment buildings. Roads are difficult to navigate, and significant native vegetation and brush cover the undeveloped areas between homes and neighborhoods. A fire in the Hollywood Hills could easily spread to the northern region of the City of West Hollywood, which is also densely populated.

The City has 77 locally designated historical resources on file, with 17 of these listed in the National Register of Historic Places. Of those, 18 are also listed on the national register. The city also includes one historical district, North Harper Avenue that is listed in the national register. Historic resources are found within approximately 14.5 acres of land designated as residential. Historic resources are also found within approximately 23.5 acres of land designated as commercial and 1.8 acres of land designated as public facilities.

The City has approximately 15 acres of existing, dedicated park land. The City also has open spaces recreation programs that provide recreation opportunities to the residents of West Hollywood.

Fire protection services are provided to the City of West Hollywood through the Consolidated Fire Protection District by the Los Angeles County Fire Department (LACFD). The City contracts with the Los Angeles County Sheriff's Department for law enforcement services. The City of West Hollywood is a member agency of the West Basin Municipal Water District and is within Division IV of the West Basin Municipal Water District service area. Although West Hollywood is a member agency of the West Basin Municipal Water District, the City of Los Angeles Department of Water and Power (LADWP) and the City of Beverly Hills provide water service to West Hollywood. Electricity is provided by Southern California Edison.

The Los Angeles Unified School District (LAUSD) provides public school services to West Hollywood residents for kindergarten through grade 12. The West Hollywood Public Library, located at West Hollywood Park on San Vicente Boulevard, is currently under construction. The new facility will replace a smaller facility at the site.

The City of West Hollywood Public Works Department and City of Los Angeles Bureau of Sanitation provide sewer service. The City of Los Angeles has a contract with the Los Angeles County Sanitation District to receive sewage generated in West Hollywood and transport that sewage into the City of Los Angeles conveyance system to the Hyperion Wastewater Treatment Plant.

The collection, transport, and disposal of solid waste and recyclables from all business and residential uses in West Hollywood are provided by a private contractor. In addition to the collection of nonrecyclable solid waste, the private contractor provides recycling containers for commingled recyclables, restaurant food waste, and green waste. Most of the nonrecyclable waste produced in the City is disposed of at the Puente Hills Landfill in Whittier.

The City is located within the Regional Water Quality Control Board Region 4. According to LADWP and the City of Beverly Hills, the water supply is drawn from a variety of sources, including groundwater, Metropolitan Water District imported water, and the State Water Project.

No mineral resources are identified within the City.

Table 3.0-1 reports the existing (2008) land uses in West Hollywood. As of 2008, West Hollywood had approximately 24,573 dwelling units according to the Baseline Land Use Survey, which is similar to the Department of Finance estimation of 24,499 dwelling units. The City had approximately 1,019 single-family homes, defined as one house per parcel. The City had approximately 23,554 multi-family units, defined as two or more dwelling units per parcel. Data sources may define single-family and multi-family dwelling units differently. Thus, depending on the data source, dwelling unit type totals may not match.

According to the Baseline Land Use Survey, 2008, West Hollywood had approximately 11.3 million square feet of nonresidential development. The Department of Finance estimated that the City had a population of 37,348 in 2008.

Table 3.0-1. Land Use, 2008

Baseline Land Use		Acres	Percent of Total City	Nonresidential Square Feet
Residential	Very Low Density	48.3		
	Low Density	121.9		
	Medium Density	35.2		
	High Density	79.5		
	Very High	301.4		
	Total Residential	**586.3**	**48.2%**	**-**
Commercial	Commercial Retail and Service	32.8		
	Office	39.6		
	Commercial Entertainment	17.0		
	Specialty Comm. (Design & Art)	16.1		
	Hotel	10.6		
	Multiple Commercial Uses	84.3		
	Mixed Use	8.8		
	Total Commercial	**209.2**	**17.2%**	**9,927,069**
Public/Quasi Public	Public Facility	17.9		
	Park	16.6		
	Religious Institution	4.2		
	School	12.7		
	Total Public/Quasi Public	**51.4**	**4.2%**	**1,305,362**
Other Uses	Industrial	1.8		
	Parking	15.9		
	Vacant	31.1		
	Total Other Uses	**48.8**	**4.0%**	**104,300**
Subtotal		**895.7**	**76.7%**	**11,336,731**
Streets, Rights-of-Way, Easements		320.3	26.3%	-
Total		**1,216**	**100%**	**11,336,731**

Source: Baseline Land Use Survey, 2008, LA County Assessor Building Square Footage, 2007
Notes: Nonresidential square footage is provided by Raimi and Associates 2010.

3.0.1 ORGANIZATION OF THE IMPACT ANALYSES SECTIONS (3.1 THROUGH 3.14)

This chapter of the Program EIR discusses each of the potentially significant effects of implementing the West Hollywood General Plan and associated CAP and identifies mitigation measures to reduce impacts found to be potentially significant. In accordance with the CEQA Guidelines, this Program EIR analyzes those environmental issue areas where significant impacts have the potential to occur. The environmental issues analyzed in this Program EIR are:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Mineral Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Paleontological Resources
- Population and Housing
- Public Services and Utilities
- Recreation
- Transportation and Traffic
- Global Climate Change

Each issue area is analyzed in the following manner:

Environmental Setting describes the existing conditions in the environment in the vicinity of the project before the commencement of the project to provide a baseline for comparing "before the project" and "after the project" environmental conditions.

Regulatory Framework provides a summary of the applicable federal, state, and local laws, regulations, plans, or policies that are relevant to each environmental issue area and, therefore, must be considered by the City of West Hollywood in the decision-making process.

Thresholds for Determining Significance defines and lists specific criteria used to determine whether an impact is or is not considered potentially significant. Major sources used in crafting criteria appropriate to the specifics of the project include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established thresholds of significance. Per CEQA, "…an ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting" (CEQA Guidelines, Section 15064 [b]). Principally, "… a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines, Section 15382).

Analysis of Environmental Impacts presents evidence, based to the extent possible on scientific and factual data, for the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant.

Mitigation Measures identifies the means by which potentially significant impacts could be reduced or avoided in cases where the Program EIR analysis determines such impacts to be potentially significant. Standard existing regulations, requirements, programs, and procedures that are applied to all similar projects are taken into account in identifying additional project-specific mitigation that may be needed to reduce significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines, Section 15091 [a] [2]). Many of the mitigation measures have been drawn from the Implementation Program of the General Plan.

Impact after Mitigation identifies the impacts that will remain after application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts." To approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency finds that it has

reviewed the Program EIR, has balanced the benefits of the project against the unavoidable adverse environmental effects, and determines that the benefits outweigh the adverse environmental effects. Thus, the adverse environmental effects may be considered "acceptable" (CEQA Guidelines Section 15093 [a]).

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3.1 AESTHETICS

This section describes potential environmental effects on aesthetic and visual impacts from implementation of the General Plan update. Existing aesthetics and visual character are discussed, and potential environmental impacts associated with implementation of the proposed project, and mitigation measures where appropriate, are described.

3.1.1 EXISTING ENVIRONMENTAL SETTING

SCENIC VISTAS

Topography plays an important role in the form of the City. The Hollywood Hills lie just to the north of the City, and the street network shifts abruptly at Sunset Boulevard from the rectilinear grid of the Los Angeles area to the twisting network of hillside streets. The transition from the flatter neighborhoods south of Santa Monica Boulevard to the hillside neighborhoods below and above Sunset Boulevard is a key character-giving factor, separating these neighborhoods from the more active commercial environment of the Boulevard.

VISUAL CHARACTER

West Hollywood's urban structure and land use pattern reflect its history of development and social policy over time. At the time of its incorporation as a City in 1984, West Hollywood was already a densely built urban community in an unincorporated area of Los Angeles County surrounded on all sides by other cities—the City of Los Angeles to the east, north, and south, and Beverly Hills to the west.

West Hollywood is physically a "corridor city" with its major east-west corridors Santa Monica and Sunset Boulevards connecting the City of Los Angeles with Beverly Hills, Santa Monica, and the ocean, and major north-south corridors of La Brea Boulevard, Fairfax Avenue, and La Cienega Boulevard connecting Hollywood and the Hollywood Hills with the rest of the Los Angeles Basin south of West Hollywood. In between the corridors is a rich variety of residential neighborhoods, each containing a mix of residential building types, architectural styles, and public spaces.

Many neighborhoods are predominantly multi-family—including historic or modern apartments—while some neighborhoods are predominantly single-family. The buildings within the neighborhoods vary in their form and architectural style, in their open spaces' scale and

design, and in their role in the overall life of the City. Of the City's existing residential units, 63% were built between 1950 and 1979.

The major components of urban form and structure of the City are described below.

Melrose/Beverly District

The Melrose/Beverly District, also known as "The Avenues," is composed of the segments of Melrose Avenue, Robertson Boulevard, and Beverly Boulevard and surrounds the landmark Pacific Design Center (PDC). The PDC is a national and international center for the arts, fashion, design, and furnishings businesses. The District is characterized by the contrasts between the small, closely-packed scale of the commercial buildings and streetscape along Melrose Avenue and Robertson Boulevard and the monumental scale of the PDC and nearby Beverly Center and Cedars-Sinai Hospital.

Santa Monica Boulevard West

Sometimes referred to as "Boystown," this section of the City's 3-mile Santa Monica Boulevard corridor is a local and regional commercial destination with a large concentration of LGBT-oriented businesses, offering a variety of restaurants, retail, and entertainment businesses, as well as neighborhood-serving uses, within a walkable urban district. It is also the location of a potential future stop for the Redline subway extension.

Santa Monica/Fairfax Transit District

This section of the corridor supports diverse commercial uses that fulfill the needs of the adjacent neighborhoods and transit users. It is the current location of a significant number of transit routes and transfer points, and is also the location of a potential future stop for the Redline subway extension. The area is characterized by service and retail businesses oriented to the local community, including a number of Russian-oriented businesses.

Santa Monica/La Brea Transit District

La Brea Avenue is home to a number of large-format retail businesses providing a wide range of goods to West Hollywood shoppers, and its intersection with Santa Monica Boulevard is the primary eastern gateway to City. It is in the midst of a concentration of film and entertainment industry facilities located in West Hollywood and adjacent parts of Los Angeles. It is the current location of a significant number of transit routes and transfer points, and is also the location of a potential future stop for the Redline subway extension.

Sunset Strip

Sunset Boulevard, also known as the Sunset Strip, is a renowned urban corridor, tracing the southerly foothills of the Santa Monica Mountains. Its entertainment, restaurant, shopping, and hospitality destinations attract visitors from around the country and abroad.

Single-family Neighborhoods

The City has a number of medium density single-family residential neighborhoods that are physically unique from the other residential areas of the City. They feature small urban parcels with eclectic single-family homes and walkable neighborhood streets. Some of these single-family neighborhoods include classic early 20th-century bungalows, and most have well-landscaped residential street design.

Multi-family Neighborhoods

Nearly 80% of the City's housing stock is multi-family housing, featuring a multitude of architectural styles. Architectural styles range from early-20th-century courtyard apartments to striking mid-century buildings, to complexes built in the 1960s and 1970s, to contemporary apartments. The eclectic character of the residential streets; generally high quality of nearby public spaces; and the proximity to a remarkable array of employment, commercial, and entertainment opportunities make these neighborhoods a desirable regional address.

STREETS AND STREETSCAPE

The great majority of West Hollywood's public space is in the form of streets and sidewalks. The character and appearance, or "the streetscape," define the experience for those who use the street. This is especially true of pedestrians, for whom the level of safety, comfort, and aesthetic quality is a major attractor or detractor. Most residential neighborhoods in the City have tree-lined streets and sidewalks. In the commercial areas, most streets have interesting retail frontages along sidewalks, with amenities such as benches, landscaping, and street trees. At the same time, there are locations that could benefit from targeted improvements to sidewalks, crossings, landscape, building frontages, and streets.

PARKS AND OPEN SPACE

The City has a number of parks and other open spaces that act as central meeting and gathering points for community life. The majority of park acreage is located in two parks—West Hollywood Park, on the western side of the City, and Plummer Park, on the eastern side. There

are also several smaller parks, pocket parks, green spaces designed for traffic-calming, and plazas located throughout the City.

LIGHT, GLARE AND SIGNAGE

West Hollywood is completely urbanized, with many existing sources of light and glare, such as street lights, signs, security lighting in parking lots and along walkways, lighted recreation facilities, and light emitted from the interiors of buildings. Buildings and structures with glass, metal, and polished exterior or roofing materials contribute to localized sources of glare.

High-quality signage contributes to a pedestrian-friendly urban environment that reflects the values of both the City's residents and the business community. The City encourages quality signage to promote its image as a creative center. Signage plays an important role in the City's overall ambition to be on the cutting edge of culture in the region.

The most iconic signs in West Hollywood are the billboards, large screen videos, and tall walls of Sunset Boulevard. The curving boulevard, varied topography, and landmark architecture combine to create a unique urban landscape. The advertising on the Strip continues to evolve with changes in media, culture and technology.

West Hollywood is also home to tenant, or on-site signs. The City is famous for its hospitality, design, and retail businesses that often communicate their individuality through unique signage. The City encourages the creation of this special signage through its Creative Sign Ordinance, which gives additional flexibility and incentives for more imaginative signage that makes a positive contribution to the Cityscape.

SHADE OR SHADOW

Shadows are cast in a clockwise direction from west-northwest to east-northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year: spring equinox (March 20), summer solstice (June 21), autumn equinox (September 22), and winter solstice (December 21). Generally, the shortest shadows are cast during the summer solstice and grow increasingly longer until the winter solstice. During the winter solstice, the sun is lower in the sky and shadows are at their maximum coverage lengths. Shadow-sensitive uses generally include routinely usable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels.

3.1.2 REGULATORY SETTING

FEDERAL REGULATIONS

No existing federal regulations pertain to the visual resources within the Draft General Plan update.

STATE REGULATIONS

Caltrans Scenic Highway Program

There are no officially designated scenic highways within the City of West Hollywood.

LOCAL PLANS AND POLICIES

City of West Hollywood Zoning Code

The City of West Hollywood addresses aesthetics considerations for development in the City in many City documents, including the Zoning Code. The Zoning Code sets forth specific design guidelines, height limits, building density, building design and landscaping standards, sign regulations, and open space and setback requirements. The Zoning Code includes the Creative Sign Ordinance.

Commercial, Residential, and Public Use Design Guidelines

The commercial, residential, and public use design guidelines within the Zoning Code are intended to assist in preserving and rehabilitating the commercial areas, houses, and other residential buildings within the City. The guidelines are also intended to provide for infill commercial and residential development of high architectural quality that is compatible with existing architecturally superior development, to promote the conservation and reuse of existing buildings of high-quality design, and to enhance and preserve the desired character of the City's commercial areas and the unique character of the City's neighborhoods, as described in the General Plan. In general, preservation and rehabilitation efforts should aim toward protecting the essential architectural features of a building that help to identify its individual style and thereby further its contribution to the character of the area.

Outdoor Lighting Standards

To limit excessive light and glare, the City has included development standards and design guidelines within the Zoning Ordinance. Specifically, Article 19-3 Site Planning and General

Development Standards provides development standards and design guidelines for outdoor lighting and sign illumination to address light and glare. These development standards and design guidelines provide requirements to limit light and glare to the extent feasible while providing sufficient light for safety and practicality, including maximum heights of lighting fixtures; design, installation, and maintenance of lighting fixtures; standards for new development and remodeling; lighting for parking areas; and sign illumination. Development projects are required to adhere to these requirements and standards.

Sunset Specific Plan

The Sunset Specific Plan (SSP) is a detailed plan that guides future development of Sunset Boulevard in the City of West Hollywood. The SSP is designed as a specific response to the particular urban conditions of Sunset Boulevard and it includes policies, standards, and guidelines that promote and preserve the unique qualities of the street. Urban design standards, density strategies, cultural resource guidelines, and land use and development regulations encourage responsible development along Sunset Boulevard. When adopted by the City, the SSP acts as a supplement to the City's General Plan and its Zoning Ordinance.

The SSP provides the following urban design requirements and guidelines for view preservation/enhancement and design for topography:

- Preserve views of the Los Angeles Basin in all new development that occurs. This will be accomplished by providing a sidewalk-level view corridor or portal, or by providing multilevel view terraces open to the public; and
- Maintain the character of existing topography in the development of new buildings. New development of these blocks shall be massed to step down the hill from Sunset Boulevard to De Longpre Avenue.

The SSP requirements and guidelines for view preservation are intended to "preserve and enhance significant views to both the Los Angeles Basin and the hills neighboring Sunset" through the creation of view corridors, terraces, and portals. New development in certain locations as specified in the SSP is required to provide at least one view corridor, view terraces, or view portal. Additionally, the creation of new views on lots containing existing development is encouraged. Requirements and guidelines for site topography design are to "encourage sensitive design that continues the varied pattern of use, height, and density" (City of West Hollywood 1996).

3.1.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to aesthetics would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; and
- Create a new source of shade or shadow that would adversely affect shade/shadow sensitive structures or uses.

3.1.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

Development of land uses by 2035 pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions.

SCENIC VISTAS

Although there are no officially designated scenic vistas in the City, West Hollywood, located at the base of the Santa Monica Mountains, offers views of the Hollywood Hills and the Los Angeles Basin. Vista points can be found along Sunset Boulevard, both as viewed from urban areas toward the hills and from Sunset Boulevard toward the Los Angeles Basin. In general, these local viewsheds are located in the northern portion of the City, adjacent to the hillside areas.

Future development within the City would consist of infill and intensification of uses. In some of the commercial subareas, increases in allowable height and floor area ratio (FAR) are proposed. Specifically, land use and urban form policies allow increases to the General Plan's permitted density/intensity and height for projects that provide affordable housing in accordance with California affordable housing law and include residential mixed-use development. A density bonus for mixed-use development provides an increase of 0.5 FAR and 10 feet, or one story.

Future development in some areas could result in taller structures than would be permitted with current FARs; these structures could block or obscure an existing scenic view. However, the SSP, City Code requirements, and development standards would impose conditions upon new development, requiring view preservation, as well as enhancement of the surrounding streetscape and limiting adverse visual impacts on adjacent uses. Therefore, program-level impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures will be placed on the project as conditions of approval.

SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAY

There are currently no designated state scenic highways or eligible state scenic highways in the City of West Hollywood. Therefore, **no impact** would occur.

VISUAL CHARACTER

The City of West Hollywood is nearly built out with very limited availability of unconstrained vacant property. Future development within the City will primarily take the form of redevelopment and infill development focused in five commercial subareas, including the Melrose/Beverly District, Santa Monica Boulevard West, Santa Monica/Fairfax Transit District, Santa Monica/La Brea Transit District, and the Sunset Strip, and in other limited locations throughout the City where existing development has not reached the development potential allowed by existing General Plan designations. Even though most of the City is not anticipated to experience land use change as a result of the General Plan update, visual character in certain areas could be altered as development occurs with implementation of the General Plan.

As discussed above, land use and urban form policies will allow increases to the General Plan's permitted density/intensity and height for projects that provide affordable housing in accordance with state affordable housing law. A density bonus for mixed-use development located in commercial areas, which combines residential, office, and/or commercial uses on one site or in one building, provides an increase of 0.5 FAR and 10 feet, or one story. General Plan policies can be expected to encourage redevelopment and creative reuse of underperforming sites through mixed use within the commercial subareas.

General Plan policies introduce a "transit overlay" district that identifies sites close to major transit nodes, for which modifications to the permitted density/intensity, height, parking requirements and other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such time

as fixed rail transit to the City is funded and final design studies are complete. Future development surrounding the transit nodes can be expected to be higher density, mixed-use infill and creative reuse with a heavier emphasis on the pedestrian environment and centralized, shared parking facilities and multi-family housing.

Future development of additional housing may occur in existing multi-family neighborhoods. With a required high degree of architecture and the integration of open space into the design of new multi-family dwelling, multi-family neighborhoods would exhibit aesthetic enhancement.

Future development occurring as a result of the land uses permitted by the General Plan update would be subject to subsequent environmental and design review, which would include analysis of visual impacts. The Draft General Plan includes policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Not only would new development be required to conform to General Plan standards, such development would also be subject to existing building and development standards specified in the City's Zoning Code. Therefore, although the visual character could change as development intensity increases, the impact to visual quality would be **less than significant**.

LIGHT, GLARE AND SIGNAGE

New infill development pursuant to the General Plan land use and urban form policies may increase the amount of light and glare in the community. Nonresidential uses in particular have the greatest potential to increase light and glare effects. Most of the new development made possible by the land uses proposed in the General Plan would be located in areas that commonly experience at least minimal impacts from existing light sources. While adjacent residential areas are already impacted by light and glare from commercial sources, more intense uses, especially if they result in increases in building heights adjacent to residential uses, could intensify existing, potentially adverse light and glare impacts.

The iconic signage in West Hollywood consisting of billboards, large screen videos, and tall walls, particularly on Sunset Boulevard, also has the potential to contribute to light and glare impacts in the City. However, the proposed General Plan does not propose an increase in the size or amount of signage allowed compared with existing conditions. New offsite signage could be considered by the City in areas where such signage wasn't previously allowed.

Policies in the proposed General Plan include a variety of actions intended to reduce the impact of signage. The Land Use and Urban Form Chapter includes the following policies:

- The City should consider aesthetics, size, location, lighting, and siting in its evaluation of offsite signage.
- Offsite signage should be designed and sited to minimize its impact on: adjacent properties, the public right of way, cultural resources, creation of shade and shadow, and potential conflict with the development of adjacent properties.
- Offsite signage in new developments should be designed in concert with the architectural lighting, landscape, and public art program of a development.
- The City may consider new offsite signage in strategic locations and where there is economic and urban design value.
- For new offsite signage located outside the Sunset Strip and outside the Eastside Redevelopment Area, the City should require applicants to remove equivalent amounts of existing offsite advertising either on-site, or at another location in the City.
- When evaluating the approval of offsite signage as part of a new development project the City may consider both the direct economic value of the project and the indirect economic value of the project to the economy as a whole.
- New development will be designed to function economically whether or not offsite signage is placed on the building.
- Offsite signage will be carefully integrated into new development so that the building and not the sign is the primary use of the land.
- When a new development includes an offsite sign, the City will require an offsetting public benefit.
- The City prohibits the use of roof signs, pole signs, and flashing and animated signs, except as part of a creative sign program.
- The City will rely on size, placement, location, and numeric limits for on-site signs that properly integrate into overall site development, avoiding undue proliferation of signage and preventing signs from dominating or overpowering buildings.
- The City will allow imaginative signage that is a positive contribution to its surroundings through the use of Creative Sign Permits, and in the execution of Comprehensive Sign Programs.
- The City should encourage the retention of landmark signs with cultural or historic value.

- The City limits the use of signs in residential neighborhoods except those necessary for religious institutions, the naming of residential buildings and facilities, public information, or political campaigns.
- The City prohibits all offsite advertising in residential neighborhoods except real estate directional signs on private, residentially zoned property.

All new development, including signage, will be required to comply with the regulations, development standards, and design guidelines in the City's Zoning Code and all development will be reviewed through the design review process to make sure that individual development projects do not include materials that would create adverse light or glare effects. No light-sensitive uses, such as an observatory, are located in or near the City. Thus, continued application of standard review processes, and adherence to General Plan policies will reduce light, glare, and signage impacts to a **less-than-significant** level.

SHADE OR SHADOW

The creation of shadows and the accompanying shading of land uses are not formally regulated in the City of West Hollywood. The West Hollywood Zoning Code addresses visual effects in sections that set standards for building construction, height, setback, landscaping, lighting, and signage, although the Code does not directly address shadow creation or shading. However, for purposes of this analysis, land uses in proximity to a proposed development for which sunlight is important to function, physical comfort, or commerce are considered shade sensitive.

Future development in some of the commercial subareas could result in taller structures than would be permitted with current FARs by at least 10 feet or one story. As a built-out urban environment, new development would be located in areas that already experience at least minimal impacts from shade and shadow. The increase in mass and height could intensify existing, potentially adverse shade and shadow impacts. However, as shade/shadow impacts are related to specific building design, the level of impacts would be determined at the project level. At the program level of analysis, impacts will be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.1.5 MITIGATION MEASURES

Impacts to aesthetics as a result of the goals, policies, and objectives of the proposed General Plan are **less than significant** at this Program EIR level of analysis. Therefore, no mitigation measures are required. Individual development projects will be required to undergo project-specific environmental review and mitigation measures will be identified to reduce any project-specific significant impacts to aesthetics.

3.1.6 SIGNIFICANCE AFTER MITIGATION

At the program level of analysis, impacts will be **less than significant**. The significance of impacts to scenic vistas, scenic resources, visual character, light and glare, and shade and shadow resulting from individual development projects will be evaluated as part of the project-specific environmental review process, and mitigation measures will be identified to reduce any significant aesthetic impacts.

3.2 AIR QUALITY

This section includes a description of existing air quality conditions in the City of West Hollywood, a summary of applicable regulations, and an analysis of potential air quality impacts of the proposed General Plan.

3.2.1 EXISTING ENVIRONMENTAL SETTING

West Hollywood is located in Los Angeles County and lies at the base of the eastern end of the Santa Monica Mountains; it is also located to the southwest of both the Verdugo Mountains and the San Gabriel Mountains.

Los Angeles County is located within the South Coast Air Basin (Basin), a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Basin includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

TOPOGRAPHY, METEOROLOGY, AND CLIMATE

The distinctive climate of the Basin is determined by its terrain and geographic location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Winds in the planning area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by the daytime onshore sea breezes. At night, the wind generally slows and reverses direction traveling toward the sea. Local canyons can also alter wind direction, with wind tending to flow parallel to the canyons. Nighttime cold air

drainage from the mountains into the basin mixes with cool marine air, resulting in stable atmospheric conditions, discussed below.

The vertical dispersion of air pollutants in the Basin is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semipermanent high-pressure zone in which the Basin is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler, marine-influenced air near the ground surface, and resulting in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The Basinwide occurrence of inversions at 3,500 feet above mean sea level or less averages 191 days per year (SCAQMD 1993).

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 miles per hour, smog potential is greatly reduced.

EXISTING AIR QUALITY—CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutant emissions are used as indicators of ambient air quality conditions. A brief description of each criteria air pollutant (source types, health effects, and future trends) is provided below along with the most current attainment area designations and monitoring data for the Basin.

Ozone

Ozone is a photochemical oxidant, a substance whose oxygen combines chemically with another substance in the presence of sunlight, and the primary component of smog. Ozone is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_X) in the presence of sunlight. ROG are volatile organic compounds (VOCs) that are photochemically reactive. For the purposes of this analysis, ROG and VOC are used interchangeably. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels.

Ozone located in the upper atmosphere (stratosphere) acts in a beneficial manner by shielding the earth from harmful ultraviolet radiation that is emitted by the sun. However, ozone located in the lower atmosphere (troposphere) is a major health and environmental concern. Meteorology and terrain play a major role in ozone formation. Generally, low wind speeds or stagnant air coupled with warm temperatures and sunlight provides the optimum conditions for formation. As a result, summer is generally the peak ozone season. Because of the reaction time involved, peak ozone concentrations often occur far downwind of the precursor emissions, making ozone a regional pollutant that often affects large areas. In general, ozone concentrations over or near urban and rural areas reflect an interplay of emissions of ozone precursors, transport, meteorology, and atmospheric chemistry (Godish 2004).

The adverse health effects associated with exposure to ozone pertain primarily to the respiratory system. Scientific evidence indicates that ambient levels of ozone affect not only sensitive receptors, such as asthmatics and children, but healthy adults as well. Exposure to ambient levels of ozone ranging from 0.10 to 0.40 part per million (ppm) for 1 or 2 hours has been found to significantly alter lung functions by increasing respiratory rates and pulmonary resistance, decreasing tidal volumes, and impairing respiratory mechanics. Ambient levels of ozone above 0.12 ppm are linked to symptomatic responses such as throat dryness, chest tightness, headache, and nausea. In addition to the above adverse health effects, evidence also exists relating ozone exposure to an increase in the permeability of respiratory epithelia; such increased permeability leads to an increase in the respiratory system's responsiveness to challenges and the interference or inhibition of the immune system's ability to defend against infection (Godish 2004).

Ozone levels in the Los Angeles Basin have been improving over time. The 2007 peak 8-hour indicator value was 42% lower than the 1988 value. For 2008, the 8-hour concentration was over 41% lower than 1990. The number of days above the standards has also declined dramatically, and the trend for 1-hour ozone concentrations is similar to that for 8-hour ozone concentrations.

Although ozone has improved substantially over time, progress has leveled off during the last several years. Preliminary 2008 air quality data indicate that the Basin experienced 140, 120, and 99 days above the state 8-hour standard, the national 8-hour standard, and the state 1-hour standard, respectively. This may be attributable to changes in the mix and reactivity of precursor emissions in the Basin. Continuing implementation of the aggressive emissions control measures in South Coast Air Quality Management District's SCAQMD's air quality management plan will ensure continued progress throughout the Basin (ARB 2009).

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, and poisonous gas produced by incomplete combustion of carbon in fuels, primarily from mobile (transportation) sources, which composed 80% of the statewide CO emissions in 2008. The remaining 20% of CO is emitted primarily from wood-burning stoves, managed burning, and incineration (ARB 2009).

CO enters the bloodstream through the lungs by combining with hemoglobin, which normally supplies oxygen to the cells. However, CO combines with hemoglobin much more readily than oxygen does, resulting in a drastic reduction in the amount of oxygen available to the cells. Adverse health effects associated with exposure to CO include dizziness, headaches, fatigue, and, at higher concentrations, death (EPA 2010a; NHDES 2007). CO exposure is especially harmful to individuals who suffer from cardiovascular and respiratory diseases (EPA 2010b).

The highest CO concentrations are generally associated with cold, stagnant weather conditions that occur during the winter. In contrast to ozone, which tends to be a regional pollutant, CO tends to cause localized problems.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal-combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2 (EPA 2010b). The combined emissions of NO and NO_2 are referred to as NO_X, which are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local NO_X emission sources.

Inhalation is the most common route of exposure to NO_2. Because NO_2 has relatively low solubility in water, the principal site of toxicity is in the lower respiratory tract. The severity of the adverse health effects depends primarily on the concentration inhaled rather than the duration of exposure. An individual may experience a variety of acute symptoms, including coughing, difficulty with breathing, vomiting, headache, and eye irritation, during or shortly after exposure (OEHHA 2008). After a period of approximately 4–12 hours, an exposed individual may experience chemical pneumonitis or pulmonary edema with breathing abnormalities, cough, cyanosis, chest pain, and rapid heartbeat. Severe, symptomatic NO_2 intoxication after acute

exposure has been linked on occasion with prolonged respiratory impairment, with such symptoms as chronic bronchitis and decreased lung functions (OEHHA 2008).

Sulfur Dioxide

Sulfur dioxide (SO_2) is produced by such stationary sources as coal and oil combustion, steel mills, refineries, and pulp and paper mills. The major adverse health effects associated with SO_2 exposure pertain to the upper respiratory tract. SO_2 is a respiratory irritant with constriction of the bronchioles occurring with inhalation of SO_2 at 5 ppm or more. On contact with the moist mucous membranes, SO_2 produces sulfurous acid, which is a direct irritant. Concentration rather than duration of the exposure is an important determinant of respiratory effects (EPA 2009). Asthmatics are more sensitive to the irritant effects of SO_2 than nonasthmatics, especially when exercising or when in cold, dry air. Some allergic or atopic individuals and people with Reactive Airways Disease Syndrome (RADS; acute, irritant-induced asthma) may also be more sensitive to SO_2 irritation (OEHHA 2008).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 microns or less is referred to as PM_{10}. The major fraction of PM_{10} by mass consists of coarse particulate matter emitted directly into the air, such as mechanically generated dust, soot, and smoke from mobile sources, stationary sources, and fires. $PM_{2.5}$ is subgroup of PM_{10}, composed of finer particles that have an aerodynamic diameter of 2.5 microns or less, generally formed by secondary processes, such as condensation of combustion gases or transformation of ambient SO_2, NO_X, and ROG (EPA 2010a).

The adverse health effects associated with PM_{10} depend on the specific composition of the particulate matter. For example, health effects may be associated with adsorption of metals, polycyclic aromatic hydrocarbons, and other toxic substances onto fine particulate matter ("piggybacking"), or with fine dust particles of silica or asbestos. Generally, adverse health effects associated with PM_{10} may result from both short-term and long-term exposure to elevated concentrations and may include breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, alterations to the immune system, carcinogenesis, and premature death (EPA 2010a). $PM_{2.5}$ poses an increased health risk because the particles can deposit deep in the lungs and contain substances that are particularly harmful to human health.

Direct emissions of PM_{10} have been increasing in the Basin since 1975. A decrease in emissions would have been observed, if not for growth in emissions from areawide sources, primarily

fugitive dust from roads, dust from construction and demolition operations, and other sources. The increase in activity of these areawide sources reflects the increased growth and vehicle miles traveled (VMT) in the Basin.

Although PM_{10} concentrations in the Basin have somewhat stabilized in the last decade, ambient concentrations still exceed the state annual and 24-hour PM_{10} standards (209 days above the 24-hour state standard, and 13 days above the 24-hour national standard in 2007). While emission controls implemented for ozone are also expected to reduce PM_{10} concentrations, additional controls will be needed to reach attainment (ARB 2009).

Concentrations of $PM_{2.5}$ have decreased in the Basin in the past decade. The Basin is currently designated as nonattainment for the state and national $PM_{2.5}$ standards. Measures adopted as part of the upcoming $PM_{2.5}$ State Implementation Plan (SIP), as well as programs to reduce ozone and diesel particulate matter (diesel PM), will help in reducing public exposure to $PM_{2.5}$ in this region (ARB 2009).

Lead

Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, as discussed in detail below, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers (EPA 2010a).

Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. Environmental Protection Agency (EPA) set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. EPA banned the use of leaded gasoline in highway vehicles in December 1995 (EPA 2010a).

As a result of EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector declined dramatically, and levels of lead in the air decreased by 94% between 1983 and 2002 (EPA 2006).

Lead emissions and ambient lead concentrations have decreased dramatically in California over the past 25 years. The rapid decrease in lead concentrations can be attributed primarily to

phasing out the lead in gasoline. This phase-out began during the 1970s, and subsequent California Air Resources Board (ARB) regulations have eliminated virtually all lead from gasoline now sold in California. All areas of the state are currently designated as attainment for the state lead standard (EPA does not designate areas for the national lead standard). Although the ambient lead standards are no longer violated, lead emissions from stationary sources still pose "hotspot" problems in some areas. As a result, ARB has identified lead as a toxic air contaminant (TAC).

Monitoring-Station Data and Attainment-Area Designations

Criteria air pollutant concentrations are measured at 37 monitoring stations in the Basin. Three monitoring stations exist near the City: North Main Street in downtown Los Angeles, Burbank, and the West Los Angeles VA Medical Center. The West Los Angeles VA Medical Center monitoring station is the closest in proximity (West Los Angeles, near Brentwood, California), approximately 6 miles southwest of the planning area, with recent data for ozone. Although Brentwood is expected to have fairly clean air due to its proximity to the ocean, it may be more representative of West Hollywood than either Burbank or downtown Los Angeles. Not all pollutants are monitored at the Los Angeles VA Hospital station, so data from the Burbank station are needed to complete the criteria air pollutant and air toxics dataset. Air quality data for ozone are available from the VA Hospital site, while ozone, PM_{10}, and $PM_{2.5}$ are available from the Burbank site. Table 3.2-1 summarizes the air quality data from both monitoring stations for the most recent 5 years.

Both ARB and EPA use this type of monitoring data to designate areas according to their attainment status for the criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The Basin is currently classified as a federal and state nonattainment area for ozone (severe-17 [federal]), PM_{10} (serious [federal]), and $PM_{2.5}$; and a federal attainment/maintenance area for CO (serious) (EPA 2010c). The Basin is classified as a state attainment area for CO; the Basin currently meets the federal and state standards for NO_2, SO_2, and lead and is classified as an attainment area for these pollutants (ARB 2010a).

Table 3.2-1. Los Angeles VA Hospital and Burbank Monitoring Stations – Ambient Air Quality

Pollutant	Averaging Time	Federal Primary Standards	California Air Quality Standards	Maximum Concentrations[1]					Number of Days Exceeding Federal Standard[2]					Number of Days Exceeding State Standard[2]				
				2004	2005	2006	2007	2008	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Burbank Monitoring Station																		
Ozone	1 hour	0.12 ppm[3]	0.09 ppm	0.137	0.142	0.166	0.116	0.133	2	Revoked				27	13	25	13	20
	8 hour	0.075 ppm	0.07 ppm	0.109	0.108	0.129	0.097	0.11	35	10	22	13	17	52	23	34	19	34
PM_{10}	24 hours	150 µg/m^3	50 µg/m^3	73	90	69	107	61	0	0	*	*	0	38.2	29.6	*	*	*
	Annual	Revoked	20 µg/m^3	36.7	33.1	Revoked			-	-	-	-	-	1	1	*	*	*
$PM_{2.5}$	24 hours	35 µg/m^3	none	60.1	63.1	50.7	56.5	68.9	1	1	1	1	1	1	1	1	1	1
	Annual	15 µg/m^3	12 µg/m^3	*	*	*	*	13.9	1	1	1	1	0	*	*	*	*	1
Los Angeles VA Hospital Monitoring Station																		
Ozone	1 hour	0.12 ppm[3]	0.09 ppm	0.107	0.114	0.099	0.117	0.111	0	Revoked				5	7	3	2	3
	8 hour	0.075 ppm	0.07 ppm	0.09	0.09	0.074	0.088	0.097	4	4	0	2	2	14	12	2	2	8

"-" = data not available or applicable.
"*" = insufficient data to determine the value.
[1] Concentration units for ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide are in parts per million (ppm). Concentration units for PM_{10} and $PM_{2.5}$ are in micrograms per cubic meter (µg/m^3). State max values reported.
[2] A value of 1 indicates that the standard has been exceeded.
[3] The federal 1-hour ozone standard was revoked in June 2005.
Source: ARB 2010b

Emission Sources

Sources of criteria air pollutants in the City include stationary, area, and mobile sources. According to the 2008 emissions inventory for Los Angeles County, the majority of criteria air pollutant emissions other than particulate matter are attributable to mobile sources; areawide sources are the greatest contributor of particulate matter (ARB 2010c).

Stationary Sources

Major stationary sources of criteria air pollutant emissions within the City include light industrial processes, fuel combustion from electric utilities and other processes, waste disposal, surface coating and cleaning, and other sources. SCAQMD issues permits to various types of stationary sources, which must demonstrate implementation of best available control technology (BACT).

Areawide Sources

Areawide sources of emissions include consumer products, application of architectural coatings, residential fuel combustion, construction and demolition, road dust, fugitive dust, landscaping, fires, and other miscellaneous sources. Paved road dust is the largest contributor to particulate matter emissions within the Basin (ARB 2010c).

Mobile Sources

On-road and other mobile sources are the largest contributors of ozone precursor emissions within the City. On-road sources consist of passenger vehicles, trucks, buses, and motorcycles, while off-road vehicles and other mobile sources comprise heavy-duty equipment, aircraft, and recreational vehicles. Major east-west arterials within the City include Santa Monica Boulevard, Beverly Boulevard, and Sunset Boulevard. In the north-south direction, major arterials include La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, and La Cienega Boulevard. The City is not directly or indirectly served by rail.

EXISTING AIR QUALITY—TOXIC AIR CONTAMINANTS

TACs are air pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at low concentrations. According to *The California Almanac of Emissions and Air Quality* (ARB 2009), the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel

PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, ARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the ARB's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies on chemical speciation to estimate concentrations of diesel PM. Of the TACs for which data are available in California, diesel PM, benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene pose the greatest existing ambient risks.

Diesel PM poses the greatest health risk among these 10 TACs. Based on receptor modeling techniques, ARB estimated the diesel PM health risk in the Basin in 2000 to be 720 excess cancer cases per million people. Although the health risk is higher than the statewide average, it represents a 33% drop between 1990 and 2000 (ARB 2009).

Existing sources of TAC emissions in the City and adjacent to the City include diesel trucks, and limited commercial, industrial, and manufacturing sources (Plains Exploration & Production Company, the Four Seasons Hotel in Beverly Hills; and Cedars-Sinai Medical Center, Highland Plating Co. and Paramount Pictures Corp. located in the City of Los Angeles) (ARB 2010e, f).

Sensitive Receptors

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather are defined as sensitive receptors by SCAQMD.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposures to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution even though exposure periods during exercise may be short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Commercial and industrial areas are

considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

There are numerous types of sensitive receptors throughout the City. Please refer to the General Plan's land use policy map (Figure 2.2 in the Project Description) for areas currently designated as residential and public (i.e., areas most likely to be sensitive land uses). In addition, please refer to Figure 3.9-2 in the Noise section, which also indicates the location of sensitive land uses and parks.

EXISTING AIR QUALITY—ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, reactions to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and is quite subjective. Some individuals have the ability to smell minute quantities of specific substances while others may have sensitivities to odors of other substances. Additionally, people may have very different reactions to the same odor. Unfamiliar odors are more easily detected than familiar odors and are more likely to cause complaints. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition occurs only with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the intensity of the odor weakens and eventually becomes so low that detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

There are no major land uses in the City that could potentially emit odors (ARB 2010e, f). Minor sources of odor include diesel-fueled trucks traveling on local roadways.

3.2.2 REGULATORY FRAMEWORK

Air quality in the City is regulated by EPA, ARB, and SCAQMD. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

CRITERIA AIR POLLUTANTS

Air quality regulations focus on ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. Because these are the most prevalent air pollutants known to be deleterious to human health, and extensive health-effects criteria documents are available, these pollutants are commonly referred to as criteria air pollutants.

Federal Plans, Policies, Regulations, and Laws

At the federal level, EPA has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA required EPA to establish national ambient air quality standards (NAAQS). As shown in Table 3.2-2, EPA has established primary and secondary NAAQS for ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The primary standards protect the public health, while the secondary standards protect the public welfare. The CAA also required each state to prepare an air quality control plan, which is the SIP. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If EPA determines an SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary sources of air pollution in the air basin.

Table 3.2-2. Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS[1]		CAAQS[2]
		Primary[3]	Secondary[4]	Concentration[5]
Ozone (O_3)[6]	1-Hour	-	Same as Primary Standard	0.09 ppm (180 µg/m^3)
	8-Hour	0.075 ppm (147 µg/m^3)		0.070 ppm (137 µg/m^3)[7]
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m^3)	None	9.0 ppm (10 mg/m^3)
	1-Hour	35 ppm (40 mg/m^3)		20 ppm (23 mg/m^3)
	8-Hour (Lake Tahoe)	-	-	6 ppm (7 mg/m^3)
Nitrogen Dioxide (NO_2)	Annual Average	0.053 ppm (100 µg/m^3)	Same as Primary Standard	0.030 ppm (57 µg/m^3)[8]
	1-Hour	0.100 ppm	0.053 ppm (100 µg/m^3)	0.18 ppm (339 µg/m^3)[8]
Sulfur Dioxide (SO_2)	Annual Average	0.030 ppm (80 µg/m^3)	-	-
	24-Hour	0.14 ppm (365 µg/m^3)	-	0.04 ppm (105 µg/m^3)
	3-Hour	-	0.5 ppm (1,300 µg/m^3)	-
	1-Hour	-	-	0.25 ppm (655 µg/m^3)
Respirable Particulate Matter (PM_{10})[9]	24-Hour	150 µg/m^3	Same as Primary Standard	50 µg/m^3
	Annual Arithmetic Mean	Revoked		20 µg/m^3 [note 9]
Fine Particulate Matter ($PM_{2.5}$)[10]	24-Hour	35 µg/m^3	Same as Primary Standard	-
	Annual Arithmetic Mean	15 µg/m^3		12 µg/m^3
Lead (Pb)	30-Day Average	-	-	1.5 µg/m^3
	Calendar Quarter	1.5 µg/m^3	Same as Primary Standard	-
	Rolling 3-Month Average[10]	0.15 µg/m^3	Same as Primary Standard	-
Hydrogen Sulfide (H_2S)	1-Hour	No Federal Standards		0.03 ppm (42 µg/m^3)
Sulfates (SO_4)	24-Hour			25 µg/m^3
Visibility Reducing Particles	8-Hour (10 a.m. to 6 p.m., Pacific Standard Time)			Extinction coefficient of 0.23 per km-visibility of 10 miles or more (0.07/30 miles for Lake Tahoe) due to particles when the relative humidity is less than 70%.
Vinyl Chloride[7]	24-Hour			0.01 ppm (26 µg/m^3)

[1] NAAQS (other than O_3, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact EPA for further clarification and current federal policies.

[2] California Ambient Air Quality Standards for O_3, CO (except Lake Tahoe), SO_2 (1- and 24-hour), NO_2, PM_{10}, $PM_{2.5}$ and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

[3] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[4] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[5] Concentration expressed first in units in which it was promulgated. Ppm in this table refers to ppm by volume or micromoles of pollutant per mole of gas.

[6] On June 15, 2005, the 1-hour ozone standard was revoked for all areas except the 8-hour ozone nonattainment Early Action Compact Areas (those areas do not yet have an effective date for their 8-hour designations). Additional information on federal ozone standards is available at http://www.epa.gov/oar/oaqps/greenbk/index.html.

[7] ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[8] The nitrogen dioxide ambient air quality standard was amended to lower the 1-hr standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. These changes became effective March 20, 2008.

[9] Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, EPA revoked the annual PM_{10} standard on December 17, 2006.

[10] Effective December 17, 2006, EPA lowered the $PM_{2.5}$ 24-hour standard from 65 µg/m^3 to 35 µg/m^3.

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; km = kilometers

Source: ARB 2010d

State Plans, Policies, Regulations, and Laws

ARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required ARB to establish California ambient air quality standards (CAAQS) (Table 3.2-2). ARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained through interpretation of the health-effects studies considered during the standard-setting process. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and areawide emission sources, and provides districts with the authority to regulate indirect sources.

Among ARB's other responsibilities are overseeing compliance by local air districts with California and federal laws; approving local air quality plans, submitting SIPs to EPA; monitoring air quality; determining and updating area designations and maps; and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Local Plans, Policies, Regulations, and Laws

South Coast Air Quality Management District

SCAQMD attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and the CCAA. Air quality plans applicable to the proposed project are discussed below.

Air Quality Management Plan

SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. Two versions (2003 and 2007) of the AQMP are in different stages of approval. The 2003 AQMP is an update to the 1997 AQMP. The 2003 AQMP employs up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources. The 2003 AQMP proposes policies and measures to achieve federal and state standards for healthy air quality in the Basin. The 2003 AQMP updates the demonstration of attainment for the federal ozone and PM_{10} standards; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal NO_2 standard that the Basin has met since 1992. The 2003 AQMP was adopted by SCAQMD in August 2003 and approved, with modifications, by ARB in October 2003 (SCAQMD 2006a). ARB submitted the South Coast SIP to the EPA on January 9, 2004; however, this SIP has not been approved, and the 1997 AQMP with 1999 amendments remains the federally approved AQMP.

A draft version of the 2007 AQMP was released to the public, and public workshops were held in October, November, and December 2006 (SCAQMD 2006b). The 2007 AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The purpose of the 2007 AQMP for the Basin is to set forth a comprehensive program that will lead the region into compliance with federal 8-hour ozone and $PM_{2.5}$ air quality standards. ARB adopted the State Strategy for the 2007 SIP, and the 2007 AQMP as part of the SIP on September 27, 2007. On November 28, 2007, ARB submitted an SIP revision to EPA for ozone, $PM_{2.5}$, CO, and NO_2 in the Basin; this revision is identified as the 2007 South Coast SIP. The 2007 AQMP/2007 South Coast SIP demonstrates attainment of the federal $PM_{2.5}$ standard in the Basin by 2014, and attainment of the federal 8-hour ozone standard by 2023. The SIP also includes a request of reclassification of the ozone attainment designation from "severe" to "extreme" (ARB 2007). On February 1, 2008, ARB submitted additional technical information relative to the 2007 South Coast SIP to EPA (ARB 2008a).

The $PM_{2.5}$ control strategy outlined in the AQMP is noteworthy. Since $PM_{2.5}$ in the Basin is primarily produced by secondary formation, the overall draft control strategy focuses on reducing precursor emission of sulfur oxides (SO_X), directly emitted $PM_{2.5}$, NO_X, and VOC instead of fugitive dust (SCAQMD 2006b). Based on SCAQMD's modeling sensitivity analysis,

SO_X reductions, followed by directly emitted $PM_{2.5}$ and NO_X reductions, provide the greatest benefits in terms of reducing the ambient $PM_{2.5}$ concentrations.

As a result of state and local control strategies, the Basin has not exceeded the federal CO standard since 2002. In March 2005, SCAQMD adopted a CO Redesignation Request and Maintenance Plan that provides for maintenance of the federal CO air quality standard until at least 2015 and commits to revising the Redesignation Request and Maintenance Plan in 2013 to ensure maintenance through 2025 (SCAQMD 2005). SCAQMD also adopted a CO emissions budget that covers 2005 through 2015. On February 24, 2006, ARB transmitted the Redesignation Request and Maintenance Plan (including the CO budgets) to EPA for approval. On June 11, 2007, EPA redesignated the Basin as attainment for the federal CO standard and approved the maintenance plan amendment to the SIP for the Basin (Federal Register 2007).

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the proposed project may include, but are not limited to the following:

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Rule 403 applies to any activity or man-made condition capable of generating fugitive dust.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD, with VOC content in excess of the values specified in a table incorporated in the Rule.

TOXIC AIR CONTAMINANTS

Air quality regulations also focus on TACs, or in federal parlance hazardous air pollutants (HAPs). Examples of TACs are discussed in detail in Section 5.3-1, "Existing Conditions," under "Existing Air Quality—Toxic Air Contaminants." In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 3.2-2). Instead, EPA and ARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology for toxics (MACT and BACT) to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

Federal Programs for Hazardous Air Pollutants

EPA has programs for identifying and regulating HAPs. Title III of the CAAA directed EPA to promulgate national emissions standards for HAPs (NESHAPs). The NESHAPs may be different for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (TPY) of any HAP or more than 25 TPY of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), EPA developed technology-based emission standards designed to produce the maximum emissions reductions achievable. These standards are generally referred to as requiring MACT. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), EPA is required to promulgate health risk–based emissions standards where deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

The CAAA also required EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of

reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

State and Local Programs for Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]). AB 1807 sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. Most recently, diesel PM was added to the ARB list of TACs.

Once a TAC is identified, ARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

ARB has adopted diesel-exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). In February 2000, ARB adopted a new public-transit bus fleet rule and emissions standards for new urban buses. These new rules and standards provide (1) more stringent emission standards for some new urban bus engines beginning with 2002 model year engines, (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies, and (3) reporting requirements under which transit agencies must demonstrate compliance with the public-transit bus fleet rule. New milestones include the low-sulfur diesel fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide. Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than current vehicles. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade, and they will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II

reformulated gasoline regulations) and control technologies. With implementation of ARB's risk reduction plan, it is expected that diesel PM concentrations will be reduced by 75% in 2010 and 85% in 2020 from the estimated year 2000 level. Adopted regulations are also expected to continue to reduce formaldehyde emissions from cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

ARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides guidance concerning land use compatibility with TAC sources (ARB 2005). Although it is not a law or adopted policy, the handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. A number of comments on the handbook were provided to ARB by air districts, other agencies, real estate representatives, and others. The comments included concern about whether ARB was playing a role in local land use planning, the validity of relying on static air quality conditions over the next several decades in light of technological improvements, and support for providing information that can be used in local decision making.

At the local level, air pollution control or management districts may adopt and enforce ARB control measures. Under SCAQMD Regulation XIV (Toxics and Other Non-Criteria Pollutants), and in particular Rule 1401 (New Source Review), all sources that possess the potential to emit TACs are required to obtain permits from the district. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. SCAQMD limits emissions and public exposure to TACs through a number of programs. SCAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors.

Odors

SCAQMD has identified some common types of facilities that have been known to produce odors: agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, rendering plants, dairies, rail yards, and fiberglass molding operations. This list is not meant to be entirely inclusive, but to act as general guidance. Offensive odors rarely cause any physical harm and no requirements for their control are included in federal or state air quality regulations, and SCAQMD does not have rules or standards related to odor emissions other than Rule 402 (Nuisance) and Rule 410 (Odors from

Transfer Stations and Material Recovery Facilities). Any actions related to odors are based on citizen complaints to local governments and SCAQMD.

Two situations increase the potential for odor problems. The first occurs when a new odor source is located near existing sensitive receptors. The second occurs when new sensitive receptors are developed near existing sources of odor. In the first situation, SCAQMD recommends operational changes, add-on controls, process changes, equipment relocation, or changes in stack heights where feasible to address odor complaints. In the second situation, the potential conflict is considered significant if the project site is at least as close as any other site that has already experienced significant odor problems related to the odor source. For projects locating near a source of odors, and for odor sources locating near existing sensitive receptors, SCAQMD recommends that the determination of potential conflict be based on variables such as wind speed, wind direction, and the distance and frequency at which odor complaints from the public have occurred in the vicinity of the facility (SCAQMD 1993).

3.2.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a significant impact related to air quality would occur if implementation of the proposed General Plan would do any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

As stated in Appendix G, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. SCAQMD has established thresholds, as shown in Table 3.2-3.

Table 3.2-3. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction** [b]	Operation [c]
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [d]		
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state)	
PM_{10} 24-hour average annual average	 10.4 μg/m^3 (construction)[e] & 2.5 μg/m^3 (operation) 1.0 μg/m^3	
$PM_{2.5}$ 24-hour average	 10.4 μg/m^3 (construction)[e] & 2.5 μg/m^3 (operation)	
Sulfate 24-hour average	 1 μg/m^3	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

[a] Source: SCAQMD 2009
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea Air Basin and Mojave Desert Air Basin).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants are based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold is based on SCAQMD Rule 403.
KEY: lbs/day = pounds per day
ppm = parts per million
μg/m^3 = micrograms per cubic meter
≥ greater than or equal to

3.2.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

ANALYSIS METHODOLOGY

Regional and local emissions of criteria air pollutants and precursors, and TACs during project construction and operations consistent with the proposed General Plan were assessed in accordance with the methodologies described below.

Air quality impacts from future development allowed by the proposed General Plan can be divided into two types, short-term impacts and long-term impacts. Short-term impacts are associated with construction activities, and long-term impacts are associated with the continued operation of developed land uses and the associated increase in vehicular trips.

Construction-related emissions of criteria air pollutants and ozone precursors (ROG and NO_X) were assessed in accordance with methodologies recommended by ARB and SCAQMD. Project-specific data (e.g., construction equipment types and number requirements, and maximum daily acreage disturbed) were not available at the level of the proposed General Plan for modeling purposes.

Regional operational emissions of criteria air pollutants and precursors (e.g., mobile and area sources) were quantified using the URBEMIS 2007 Version 9.2.4 computer model. Modeling was based on buildout assumptions in the proposed General Plan and information about vehicle trip generation from the traffic analysis prepared for this project (see Section 3.14, "Transportation and Traffic," in this EIR).

Other air quality impacts (i.e., local emissions of CO, construction- and operation-related TACs, and odors) were assessed in accordance with methodologies recommended by ARB and SCAQMD.

COMPLIANCE WITH SCAQMD AIR QUALITY MANAGEMENT PLAN

In preparation of the AQMP, SCAQMD and SCAG rely on population growth projections in the region to forecast, inventory, and allocate regional emissions from land use and development-related sources. The AQMP relies on demographic growth forecasts developed by SCAG for the Regional Transportation Plan (RTP). For purposes of analyzing consistency with the AQMP, it may be assumed that if the proposed General Plan would accommodate population growth substantially greater than anticipated in the AQMP, then the proposed project would conflict with the AQMP. According to SCAG projections, the population in West Hollywood will

increase to 39,821 in 2035 (SCAG 2008). Under the proposed General Plan, population could increase to 44,182 (see Section 3.11 "Population and Housing"). Thus, the proposed General Plan would increase population (and thus VMT) beyond that anticipated by SCAG. Additionally, the proposed General Plan would result in emissions in excess of thresholds for criteria air pollutants and precursors for which the region is in nonattainment, as described in the following sections. This would conflict with SCAQMD air quality planning efforts. This is a **potentially significant** impact.

Policies in the proposed General Plan include a variety of actions intended to improve air quality and reduce air emissions. The Infrastructure, Resources, and Conservation Element includes the following policies:

- Protecting the City's air quality and seeking to improve overall respiratory health for residents through regulation of private and commercial, stationary and mobile sources of air pollution.
- Supporting land use and transportation strategies to reduce driving rates and resulting air pollution, including pollution from commercial and passenger vehicles.
- Promoting fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.
- Prohibiting combustion or gasoline powered engines in leaf blowers.
- Discouraging the use of equipment with two-stroke engines and publicizing the benefits and importance of alternative technologies.
- Supporting increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.
- Collaborating with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.
- Leading by example in reducing municipal greenhouse gas emissions.
- Expanding the tree canopy citywide to provide relief from rising temperatures and the heat island effect, and to sequester atmospheric carbon and help purify the air from emissions related to smog formation.

- Implementing policies in the Land Use and Urban Form Chapter of the General Plan that reduce building- and transportation-related greenhouse gas emissions.
- Implementing policies in the Mobility Chapter of the General Plan that encourage a shift in travel from single-occupant autos to walking, biking, public transit and ride-sharing, with a focus on policies that promote the following:
    - Increasing walking and biking within the City.
    - Increasing transit use and reduce barriers to transit ridership.
    - Increasing ride-sharing.
    - Promoting alternatives to automobile ownership.
- Implementing policies in the Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling and solid waste, and facilities for city operations, including policies that accomplish the following:
    - Reducing energy associated with the use, treatment and conveyance of water and wastewater.
    - Improving energy efficiency in existing buildings.
    - Ensuring high levels of energy performance in new construction.
    - Maximizing the use of renewable energy.
    - Reducing the amount of waste sent to landfills.
    - Improving energy efficiency and increase energy conservation within city facilities.
- Implementing policies in the Parks and Recreation and Land Use and Urban Form Chapters of this General Plan that increase green spaces throughout the City and provide carbon capture through trees, vegetation, and open space.

The City is also adopting a Climate Action Plan (CAP) that includes measures intended to reduce greenhouse gas (GHG) emissions within City operations and the community at-large. The CAP establishes a comprehensive, community-wide GHG emissions reduction strategy for West Hollywood with regard to seven elements: (a) community leadership and engagement, (b) land use and community design, (c) transportation and mobility, (d) energy use and efficiency, (e)

water use and efficiency, (f) waste reduction and recycling, and (g) green space and open space. The CAP defines community strategies and GHG reduction measures through text and maps and recommends implementation actions for each quantified GHG reduction measure. The measures intended to reduce GHG emissions would also serve to reduce air pollutant emissions due to implementation of the proposed General Plan.

Adherence to SCAQMD rules and regulations, proposed General Plan policies, and the CAP, and implementation of Mitigation Measures 3.2-1 through 3.2-5 would reduce this impact but not to a less-than-significant level. Despite these efforts, implementation of the General Plan could result in emissions in excess of thresholds for criteria air pollutants and precursors for which the region is in nonattainment. The impact would remain **significant and unavoidable**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

VIOLATION OF AN AIR QUALITY STANDARD

Short-Term Impacts

Construction-related emissions are described as short term or temporary in duration and have the potential to represent a significant impact with respect to air quality. Implementation of the proposed General Plan is dependent on individual housing decisions, employment opportunities, provision of services for housing and supporting commercial uses, land use decisions of the City and other public agencies, regional transportation planning decisions, the decisions of financial institutions related to development projects, and other similar factors.

Planned phasing of buildout of the proposed General Plan will be reviewed in relation to residential uses, revenue-generating employment uses, housing affordability, provision and financing of infrastructure and public facilities, mechanisms for funding of ongoing service needs, and overall coordination of phase improvements with previous and subsequent phases. Subsequent implementation projects and plans would continue to define phasing at a detailed level and be reviewed by the City to ensure that development occurs in a logical manner consistent with policies in the proposed General Plan, and that additional environmental review is conducted under CEQA as needed.

Construction-related activities associated with implementation of the proposed General Plan would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material

delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation).

Because the proposed General Plan identifies future land uses and does not contain specific development proposals, construction-related emissions that may occur at any one time in the Planning Area are speculative and cannot be accurately determined at this stage of the planning process. Assuming relatively robust economic conditions over the next 20 to 25 years, construction activity will occur throughout the Planning Area, but the rate of development cannot be anticipated and depends on mostly private proposals to redevelop. Construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation. This is a **potentially significant** impact.

As indicated in the analysis on compliance with the AQMP, the proposed General Plan contains a variety of actions intended to improve air quality and reduce air emissions. Adherence to SCAQMD rules and regulations, proposed General Plan policies, and the CAP, and implementation of Mitigation Measures 3.2-1 and 3.2-2 would reduce this impact but not to a less-than-significant level. The impact would remain **significant and unavoidable**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

Long-Term Impacts

Area- and Mobile-Source Emissions

Regional area- and mobile-source emissions of criteria air pollutants and ozone precursors were modeled using URBEMIS, which is designed to estimate emissions for land use development projects (SCAQMD 2008). URBEMIS allows land use data entries that include project location specifics and trip generation rates. URBEMIS accounts for area-source emissions from the use of natural gas, fireplaces, and consumer products as well as mobile-source emissions associated with vehicle trip generation. Regional area- and mobile-source emissions were modeled based on proposed land use types and sizes (see Chapter 2.0, "Project Description"), the increase in trip generation from the traffic analysis prepared for this project (see Section 3.14, "Transportation and Traffic"), and default settings and parameters attributable to analysis period and site location.

Emissions of criteria air pollutants and ozone precursors associated with new growth under the proposed General Plan are treated as new to the region. This is a conservative (worst-case) assumption because many "new vehicle trips" could potentially be moved from one part of the region to another as a result of the proposed General Plan.

Modeled operational emissions are summarized in Table 3.2-4 for 2035 buildout conditions, assuming that the entire proposed General Plan would be constructed over the planning horizon.

Table 3.2-4. Summary of Modeled Operational Emissions of Criteria Air Pollutants and Precursors – 2035 Conditions upon Buildout of the Proposed General Plan

	Emissions (lbs/day)[1]					
Source	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources[2]	251.6	98.2	55.3	0.2	2.1	2.0
Mobile Sources	163.2	171.5	1729.4	5.8	954.0	184.3
Total Unmitigated Emissions	**414.8**	**269.7**	**1784.7**	**6.0**	**956.1**	**186.3**
SCAQMD Significance Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	***Yes***	***Yes***	***Yes***	***No***	***Yes***	***Yes***

Notes: SCAQMD = South Coast Air Quality Management District; lbs/day = pounds per day; CO = carbon monoxide; NO_X = oxides of nitrogen; PM_{10} = particulate matter less than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases; SO_X = oxides of sulfur.

[1] Emissions modeled using the URBEMIS 2007 (Version 9.2.4) computer model, based on trip generation rates obtained from the analysis prepared for this project and proposed land uses identified in Chapter 2, "Project Description," and Section 3.14, "Transportation and Traffic," of this EIR.

[2] For this estimate, it was assumed that all residences would contain natural gas fireplaces only.

Note: The total emissions estimates shown are the highest values that would occur in the summer or winter season. Totals may not add up to individual values since the highest emissions for a pollutant from both area and mobile sources may not occur in the same season.

Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by AECOM in 2010

Based on the modeling conducted, operational activities of future specific projects allowed pursuant to the General Plan could result in emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ that exceed SCAQMD's applicable thresholds. Thus, operational emissions of these pollutants could violate or contribute substantially to an existing or projected air quality violation. This is a **potentially significant** impact.

Stationary-Source Emissions

The proposed General Plan could accommodate stationary sources of pollutants that would be required to obtain permits to operate in compliance with SCAQMD rules. These sources could include but would not be limited to diesel-engine or gas turbine generators for emergency power

generation; central-heating boilers for commercial, industrial, or large residential buildings; process equipment for light-industrial uses; kitchen equipment at restaurants; service-station equipment; and dry-cleaning equipment. The permit process would ensure that these sources would be equipped with the required emission controls and that, individually, these sources would not cause a significant environmental impact. There is no available methodology to reliably estimate these emissions; nonetheless, the emissions from these sources would be additive to the estimated area-source and mobile-source emissions described above.

As indicated in the analysis on compliance with the AQMP, the proposed General Plan contains a variety of actions intended to improve air quality and reduce air emissions. Adherence to SCAQMD rules and regulations, proposed General Plan policies, and the CAP, and implementation of Mitigation Measures 3.2-3 through 3.2-5 would reduce this impact but not to a less-than-significant level. The impact would remain **significant and unavoidable**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

CUMULATIVELY CONSIDERABLE NET INCREASE IN CRITERIA AIR POLLUTANTS

As discussed above, construction-related criteria air pollutant and precursor emissions could exceed SCAQMD's significance thresholds with buildout of the proposed General Plan. In addition, implementation of the proposed General Plan would result in a net increase of long-term operation-related emissions from mobile, stationary, and area sources. In addition, the proposed General Plan would increase population (and thus VMT) beyond that anticipated by SCAG. Thus, project-generated emissions would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. As a result, this impact is considered **potentially significant**.

As indicated in the analysis on compliance with the AQMP, the proposed General Plan contains a variety of actions intended to improve air quality and reduce air emissions. Adherence to SCAQMD rules and regulations, proposed General Plan policies, and the CAP, and implementation of Mitigation Measures 3.2-1 through 3.2-5 would reduce this impact but not to a less than significant level. The impact would remain **significant and unavoidable**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

IMPACTS TO SENSITIVE RECEPTORS

Criteria Air Pollutants

As discussed above, implementation of the proposed General Plan would result in construction- and operation-related criteria air pollutant or precursor emissions that exceed SCAQMD's significance thresholds. Thus, project-generated emissions of criteria air pollutants and precursors could expose sensitive receptors to substantial pollutant concentrations. As a result, this impact is considered **potentially significant**.

Toxic Air Contaminants

With implementation of the proposed General Plan, new or modified sources of TACs could be placed near existing sensitive receptors, and new sensitive receptors could be developed near existing sources of TACs. Emissions of TACs during project construction consistent with the proposed General Plan (e.g., emissions from on-site heavy-duty diesel equipment) and from project operation under the Plan (e.g., emissions from both on-site and off-site area, stationary and mobile source) are discussed and the resulting levels of TAC exposure and sensitive receptors are analyzed separately below.

Construction-related Emissions

Construction-related activities would result in short-term emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing); paving; application of architectural coatings; and other miscellaneous activities. Diesel PM was identified as a TAC by ARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed below, outweighs the potential for all other health impacts (ARB 2003).

It is important to note that emissions from construction equipment would be reduced over the period of buildout of the proposed General Plan. In January 2001, EPA promulgated a final rule to reduce emissions standards for heavy-duty diesel engines in 2007 and subsequent model years. These emissions standards represent a 90% reduction in NO_X emissions, 72% reduction of nonmethane hydrocarbon emissions, and 90% reduction of particulate matter emissions in comparison to the emissions standards for the 2004 model year. In December 2004, ARB adopted a fourth phase of emission standards (Tier 4) in the Clean Air Non-road Diesel Rule that are nearly identical to those finalized by EPA on May 11, 2004. As such, engine manufacturers are now required to meet after-treatment-based exhaust standards for NO_X and particulate matter

starting in 2011 that are more than 90% lower than current levels, putting emissions from off-road engines virtually on par with those from on-road heavy-duty diesel engines.

More specifically, the dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual (MEI). Thus, the risks estimated for an MEI are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period and duration of activities associated with the project, in this case the proposed General Plan (Salinas, pers. comm., 2004). Because the use of off-road heavy-duty diesel equipment would be temporary and diesel PM is expected to disperse quickly (Zhu et al. 2002), further reductions in exhaust emissions would occur, and construction-related activities would not be expected to expose sensitive receptors to substantial emissions of TACs. As a result, this impact would be **less than significant**.

Operational Emissions

Stationary Sources

The proposed General Plan anticipates construction of commercial land uses that may potentially include stationary sources of TACs, such as hospitals, dry-cleaning establishments, restaurants operating large grills, gasoline-dispensing facilities, and diesel-fueled backup generators. These types of stationary sources, in addition to any other stationary sources that may emit TACs, would be subject to SCAQMD's rules and regulations. Thus, as discussed above, SCAQMD would analyze such sources (e.g., health risk assessment) based on their potential to emit TACs. If it is determined that the sources would emit TACs in excess of SCAQMD's applicable significance threshold, maximum or best available control technology (MACT or BACT) would be implemented to reduce emissions. If the implementation of MACT or BACT would not reduce the risk below the applicable threshold, SCAQMD would deny the required permit. As a result, given compliance with applicable rules and regulations, operation of stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SCAQMD's significance thresholds, and this impact would be **less than significant**.

Furthermore, the stationary sources of TAC emissions in the City would be required to be permitted and regulated to prevent new land use compatibility conflicts. Therefore, there would be no incompatibility of proposed land uses with existing sources of TAC emissions. This impact would also be **less than significant**.

On-Road Mobile Sources

The proposed General Plan includes a mix of land uses, including retail, office, hotel, public/institutional/civic, human services, and residential uses. The ARB guidance document *Air Quality and Land Use Handbook: A Community Health Perspective* recommends avoiding the placement of new sensitive land uses (e.g., residences and schools) within 500 feet of major freeways (those with 100,000 or more vehicles per day). However, because it is not specified under law that sensitive receptors are to be placed a minimum of 500 feet from major roadways, the residential land uses proposed in the proposed General Plan could result in the location of sensitive receptors adjacent to major roadways. Major east-west roadways (arterials) within the City include Santa Monica Boulevard, Beverly Boulevard, and Sunset Boulevard. In the north-south direction, major arterials include La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, and La Cienega Boulevard.

Sensitive receptors could be sited within 500 feet of major roadways in the City. However, the average daily traffic (ADT) on these roadways would be less than the ARB recommendation of 100,000 vehicles per day in future (2035) conditions with the project (Fehr & Peers 2010). Therefore, risk associated with implementation of the proposed General Plan would not exceed ARB's recommendation. Thus, this impact would be **less than significant**.

On-Site Mobile Sources

On-site mobile sources of TACs would be associated primarily with the operation of on-road heavy-duty diesel trucks used for proposed on-site commercial activities (e.g., unloading/loading). According to the guidance document *Air Quality and Land Use Handbook: A Community Health Perspective*, ARB recommends avoiding the siting of new commercial trucking facilities that accommodate more than 100 trucks per day, or 40 trucks equipped with transportation refrigeration units (TRUs), within 1,000 feet of sensitive receptors (e.g., residences) (ARB 2005). The ARB guidance document is advisory, not regulatory. Operational activities that require the use of diesel-fueled vehicles for extended periods, such as delivery areas or loading docks, may generate diesel PM emissions that could expose sensitive receptors to diesel PM emissions. Although commercial uses that would be developed under the proposed General Plan have not been identified, some of the tenants would require large delivery

and shipping trucks that use diesel fuel. The diesel exhaust PM emissions generated by these uses would be produced primarily at single locations on a regular basis (e.g., loading dock areas). Idling trucks, including TRUs, increase diesel PM levels at these locations. Occupants of nearby existing and proposed residences may be exposed to diesel PM emissions on a reoccurring basis.

ARB has adopted an idling restriction ATCM for large commercial diesel-powered vehicles, which became effective February 1, 2005. In accordance with this measure, affected vehicles are required to limit idling to no longer than 5 minutes under most circumstances. ARB is currently evaluating additional ATCMs intended to further reduce TACs associated with commercial operations, including a similar requirement to limit idling of smaller diesel-powered commercial vehicles.

It is unknown at this time whether the concentration of diesel PM at any sensitive receptor locations might exceed the threshold for acceptable cancer risk for the maximally exposed individual. It is also unclear what effect ARB's new diesel-engine emission standards and diesel PM regulations would have on the level of emissions from any one facility. Therefore, because of uncertainty with respect to determination of tenants, frequency of diesel-fueled trucks visiting the proposed land uses, and distances between trucking activities and sensitive receptors at final buildout of the proposed General Plan and associated mobile emissions of diesel exhaust, this impact would be **potentially significant**.

Local CO Impacts

CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours, and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. As a result, SCAQMD recommends analysis of CO emissions at a local as well as a regional level.

An appropriate qualitative screening procedure is provided in the procedures and guidelines contained in *Transportation Project-Level Carbon Monoxide Protocol* (the Protocol) to determine whether a project poses the potential for a CO hotspot (UCD ITS 1997). A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. According to the Protocol, projects may worsen air quality if they significantly increase the percentage of vehicles in cold start modes by 2% or more; significantly increase traffic volumes (by 5% or more) over existing volumes; or worsen

traffic flow, defined for signalized intersections as increasing average delay at intersections operating at Level of Service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F.

The project's traffic analysis (see Section 3.14, "Transportation and Traffic") indicates that some of the signalized intersections would operate at LOS E or LOS F under cumulative conditions with the project in 2035. Therefore, further investigation of potential CO impacts is warranted.

The Protocol prescribes a quantitative screening analysis to determine a project's CO impacts. However, the Protocol screening analysis has become obsolete because it uses emission factors from an older version of ARB's EMFAC model. As a substitute, various air quality agencies in California have developed conservative screening methods. SCAQMD has not developed quantitative CO screening criteria; therefore, the methods of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are used (SMAQMD 2009). SMAQMD recently released new screening criteria in its *Guide to Air Quality Assessment in Sacramento County* that provide lead agencies with a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance of the ambient air quality standards for CO (SMAQMD 2009). The screening criteria have been developed to help lead agencies analyze potential CO impacts and identify when site-specific CO dispersion modeling is necessary. SMAQMD's recommended screening methodology states that the project would result in a less-than-significant impact to air quality for local CO if the project would not result in an affected intersection experiencing more than 31,600 vehicles per hour; and the mix of vehicle types at the intersection is not anticipated to be substantially different from the Sacramento County average (as identified by the EMFAC or URBEMIS models). The project's traffic conditions with respect to these criteria are evaluated below.

The project's traffic analysis demonstrates that none of the studied intersections would be anticipated to accommodate volumes of traffic that would exceed 31,600 vehicles per hour under General Plan buildout. The air quality model screening criteria were derived based on modeling parameters in Sacramento County (vehicle mix, background CO concentrations, meteorological factors). However, traffic at affected intersections would be an order of magnitude lower than the screening criterion and is not expected to contribute to CO concentrations that are higher than the applicable ambient air quality standards despite the differences in modeling parameters. A review of vehicle mixes in Los Angeles County and Sacramento County, as contained in URBEMIS, shows that the fleet mixes are not substantially different and predominantly consist of light autos and light trucks. Furthermore, due to stricter vehicle emissions standards in newer cars, new technology, and increased fuel economy, future CO emission factors under future

buildout conditions (year 2035) would be substantially lower than those under existing conditions. Thus, even though there would be more vehicle trips under the proposed General Plan at buildout than under existing conditions, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO. As a result, this impact would be **less than significant**.

In summary, implementation of the proposed General Plan would have a less-than-significant impact with respect to TAC emissions related to construction, stationary-source, and roadways and land use compatibility; and localized CO emissions. Implementation of the proposed General Plan would have a potentially significant impact related to construction- and operations-related criteria air pollutant emissions and on-site mobile-source related TAC emissions.

As indicated in the analysis on compliance with the AQMP, the proposed General Plan contains a variety of actions intended to improve air quality and reduce air emissions. Adherence to SCAQMD rules and regulations, proposed General Plan policies, and the CAP, and implementation of Mitigation Measures 3.2-1 through 3.2-5 would reduce this impact but not to a less-than-significant level. The impact would remain **significant and unavoidable**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

ODORS

As discussed previously, the human response to odors is extremely subjective, and sensitivity to odors varies greatly among the public. The screening-level distance identified by SCAQMD under Rule 410 for transfer stations and material recovery facilities is 2,000 feet from sensitive receptors. SCAQMD does not identify a screening-level distance for other major sources of odors near sensitive receptors. Minor sources of odors, such as exhaust from mobile sources and charbroilers associated with commercial uses, are not typically associated with numerous odor complaints but are known to have some temporary, less concentrated odorous emissions. Major and minor sources of odors are discussed separately below.

Major Sources of Odors

SCAQMD has identified some common types of facilities that have been known to produce odors: agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, rendering plants, dairies, rail yards,

and fiberglass molding operations. This list is not meant to be entirely inclusive, but to act as general guidance. There are no major sources of odor in the City and the proposed General Plan does not propose the development of any major odor sources identified above. Therefore, land use conflicts between major odor sources and sensitive receptors are not expected to occur. As a result, this impact would be **less than significant**.

Minor Sources of Odors

Minor sources of odors associated with the proposed General Plan would be associated with the construction of the proposed land uses. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive to some individuals. Similarly, diesel-fueled trucks traveling on local roadways would produce associated diesel exhaust fumes. However, because odors associated with diesel fumes, asphalt paving, and architectural coatings would be temporary and would disperse rapidly with distance from the source, construction-generated and mobile-source odors would not result in the frequent exposure of on-site receptors to objectionable odor emissions. As a result, short-term construction-related and long-term mobile-source-related odors would be **less than significant**.

3.2.5 MITIGATION MEASURES

Implementation of the following programmatic mitigation measures will reduce potential impacts at this Program EIR level of analysis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.2-1 The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites.

- Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM_{10}, in accordance with SCAQMD Rule 403:
  - Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers
  - Wheel washers for construction equipment

  - Watering down of all construction areas
  - Limit speeds at construction sites to 15 miles per hour
  - Cover aggregate or similar material during transportation of material
- Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.

3.2-2 The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce exhaust emissions from construction equipment.

- Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment.
- Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.
- On-site equipment shall not be left idling when not in use.
- The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
- Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
- Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_X and PM_{10} control equipment will be available.

3.2-3 The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery with two-stroke engines.

3.2-4 The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.

3.2-5 The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution.

- Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.
- Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible.
- Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.

3.2.6 SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measures 3.2-1 and 3.2-2 would reduce short-term, construction-related emissions, but not to a less-than-significant level. While individual development projects will be required to comply with applicable SCAQMD rules and employ construction approaches that minimize pollutant emissions (e.g., watering for dust control, tuning of equipment, limiting truck traffic to nonpeak hours), the project area lies in a nonattainment air basin and growth associated with proposed General Plan implementation will continue to contribute pollutant emissions in that nonattainment context. Construction-related emissions of criteria air pollutants and precursors would still exceed significance thresholds; for this reason, and because of the nonattainment status of the Basin, such emissions could violate or contribute substantially to an existing or projected air quality violation, lead to a cumulatively considerable net increase in nonattainment pollutants, and/or expose sensitive receptors to substantial pollutant

concentrations. Although short-term construction-related air quality impacts will be evaluated on a project-specific basis, and implementation of Mitigation Measures 3.2-1 and 3.2-2 will reduce the impact to the extent feasible, this impact will remain **significant and unavoidable**.

Compliance with policies outlined in the proposed General Plan and implementation of Mitigation Measures 3.2-3 through 3.2-4 would reduce operational emissions of criteria air pollutants and precursors from mobile and area sources, but not to a less-than-significant level. Operational emissions could violate or contribute substantially to an existing or projected air quality violation, lead to a cumulatively considerable net increase in nonattainment pollutants, conflict with the AQMP, and/or expose sensitive receptors to substantial pollutant concentrations. This impact would remain **significant and unavoidable**.

Implementation of Mitigation Measure 3.2-5 would reduce the potential for exposure of sensitive receptors to TACs from mobile sources. However, the only measure available to completely mitigate this impact—completely separating emissions sources (diesel vehicles associated with commercial trucking activities at commercial and industrial land uses) by 1–2 miles from all sensitive receptors—is not feasible; therefore, no feasible mitigation is available to reduce the impact to a less-than-significant level. The City will coordinate with SCAQMD as implementation of the proposed General Plan occurs to assess situations in which toxic risk from diesel PM may occur and to review methodologies that may become available to estimate the risk. However, this impact would remain **significant and unavoidable**.

3.3 BIOLOGICAL RESOURCES

This section describes and evaluates the potential impacts to biological resources associated with the proposed project. Existing biological resources are discussed, and potential environmental impacts associated with implementation of the proposed project, and mitigation measures where appropriate, are described. As the proposed General Plan is a programmatic document and does not include specific projects or details of future developments, formal, no site-specific biological surveys or technical reports have been performed, though they may be required under CEQA as specific projects are identified.

3.3.1 EXISTING ENVIRONMENTAL SETTING

West Hollywood is located approximately 8 miles west of downtown Los Angeles and 8 miles east of the Pacific Ocean, at the southern foothills of the Santa Monica Mountains. The majority of West Hollywood has been developed, paved, or landscaped, and is either denuded of vegetation or supports primarily ornamental and/or nonnative plant species, including over 100 species of trees. In general, suitable habitat for sensitive mammal, reptile, amphibian, or fish species that occur in the region does not occur within the City. No major regional wildlife migration corridors are known to exist within the City limits. No native riparian habitat, blueline streams, or sensitive natural communities are located in the City limits.

VEGETATION

Review of geographic information system (GIS) databases and aerial photographs indicates that there is no native terrestrial vegetation remaining within the City of West Hollywood. There are no areas within the City limits capable of supporting significant native plant communities. Open space within the City is located primarily in public parks, the Santa Monica Boulevard medians, the Crescent Heights Triangle, and the traffic circle at West Knoll Drive and Westmount Drive, which typically contain nonnative ornamental plants and trees and very little, if any native vegetation. Although unique plants can be found in these open spaces, these plant species are exotic, have been planted for display, and generally do not occur naturally in the City. The principal terrestrial vegetation in this highly urbanized setting consists of landscape vegetation and other cultivated species with some invasive, weedy, nonnative plants in areas that are not maintained.

ORNAMENTAL PLANTING

Ornamental vegetation is characterized by introduced tree, shrub, and turf grass species. The City is defined by common street trees and ornamental species that are typically present in developed areas. In total, the City has approximately 12,500 public trees, which include those trees growing in the public right-of-way such as parkways, sidewalks, and street medians, as well as trees growing in City parks. All public trees are maintained by the City of West Hollywood's Facilities and Field Services Division (City of West Hollywood 2010).

WILDLIFE

The City of West Hollywood is fully developed with urban uses and has very little, if any undisturbed native vegetation. As a result, the diversity of native terrestrial animal species is very low. While no formal biological studies have been conducted to document species of wildlife found in the City for this EIR, the animal species in the City are likely to be dominated by common native and nonnative animal species that thrive in an urban environment.

The level of development in the City supports an environment for nonnative terrestrial mammal species and provides little opportunity for resident native species. Nonnative mammals that may potentially occur in the City include the house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), black rat (*Rattus rattus*), Virginia opossum (*Didelphis virginiana*), and domestic cats and dogs. Some native terrestrial mammal species may occur within the City, especially in those areas closest to the foothills of the Santa Monica Mountains and among those mammals adaptable to human presence. These species include the California ground squirrel (*Spermophilus beecheyi*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and Botta's pocket gopher (*Thomomys bottae*). Generally, however, the numbers and kinds of mammals found within the City limits are low. Due to the highly urbanized nature of the City, the potential for overland wildlife movement through the majority of the City would be highly restricted.

Due to the urbanized nature of the City, the abundance and diversity of reptile and amphibian species are also very low, as this group of animals is particularly susceptible to exposure and lack of suitable habitat. Species that may potentially be found within the City include the southern alligator lizard (*Elgaria multicarinata*) and western fence lizard (*Sceloporus occidentalis*). These species are somewhat adaptable to human developments, especially where there is dense vegetation or other cover.

Due to their mobility and range of travel, avian species tend to be more abundant and conspicuous than other animals. There are migratory birds that pass through the City while moving from wintering grounds in the south to breeding grounds in the north. The number of resident bird species in the City is low due to the lack of undisturbed habitat.

3.3.2 REGULATORY SETTING

The following federal, state, and local regulations establish a framework for conservation of West Hollywood's biological resources.

FEDERAL REGULATIONS

Federal Endangered Species Act

The federal Endangered Species Act (FESA), administered by the U.S. Fish and Wildlife Service (USFWS), was established to protect wildlife species and habitats from extinction and diminishment. FESA applies to federally listed species and habitat occupied by federally listed species. FESA Section 9 forbids acts that directly or indirectly harm listed species. Section 9 also prohibits taking of any species of wildlife or fish listed as endangered. These restrictions apply to all federal agencies and all persons subject to U.S. jurisdiction. Specifically, Section 9 (16 United States Code (USC) 1538) identifies prohibited acts related to endangered species, and prohibits all persons, including federal, state, and local governments, from taking listed species of fish and wildlife, except as specified under the provisions for exemptions (16 USC 1539). The term "take" is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct (16 USC 1532[18]).

Migratory Bird Treaty Act of 1918

The Migratory Bird Treaty Act (MBTA) (16 USC 703) implements various treaties and conventions between the United States, Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the MBTA, the taking, killing, or possessing of migratory birds is unlawful unless expressly permitted by other federal regulations. The MBTA provides that it is unlawful to pursue, hunt, take, capture, or kill any migratory bird, part, nest, egg, or product.

Clean Water Act

Congress passed the Federal Water Pollution Control Act Amendments of 1972 and the Clean Water Act (CWA) of 1977 to provide for the restoration and maintenance of the chemical,

physical, and biological integrity of the nation's lakes, streams, and coastal waters. Primary authority for the implementation and enforcement of the CWA (33 USC 1251) now rests with the U.S. Environmental Protection Agency (EPA) and to a lesser extent, the U.S. Army Corps of Engineers (USACE). In addition to the measures authorized before 1972, the CWA implements a variety of programs, including federal effluent limitations and state water quality standards, permits for the discharge of pollutants and dredged and fill materials into navigable waters, and enforcement mechanisms. Section 404 of the CWA is the principal federal program that regulates activities affecting the integrity of wetlands. Section 404 prohibits the discharge of dredged or fill material in jurisdictional waters of the U.S. unless permitted by USACE under individual permits or general permits, or unless the discharge is exempt from regulation.

STATE REGULATIONS

California Endangered Species Act

The California Endangered Species Act (CESA) (Fish and Game Code, Section 2050 et seq.) generally parallels the main provisions of FESA and is administered by the California Department of Fish and Game (CDFG). Under CESA, the term "endangered species" is defined as a species of plant, fish, or wildlife that is "in serious danger of becoming extinct throughout all, or a significant portion of its range" and is limited to species or subspecies native to California. CESA prohibits the taking of listed species, except as provided in state law. Specifically, Section 2053 of CESA prohibits projects that would jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat that would prevent jeopardy. Any future development or redevelopment in the City that has the potential to affect wildlife is subject to the restrictions contained in CESA.

USFWS and CDFG Regulations

USFWS and CDFG oversee regulations protecting wildlife resources. Special permits are required for alteration, dredging, or activity in any lake, stream, or wetland, as well as other activities that may affect fish and game habitat. Both agencies also regulate impacts to sensitive plant and animal species.

LOCAL PLANS AND POLICIES

City of West Hollywood Municipal Code

Section 11.36.010 of the West Hollywood Municipal Code requires any person, firm, or corporation (other than the City, or persons acting under the City's authority) to obtain a permit before planting, trimming, pruning, cutting, breaking, defacing, destroying, burning, or removing any shade or ornamental tree, hedge, plant, shrub or flower growing, or planted to grow upon any public highway, public ground, or public property within the City of West Hollywood.

Heritage Tree Program

In 2006, the City adopted the Heritage Tree Program. The voluntary program establishes program goals, defines a Heritage Tree, establishes criteria for nominating a Heritage Tree, establishes a process for considering a Heritage Tree nomination, establishes two categories of Heritage Tree designation (Designated Heritage Tree and Protected Heritage Tree), and promotes public awareness by informing and educating the public of the benefits of Heritage Trees and trees in general.

3.3.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to biological resources would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.3.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

SENSITIVE SPECIES

As a built urban environment, West Hollywood does not support sensitive vegetation or wildlife habitat. Lacking these resources, no impacts to biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, **no impact** would occur.

RIPARIAN HABITAT OR OTHER SENSITIVE HABITATS

There are no riparian or sensitive habitats that are known to occur in the City of West Hollywood. Lacking these resources, no impacts to such biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, **no impact** would occur.

WETLANDS

Based on the Beverly Hills and Hollywood USGS 7.5-minute series Quadrangle Topographic maps, the City does not contain any blueline streams. The closest mapped blueline stream appears to be Ballona Creek located approximately 2 miles southeast of the West Hollywood City limits. Lacking these resources within City limits, no impacts to biological resources as a result of the goals, policies, and objectives of the General Plan will occur. Therefore, **no impact** would occur.

MOVEMENT OF WILDLIFE SPECIES

While some local movement of wildlife can be expected to occur throughout the City, the City of West Hollywood is not recognized as an existing or proposed Significant Ecological Area that links migratory wildlife populations, as designated by the County of Los Angeles (County of Los Angeles 2010). Additionally, land use changes under the proposed General Plan would occur

primarily on developed land that does not currently allow overland wildlife movement. Underutilized parcels that may be subject to development under the proposed General Plan would have little or no potential to support local migratory movement due to highly urbanized surrounding areas. Therefore, **no impact** would occur.

CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES

Implementation of the proposed General Plan would be subject to all applicable federal, state, regional, and local policies and regulations related to the protection of important biological resources. Specifically, development under the proposed General Plan would be required to comply with the following policies and regulations:

- Federal Endangered Species Act
- Federal Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code
- California Environmental Quality Act - Treatment of Listed Plant and Animal Species
- City of West Hollywood Municipal Code - Street Trees/Public Trees
- City of West Hollywood Heritage Tree Program

Potential impacts resulting from development under the proposed General Plan may include removal and replacement of street trees. Per the City's Municipal Code regulations on the treatment of street trees and trees on public lands, as well as the requirements under the Heritage Tree Program, new development would be required to replace any street trees and vegetation permitted for removal as a result of an individual development project with another tree or trees, of a type and quality to be determined by the City. Furthermore, policies in the proposed General Plan require new development projects to install street trees consistent with the City's street tree specifications along public sidewalks adjacent to the project site where such street trees do not currently exist or where replacement is needed.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations, program-level impacts related to conflicts with adopted plans or ordinances for biological resources would be

less than significant. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

HABITAT CONSERVATION PLAN/NATURAL COMMUNITY CONSERVATION PLAN

There is no habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plans that apply to the City. Therefore, the proposed General Plan would have **no impact** on conflicts with habitat conservation or other habitat plans.

3.3.5 MITIGATION MEASURES

Impacts to biological resources as a result of the goals, policies, and objectives of the project are less than significant at this Program EIR level of analysis. Therefore, no mitigation measures are required. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.3.6 SIGNIFICANCE AFTER MITIGATION

There are no significant and unavoidable impacts related to biological resources from implementation of the project. Impacts to biological resources resulting from individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.4 CULTURAL RESOURCES

This section identifies and evaluates the potential impacts to cultural resources associated with the proposed West Hollywood General Plan update. Cultural resources include archaeological, historic architectural, and ethnographic resources. A summary of existing conditions includes a brief historic overview to provide a context for understanding the types of cultural resources found within West Hollywood. Known cultural resources include historic buildings and districts, archaeological sites, and ethnic resources. In addition, a summary of the regulatory setting including applicable state laws and local designations is provided. The resources discussed herein are considered as they are within the context of Section V, Cultural Resources, in Appendix G of the State CEQA Guidelines (Environmental Checklist Form). Potential environmental impacts associated with implementation of the proposed General Plan, and appropriate mitigation measures where applicable, are described. The primary source of information contained in this section is the *Cultural Resources Assessment for the Proposed West Hollywood General Plan Project* (AECOM 2010).

3.4.1 EXISTING ENVIRONMENTAL SETTING

HISTORIC OVERVIEW

West Hollywood's historical development was focused in two areas: the western reaches of Hollywood and a small town called Sherman. Eastern portions of current-day West Hollywood, as well as immediately surrounding communities, rest upon land that constituted part of Rancho La Brea, granted by the Mexican government in 1828. By the late 1800s, the area that is now the City of West Hollywood began developing an agricultural economy.

The town of Sherman was originally settled on 12 acres of land north of Santa Monica Boulevard, on former barley fields. In the 1890s, as part of his strategy for developing new housing to support the growing Los Angeles metropolis, Moses H. Sherman extended a new line of his Pacific Electric Railway Company along Santa Monica Boulevard through the area. The Metro site near the corner of Santa Monica and San Vicente Boulevards was used as the company's headquarters and rail yards, providing employment for nearby residents and helping the modest village of Sherman to prosper and grow through the next several decades. By 1910, a small commercial district flourished along Santa Monica Boulevard to serve the community of 900. Establishments included the First National Bank of Sherman, a post office, hotel, pool halls, and markets. Most of these buildings were removed in the 1920s as part of a street widening project headed by the Sherman Chamber of Commerce.

In the early 20th century, the newly-emerging film industry spurred change in all of the communities surrounding Hollywood. Newcomers were attracted by the thriving film, oil and transportation industries, and the population of Sherman rose quickly. By 1919, "West Hollywood" was generally considered the area bounded by Beverly Boulevard, La Brea Avenue, Sunset Boulevard, and Doheny Drive, which included Sherman. Although the nearby town of Hollywood was annexed to the City of Los Angeles is 1910, the town of Sherman voted against annexation by a narrow majority in 1924. The following year, the town of Sherman voted to change its name to West Hollywood, both maintaining its individual identity and merging its future with that of its neighbors to the east.

The growth of the motion picture industry would have a profound impact on Sherman. Both United Artists Studios, founded in 1919, and the Silent Dramas Syndicate established themselves in Sherman. In the same year, Jesse D. Hampton created a full-fledged studio with a stage and back-lot at Formosa and Santa Monica Boulevard. The studio would eventually be known as Mary Pickford Studios, United Artists, Warner Hollywood, and now simply "The Lot." This emerging identity as a center of entertainment – both for production and nightlife – served as a bridge between the communities of Hollywood and Beverly Hills over time. West Hollywood provided a substantial amount of worker housing for this industry. It also served as a significant production center and as a backdrop for location filming.

The growth in automobile ownership and desire for single-family homes in the Roaring Twenties led to rapid expansion of roads and neighborhood development, determining much of the street and development pattern that survives in West Hollywood today. Neighborhood development flanking Santa Monica Boulevard was particularly dramatic between 1922 and 1926.

The Sunset Strip emerged in the early 20th century as a fashionable district for entertainment and hospitality, drawing a large residential and visitor population. Elegant apartment complexes to house Hollywood's new elite began to pop up in the areas surrounding the Strip. Sunset Plaza provided high-end shopping entertainment. The Sunset Strip was also the home of talent agencies and the Screen Actors Guild. Adorned with clubs, billboards and movie stars, the success of the Sunset Strip continued for decades.

With the rise of the movie industry and the onset of Prohibition in 1920, the portion of Sunset Boulevard that ran through unincorporated West Hollywood, with its loose County regulations and lax law enforcement, would eventually be the perfect venue for the development of entertainment industry-related nightlife. Nightclubs such as the Trocadero, the Mocambo, and Ciro's flourished from the thirties through the 1940s. The Strip's association with the movie

business was amplified and broadcast by the use of local businesses and sites as filming locations. Indeed, it was West Hollywood's Sunset Strip, not Hollywood Boulevard, that best represented the glamorous and hedonistic image of the entertainment industry's culture in this period.

By mid-century, the Pacific Electric Railway on Santa Monica Boulevard had been gradually dismantled, replaced to some extent by buses but mostly by private automobile traffic. The Railway tracks were still visible on parts of Santa Monica Boulevard until its reconstruction in the 1990s. Further, the physical transformation brought by the Railway and other attractions had forever changed the area from a rural to an urban community.

World War II signaled the end of the free-wheeling extravagant "Hollywood" lifestyle, as the entertainment district of the Sunset Strip took a downturn, and clubs began to close. This was partly the result of more "home-based" forms of entertainment as the television industry grew. Political reform and the McCarthy era also led to lower profiles among celebrities.

In the 1960s and 1970s a new wave of clubs opened as the music industry gravitated to the Strip. The Rainbow, Roxy, Gazzarri's and the Whiskey-A-Go-Go were established in this period and spurred a vibrant music scene that extends to the Troubadour on Santa Monica Boulevard and continues today. More recently, in addition to its lively entertainment scene, the Strip has experienced a wave of new designer hotels and star-chefs, with the arrival of The Standard hotel and major renovations at the Mondrian, Argyle, Hyatt, and The London.

Interior design and decorating established an early local presence in West Hollywood by the 1950s. Most of these businesses were located along portions of Robertson Boulevard and Beverly Boulevard. Beginning in the early 1940s, furnishing showrooms that had historically only located downtown started to seek less expensive storefront space in this area. Clark & Burchfield opened a space in 1945 and, in 1949, Herman Miller opened a showroom, designed by Charles Eames, on Beverly Boulevard.

Over the course of the next two decades, the area along Beverly and Robertson grew into a vibrant local design center that eventually extended along Melrose Avenue as well. The interior design community was supported by local craft and manufacturing shops. The initial phase of construction of the Pacific Design Center, a wholesale design market open only to the trades, was designed by acclaimed architect Cesar Pelli on the former site of the Sherman Rail Yard and completed in 1975. The second phase was completed in 1988, with a third phase having begun

construction in 2007. The opening of the Pacific Design Center reaffirmed West Hollywood's position as an industry leader in design, and it maintains that status today.

A setting characterized by design, bohemia, low rents, and lack of government oversight (including the area's location outside the jurisdiction of the Los Angeles City Police Department, notorious for its harassment of gays and minorities) facilitated an artful play of progressive, open, and accepting activities that supported the rising Los Angeles gay community. Storefronts all along Santa Monica Boulevard began to cater to the needs of this community, abandoning the light industry and manufacturing that had preceded it throughout the first half of the twentieth century. West Hollywood, along Santa Monica Boulevard, was so clearly identified as the epicenter of local gay culture, particularly gay male culture, that parts of it became known simply as "Boystown." The development of this strong community identification would provide additional fuel and power in the political drive for Cityhood. In the wake of cityhood and the establishment of progressive municipal laws and policies, West Hollywood has grown into an ever more attractive destination and home to the LGBT community.

In the last decades of the twentieth century, West Hollywood became a regional population center for Jews from the former Soviet Union. As of 1998, the City was home to between three and four thousand Jewish immigrants from the former Soviet Union. The immigrant community was likely attracted to West Hollywood by two combined factors: the abundance of rental housing east of Fairfax Avenue and that area's proximity to the established Los Angeles Jewish community in the Fairfax district immediately to the south. The affordability of rental housing in West Hollywood, institutionalized after cityhood, along with the new City's progressive social policies and programs certainly underscored the value of that choice.

In a region largely dedicated to homeownership in the conventional form of the freestanding single-family residence, West Hollywood presented a unique situation: renters represented 85% of the area's population in 1978. After failed attempts at incorporation in 1956, 1962, and 1966, with the combined pressure of rising real estate costs and existing County rent control legislation set to expire in 1985, West Hollywood was ripe for the political push for the local control of cityhood. The Coalition for Economic Survival, the aging local Jewish community, and the young gay community, with the leadership of Ron Stone, joined forces to advance a referendum on cityhood before local voters. The referendum passed with a strong majority, and West Hollywood was incorporated as an independent city on November 29, 1984.

In 1984, the newly-minted City of West Hollywood had a population that consisted of the following non-mutually exclusive segments: 50% Jewish, 33% gay, 85% renting tenants, and

roughly 40% senior citizens. The newly organized City government promptly adopted a series of socially and politically progressive ordinances to protect tenants' rights, gay and lesbian rights, and civil and human rights. The City has established itself on the cutting edge of important social movements both as a community and as a municipality. Called "the creative city" for its collection of art, design and architecture, it is also creative in its personal and compassionate approach to governance and service to the community.

CULTURAL RESOURCES

The underlying reason for assessment and protection of cultural resources is the recognition, by citizens and governments at all levels, that such resources have value and should be retained as functional parts of modern life. The cultural resources located in West Hollywood give the City its special character and cultural depth. Some cultural resources contain information whose study can provide unique insights about the community's past and help answer broad questions about history.

Cultural resources were identified through archival records searches and research. A records search was conducted at the South Central Coastal Information Center (SCCIC) in Fullerton on February 4, 2010. The records search revealed 28 cultural resource investigations previously conducted within or intersecting with West Hollywood. These investigations included 12 SCCIC records search studies and 16 cultural resources surveys.

The archival research focused on the identification of previously recorded cultural resources within West Hollywood. The archival research included review of archaeological site records, previous cultural resource reports, historic maps, and historic architectural and property inventories. The records search provided site records for 17 properties and districts, all constructed between the early and mid-20th century. The California Office of Historic Preservation's Historic Resources Inventory listed 257 historic resources documented in either historic surveys or project reviews, of which 121 were evaluated as having local, state, or national significance. The City has 77 locally designated historical resources on file, with 17 of these listed in the National Register of Historic Places (NRHP).

Archaeological Resources

No archaeological resources were identified within the planning area. However, the planning area is located within the Los Angeles Basin, part of the Los Angeles–Santa Ana prairies, a sensitive setting that was seasonally exploited by indigenous peoples prehistorically. While the area has undergone extensive development in the 20th and 21st centuries, the planning area

possesses a high potential to contain buried cultural resources, including historic and prehistoric artifacts and features and human remains.

Ethnographic Resources

The Native American Heritage Commission (NAHC) conducted a check of its Sacred Lands File for the affected planning area on February 11, 2010. The search failed to indicate "the presence of Native American cultural resources in the immediate project area." However, the absence of specific site information in the Sacred Lands File does not preclude the possibility of cultural resources within the planning area. Contact letters were sent to individuals listed by the NAHC as potentially having an interest in the Project. No comments have been received to date.

Architectural Resources

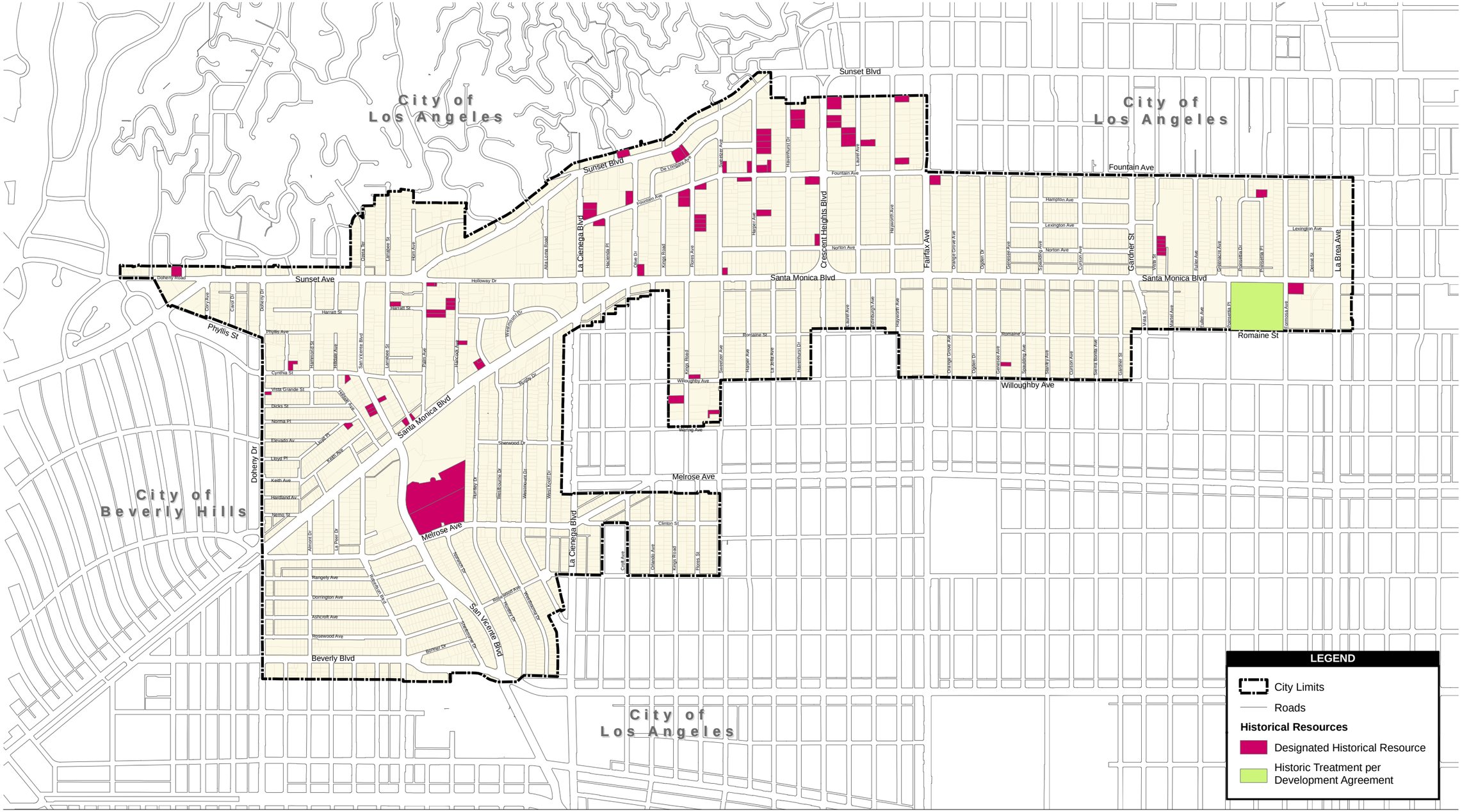
In 2007, West Hollywood was designated as one of the National Trust for Historic Preservation's Dozen Distinctive Destinations, an annual list of unique and preserved communities in the United States. West Hollywood has several historical resources listed in the NRHP and California Register of Historical Resources (CRHR) as well as locally designated resources (Figure 3.4-1; for a complete listing, see Appendix C). These include several residential, hotel, and other commercial buildings, and historic districts. The R. M. Schindler House, the Lloyd Wright Home and Studio, The Savoy Plaza, the North Harper Historic District, and Sunset Tower are all listed in the NRHP for their distinctive architectural features. Other historic landmarks include the Sunset Strip, the Pacific Design Center, the Pickford Fairbanks Studio, the United Artists Studio, the Cristofelles Lace Factory, and several large apartment buildings. These landmarks reflect the significant historical development of West Hollywood, particularly from the 1900s through the 1920s.

3.4.2 REGULATORY SETTING

FEDERAL REGULATIONS

National Historic Preservation Act

Enacted in 1966, the National Historic Preservation Act (NHPA) established the NRHP program under the Secretary of the Interior, authorized funding for state programs with provisions for pass-through funding and participation by local governments, created the Advisory Council on Historic Preservation, and established the Section 106 review process for protecting historic resources. The goal of the Section 106 review process is to offer a measure of protection to sites that are determined eligible for listing in the NRHP. As part of this process, The Secretary of the



Source: City of West Hollywood 2010

1,250 625 0 1,250 Feet

Scale: 1 = 15,000; 1 inch = 1,250 feet

Figure 3.4-1
Designated Historical Resources in the City of West Hollywood

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Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Preserving Historic Buildings (Secretary's Standards) were developed to provide guidance to federal agencies in reviewing potential impacts to historic resources. The NHPA provides the legal framework for most state and local preservation laws.

STATE REGULATIONS

California Environmental Quality Act (CEQA)

Historical resources are recognized as part of the environment under CEQA (PRC Sections 21002(b), 21083.2, and 21084.1). Under CEQA, the lead agency is responsible for determining whether a project may have a significant effect on historical and archaeological resources. If it can be demonstrated that a project will cause damage to a historical resource or a unique archaeological resource, the lead agency may require that reasonable efforts be taken to preserve these resources in place or provide mitigation measures.

CEQA Guidelines, California Code of Regulations Title 14, Section 15064.5

CEQA Guidelines provide definitions that qualify a "historical resource" if it is:

1) Listed in the CRHR.

   The CRHR was created by the state legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. There are several ways in which a resource can be listed in the CRHR, which are codified under Title 14 California Code of Regulations (CCR), §4851 as follows:

   a. A resource can be listed in the CRHR by the State Historical Resources Commission.

   b. If a resource is listed in or determined eligible for listing in the NRHP, it is automatically listed in the CRHR.

   c. If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the CRHR.

   Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent evaluation process for all public agencies statewide. A resource may be eligible for inclusion in the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history or cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

A resource must also retain the integrity of its physical identity that existed during its period of significance. Integrity is evaluated with regard to retention of location, design, setting, materials, workmanship, feeling, and association.

In addition to the above criteria, a resource less than 45 years old may be listed in the CRHR if it falls under the category of Special Considerations (PRC §5024.1, Title 14 CCR, §4852[d][2]). If it can be demonstrated that sufficient time has passed to evaluate the historical importance of a resource, it may be found eligible for the CRHR.

2) Determined eligible for the CRHR by the State Historical Resources Commission.

3) Included in a local register of historical resources.

Per PRC §5020.1(k): "Local register of historic resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

4) Identified as significant in an historical resource survey meeting the requirements of PRC §5024.1(g).

A resource identified as significant in a historical resource survey may be listed in the CRHR if the survey meets all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with office procedures and requirements.

3. The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on Department of Parks and Recreation (DPR) Form 523.

4. If the survey is 5 or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

5) Determined by a Lead Agency to be historically significant.

According to CEQA Guidelines §15064.5(a)(3), "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the CRHR (PRC §5024.1, Title 14 CCR, §4852)" and it retains sufficient integrity.

California Historical Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have been determined to have statewide historical significance. Typically, CHLs reflect well-known places or events in California history such as the missions, battlegrounds, or gold rush sites. All CHLs are of statewide significance and meet one of the following criteria:

- Be the first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California).
- Be associated with an individual or group having a profound influence on the history of California.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are buildings, structures, sites, or features of local (city and county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. The criteria for designation of Points of Historical Interest are the same as those that govern the CHL program.

Public Resources Code 5097.5

Section 5097.5 of the California PRC prohibits excavation or removal of any "vertebrate paleontological site or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands." Section 30244 requires reasonable mitigation of adverse impacts to paleontological resources from development on public land. Penal Code Section 623 spells out regulations for the protection of caves, including their natural, cultural, and paleontological contents. It specifies that no "material" (including all or any part of any paleontological item) will be removed from any natural geologically formed cavity or cave.

Public Resources Code 5097.98

This section discusses the procedures that need to be followed upon the discovery of Native American human remains. The NAHC, upon notification of the discovery of human remains by the Coroner, is required to notify those persons it believes to be most likely descended from the deceased Native American. It enables the descendant to inspect the site of the discovery of the Native American human remains and to recommend to the land owner (or person responsible for the excavation) means of treating, with dignity, the human remains and any associated grave goods.

Health and Safety Code 7050.5

This code establishes that any person who knowingly mutilates, disinters, wantonly disturbs, or willfully removes any human remains in or from any location without authority of the law is guilty of a misdemeanor. It further defines procedures for the discovery and treatment of Native American remains.

Health and Safety Code 8010-8011

This code is intended to provide consistent state policy to ensure that all California Indian human remains and cultural materials are treated with dignity and respect. The code extends policy coverage to nonfederally recognized tribes and federally recognized groups.

AB 2641

This section provides procedures for private land owners to follow upon discovering Native American human remains. Land owners are encouraged to consider culturally appropriate measures if they discover Native American human remains as set forth in California PRC 5097.98. Assembly Bill (AB) 2641 further clarifies how the land owner should protect the site both immediately after discovery and into the future.

Senate Bill 18

Because the proposed Project would result in an update to the West Hollywood General Plan, the Project is required to comply with Senate Bill (SB) 18 (Government Code Sections 65352.3, 65352.4), which requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. Accordingly, the City of West Hollywood Community Development Department initiated tribal consultation in accordance with the State of California Tribal Consultation Guidelines. With the information currently available, no known Native American cultural places would be affected by the proposed Project.

LOCAL PLANS AND POLICIES

City of West Hollywood Historic Preservation Ordinance

The City adopted the Historic Preservation Ordinance (Ordinance) in 1989 as part of the Municipal Code (Title 19, Article 19-4, Chapter 19.58). The Ordinance outlines goals to preserve cultural resources in the City, including the designation criteria and the establishment of a governing commission.

Historic Preservation Commission

The Historic Preservation Commission (HPC) updates the City's Historic Resources Survey and recommends to the Planning Commission and City Council the designation of cultural resources.

The HPC (formerly Cultural Heritage Commission) was created on November 6, 1989, and consists of five members appointed directly by a Council member and two members appointed by the Council as a whole (at-large). All members appointed serve a 2-year term, commencing on June 1 following a general election. Members have a significant interest in the City such as residency, business or residential ownership, economic involvement, or some other valid link as determined by the City Council. All members of the HPC have a demonstrated interest or competence in, or knowledge of, historic preservation and the cultural resources of the City. HPC members are not officers or employees of the City.

The powers and duties of the HPC are outlined in West Hollywood Municipal Code Section 2.40.100 et seq. and include periodically updating the City's Historic Resources Survey and recommending to the City Council the designation of cultural resources including structures, portions of structures, improvements, natural features, landmarks, sites, objects, historic districts, multiple resources, or thematic groupings of structures sharing common characteristics or uses, and recommending certificates of appropriateness to the Planning Commission.

Criteria for Designation of Cultural Resources

The HPC may approve the nomination and recommend to the City Council the designation of a cultural resource or historic district if it finds that the cultural resource meets one or more of the following criteria:

A. *Exemplifies Special Elements of the City.* It exemplifies or reflects special elements of the City's aesthetic, architectural, cultural, economic, engineering, political, natural, or social history and possesses integrity of design, location, materials, setting, workmanship feeling, and association in the following manner:

   1. It embodies distinctive characteristics of a period, method, style, or type of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

   2. It contributes to the significance of a historic area by being:

      a. A geographically definable area possessing a concentration of historic or scenic properties; or

      b. A thematically related grouping of properties that contribute to each other and are unified aesthetically by plan or physical development; or

3. It reflects significant geographical patterns, including those associated with different eras of growth and settlement, particular transportation modes, or distinctive examples of community or park planning; or

4. It embodies elements of architectural design, craftsmanship, detail, or materials that represent a significant structural or architectural achievement or innovation; or

5. It has a unique location or singular physical characteristic or is a view or vista representing an established and familiar visual feature of a neighborhood, community, or the city; or

B. *Example of Distinguishing Characteristics.* It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or

C. *Identified with Persons or Events.* It is identified with persons or events significant in local, state, or national history; or

D. *Notable Work.* It is representative of the work of a notable architect, builder, or designer.

Except as outlined below, the criteria and procedure for designating a historic district is the same as for designating individual cultural resources as above.

A. *Historic Resources Survey.* As part of the nomination for designating a historic district, a historic resources survey shall be prepared identifying all contributing resources and noncontributing resources. If not otherwise designated, all cultural resources listed in a designated historical district will be considered "contributing." The survey may also identify contributing landscaping, natural features, or sites. The survey shall be reviewed in accordance to the designation procedures listed below. The survey shall identify the manner in which the proposed district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development within the period of significance and within the context of the district.

B. *Finding of Contribution.* Each cultural resource within a proposed historic district must be identified as a contributing resource. If a resource is individually designated, it is then automatically considered a contributing resource within the district that includes it.

3.4.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed Project related to cultural resources would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Cause a substantial adverse change in the significance of a historical resource;
- Cause a substantial adverse change in the significance of an archaeological resource;
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA Guidelines §15064.5(b), *Determining the Significance of Impacts to Historical Resources and Unique Archaeological Resources*, stipulates that a project would result in a significant impact if it causes a substantial adverse change in the significance of a historical resource based on the following criteria established by the CEQA Guidelines:

(b) A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration in the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired.

(2) The significance of a historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics [of a historical resource] that account for its inclusion in a local register of historical resources (pursuant to PRC §5021.1[k]), or its identification in a historical resources survey meeting the criteria in PRC §5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the [California Register] as determined by a lead agency for purposes of CEQA.

(3) Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (NPS 1995) shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

(5) When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

3.4.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

HISTORICAL RESOURCES

The City of West Hollywood has several historical resources listed in the NRHP and CRHR as well as locally designated resources (see Figure 3.4-1). Appendix C contains a complete listing of the City's historic resources. Historic resources include several residential, hotel, and other commercial buildings, and historic districts. The R. M. Schindler House, the Lloyd Wright Home and Studio, The Savoy Plaza, the North Harper Historic District, and Sunset Tower are all listed in the NRHP for their distinctive architectural features. Other historic landmarks include the Sunset Strip, the PDC, the Pickford Fairbanks Studio, the United Artists Studio, the Cristofelles Lace Factory, and several large apartment buildings. These landmarks reflect the significant historical development of West Hollywood, particularly from the 1900s through the 1920s.

Future development potential in West Hollywood primarily exists within five commercial subareas and in other limited locations throughout the City where existing development has not

reached the development potential allowed by existing General Plan designations. Future development within the City will primarily take the form of redevelopment, infill development, and adaptive reuse of structures focused in the five commercial subareas. Development pursuant to implementation of the proposed General Plan could impact designated historic resources. Actions that could directly affect historical structures include demolition, seismic retrofitting, and accidents or vibration caused by nearby construction activities. However, policies in the proposed General Plan include a variety of actions aimed at protecting historic resources. The Historic Preservation Element, in particular, contains policies specifically written to address impacts to cultural, historic, and archaeological impacts. Proposed policies include the following:

- Assisting the West Hollywood Library in developing an archive of historic documents associated with West Hollywood.
- Maintaining an internal resource center containing a collection of relevant historic documents.
- Continuing to revise and update the West Hollywood Historic Resources Survey.
- Seeking designation of eligible properties as West Hollywood Cultural Resources and/or Historic Districts.
- Providing assistance in applications for designated West Hollywood Cultural Resources to be nominated as properties in the California and National Registers.
- Coordinating with City staff from various fields so that historic preservation goals are recognized, taking into consideration the implications historic preservation can have on other established City goals such as affordable housing.
- Revising and updating the Historic Preservation Element of the West Hollywood General Plan on a regular basis.
- Ensuring the protection of cultural resources through enforcement of existing codes.
- Coordinating Section 106 (National Historic Preservation Act) procedures with other environmental review procedures.
- Developing post-disaster response policies and plans for designated cultural resources.
- Allowing for the adaptive reuse of cultural resources.
- Educating the public about the history of West Hollywood.
- Memorializing significant people, places, and events in the history of West Hollywood through plaques and public art.

- Maintaining information on cultural resources on its website.
- Maintaining a resource library that includes technical information on the treatment of historic properties.
- Considering providing relief from some taxes and fees.
- Exploring new financial incentives such as grants and loans for maintenance, rehabilitation or restoration of cultural resources.
- Evaluating programs for opportunities to underwrite the maintenance, rehabilitation or restoration of cultural resources.
- Reevaluating the Transfer of Development Rights Program.
- Considering directing capital improvement funds towards the preservation and enhancement of cultural resources and historic districts.
- Working with business and professional groups to incorporate cultural resources into their promotions of business and tourism.
- Incorporating goals and objectives related to cultural resources into public and private plans for economic development.
- Suspending development activity when archaeological resources are discovered during construction and retaining a qualified archaeologist to oversee the handling of resources in coordination with appropriate local and state agencies and organizations and local Native American representatives, as appropriate

With adherence to and implementation of regulations, and proposed General Plan policies, program-level historical resources impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

ARCHAEOLOGICAL RESOURCES AND HUMAN REMAINS

No archaeological resources were identified within the City of West Hollywood. However, the City is located within the Los Angeles Basin, part of the Los Angeles–Santa Ana prairies, a sensitive setting that was seasonally exploited by indigenous peoples prehistorically. While the area has undergone extensive development in the 20th century, the City possesses a high potential to contain buried cultural resources, including historic and prehistoric artifacts and features and human remains.

Future development potential in West Hollywood primarily exists within five commercial subareas and in other limited locations throughout the City where existing development has not reached the development potential allowed by existing General Plan designations. Future development within the City will primarily take the form of redevelopment, infill development, and adaptive reuse of structures focused in the five commercial subareas. Development pursuant to implementation of the proposed General Plan would involve excavation and earth-moving activities which could impact previously unidentified archaeological resources or human remains. However, policies in the proposed General Plan include a variety of actions aimed at protecting archaeological and cultural resources. As indicated in the analysis on historic resources, the Historic Preservation Element, in particular, contains policies specifically written to address impacts to cultural, historic, and archaeological impacts.

With adherence to and implementation of regulations, and proposed General Plan policies, program-level archaeological resource impacts and human remains impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures will be placed on the project as conditions of approval.

3.4.5 MITIGATION MEASURES

After implementation of existing state and local requirements, as well as implementation of policies and programs of the proposed General Plan, there would be no significant impacts related to cultural resources at this Program EIR level of analysis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.4.6 SIGNIFICANCE AFTER MITIGATION

With adherence to and implementation of the proposed General Plan policies, the potential impacts to historic, archaeological resources, and human remains will be reduced to a **less-than-significant** level at the General Plan program level.

Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

This section describes existing geology, soils, and mineral resources within the City of West Hollywood. Geology, soils, and mineral resources are discussed, and potential environmental impacts associated with implementation of the proposed project, and mitigation measures where appropriate, are described. Information presented in this section was primarily drawn from the *Geologic and Seismic Technical Background Report* (KFM GeoScience 2010), which is included as Appendix D of this EIR.

3.5.1 EXISTING ENVIRONMENTAL SETTING

GEOLOGY

The City of West Hollywood is underlain primarily by Quaternary-aged alluvial fan deposits. These units are differentiated by age, with the oldest dating from the mid- to late-Pleistocene (Yerkes and Campbell 2005). This recent alluvium resulted from erosion of the Santa Monica Mountains, which are part of the east-west-trending Transverse Range Geologic Province. Underlying the recent alluvium is the Southwestern Block of the Los Angeles Basin, which consists mainly of marine clastic and organic sedimentary strata of middle Miocene to recent epoch (from 14.5 to 1.7 million years ago), including igneous rocks of middle Miocene epoch.

The alluvial sediments occur in deposits that are vertically and horizontally cut into each other as a result of periods of stream erosion and subsequent alluvial deposition. The alluvial soils consist of a mixture of sand, silt, clay, and gravels that are punctuated with a series of buried and stacked relic soils. The buried soils are generally conspicuous as reddish brown in color and typically are clay enriched due to extended exposure at the ground surface. The alluvium and sequences of stacked and buried soils are thickest along the southern City boundary and gradually thin toward the north. The alluvial soils are typically coarser grained (sandier) near the base of the hills and become finer grained (silty and clayey) in the southern portion of the City. Prior to development, a marsh existed within the alluvial plain currently incorporated as part of the City. The withdrawal of groundwater via pumping in the 1920s from this area contributed to the drying of the marsh. Organic-rich sediments containing soft clays were likely deposited in this area while the marsh was present (KFM GeoScience 2010).

Minor accumulations of undocumented fill, ranging in thickness from a few feet to up to about 20 feet, are common at sites along the Sunset Boulevard corridor. The undocumented fills generally consist of mixtures of sand, silt, and clay typically derived from local sources.

The northernmost portions of the City are underlain by bedrock consisting of intrusive igneous rocks (typically quartz diorite) and metasedimentary rocks (typically slate) (KFM GeoScience 2010).

REGIONAL SEISMICITY AND FAULT ZONES

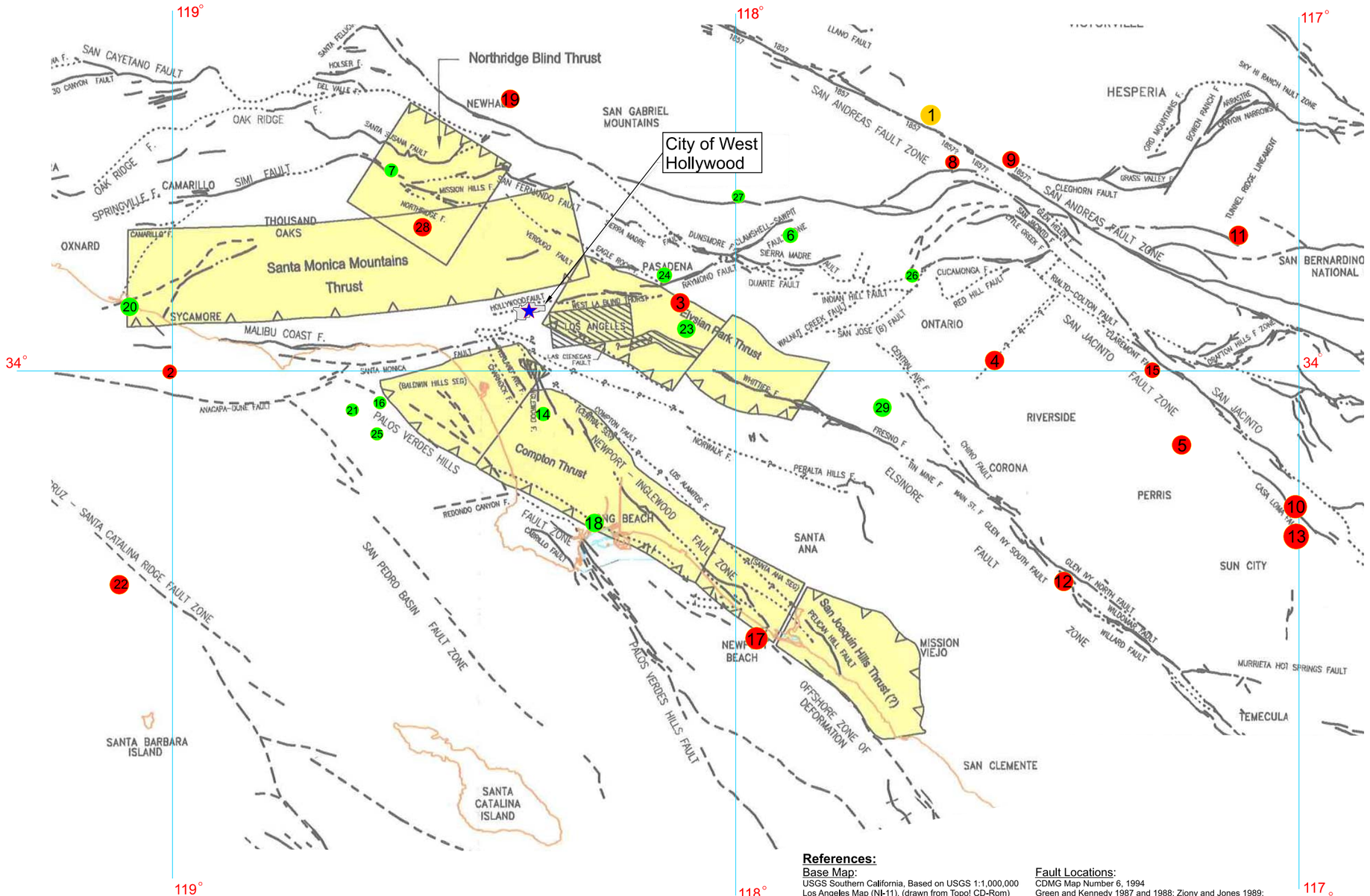
Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is fault ground rupture, also called surface faulting. Common secondary seismic hazards include ground shaking, liquefaction, and subsidence. Each of these potential hazards is discussed below. The City is located in a highly active seismic region of Southern California. Figure 3.5-1 shows the City relative to the mapped active and potentially active faults in Southern California. The faults that are considered to most influence the seismic exposure of the City include the Hollywood Fault, Santa Monica Fault, Newport-Inglewood Fault, and the Upper Elysian Blind Thrust faults. Seismic hazards in the City are discussed in more detail below.

The following sections provide an overview of seismic conditions and hazards in the City. Additional information on earthquakes and seismic hazards in the region may be found in the *Geologic and Seismic Technical Background Report* (Appendix D).

Fault Ground Rupture

Surface rupture is an actual cracking or breaking of the ground along a fault during an earthquake. Structures built over an active fault can be torn apart if the ground ruptures. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (see Section 3.5.2, "Regulatory Setting," below) was created to prohibit the location of structures designed for human occupancy across the traces of active faults, thereby reducing the loss of life and property from an earthquake. There are no Alquist-Priolo Earthquake Fault Zones within the boundaries of the City of West Hollywood (CGS 2010).

The Hollywood Fault is a reverse fault that is deeply buried, is concealed by dense urbanization, and directly underlies portions of the City. The Hollywood Fault is the eastern segment of the larger Santa Monica-Hollywood Fault System that represents the boundary between the northern Los Angeles Basin and the Santa Monica Mountains. A state-sponsored fault evaluation has not been conducted to define an Alquist-Priolo Earthquake Fault Zone along this fault due to the dense urbanization. In addition to the Hollywood Fault, studies have identified active subsidiary faults. The Hollywood Fault has not produced any damaging earthquakes during the historical



Legend

Approximate location of active and potentially active faults, dotted where concealed, querried where conjectural

Approximate surface projections of blind thrust faults. Open barbs represent the upper edge of blind thrust fault ramp; barbs point down dip

Site Location

Earthquake Epicenters

M 5.0 to 5.9

M 6.0 to 6.9

M 7.0 to 7.9

Historic Earthquake Events

1)	1812 Wrightwood	M7
2)	1827 Ventura County	M6
3)	1855 Los Angeles	M6?
4)	1858 San Bernardino	M6?
5)	1880 San Bernardino	M6
6)	1889 Monrovia	M5.5
7)	1893 San Fernando Valley	M5.9
8)	1894 n/o Pomona	M6
9)	1899 Cajon Pass	M5.7
10)	1899 San Jacinto	M6.4
11)	1907 San Bernardino	M6
12)	1910 Elsinore	M6
13)	1918 San Jacinto-Hemet	M6.8
14)	1920 Inglewood	M4.9
15)	1923 Loma Linda	M6
16)	1930 Santa Monica Bay	M5.2
17)	1933 Long Beach	M6.4
18)	1941 Gardena/San Pedro	M5.4
19)	1971 San Fernando	M6.6
20)	1973 Pt. Mugu	M5.9
21)	1979 Malibu	M5.1
22)	1981 Pt. Mugu	M5.9
23)	1987 Whittier-Narrows	M5.9
24)	1988 Pasadena	M5.0
25)	1989 Malibu	M5.2
26)	1990 Upland	M5.4
27)	1991 Sierra Madre	M5.8
28)	1994 Northridge	M6.7
29)	2008 Chino Hills	M5.4

References:

Base Map:
USGS Southern California, Based on USGS 1:1,000,000 Los Angeles Map (NI-11), (drawn from Topo! CD-Rom)

Earthqauke Epicenters:
CDMG SP 116, Fig. 1, Page 10.

Fault Locations:
CDMG Map Number 6, 1994
Green and Kennedy 1987 and 1988; Ziony and Jones 1989; Hauksson 1990; wright 1991; Jennings 1994; Dolan, et al. 1995, Grant et al. 1999

Source: Source mapping from CDMG Seismic Hazard Zone Map ofthe Hollywood Quadrangle (CDMG 1999a) and Beverly Hills Quadrangle (1999b) KFM Geoscience 2010

0 10 20 Miles

Figure 3.5-1
Regional Fault and Seismicity Map

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period and has had relatively minor microseismic activity. However, if the entire length of the Hollywood Fault ruptured, or if the fault ruptured together with other faults to the west (Santa Monica, Malibu Coast) or to the east (Raymond), earthquakes affecting the City and the surrounding region could result (KFM GeoScience 2010).

Figure 3.5-2 illustrates the locations of known faults within the City, and the locations of the City's Fault Precaution Zones. This figure also shows the approximate surface trace of the Santa Monica Fault, located near the southwest portion of the City. The fault trace indicated in Figure 3.5-2 represents the surface projection of the fault, which is believed buried beneath at least 1,000 feet of overburden material in this area. The Santa Monica Fault is not considered a significant ground surface rupture hazard east of Beverly Hills. As a result of the thickness of sediments and lack of surface expression of the fault, there is no fault precaution zone within the City associated with the Santa Monica Fault (KFM GeoScience 2010).

Seismic Ground Shaking

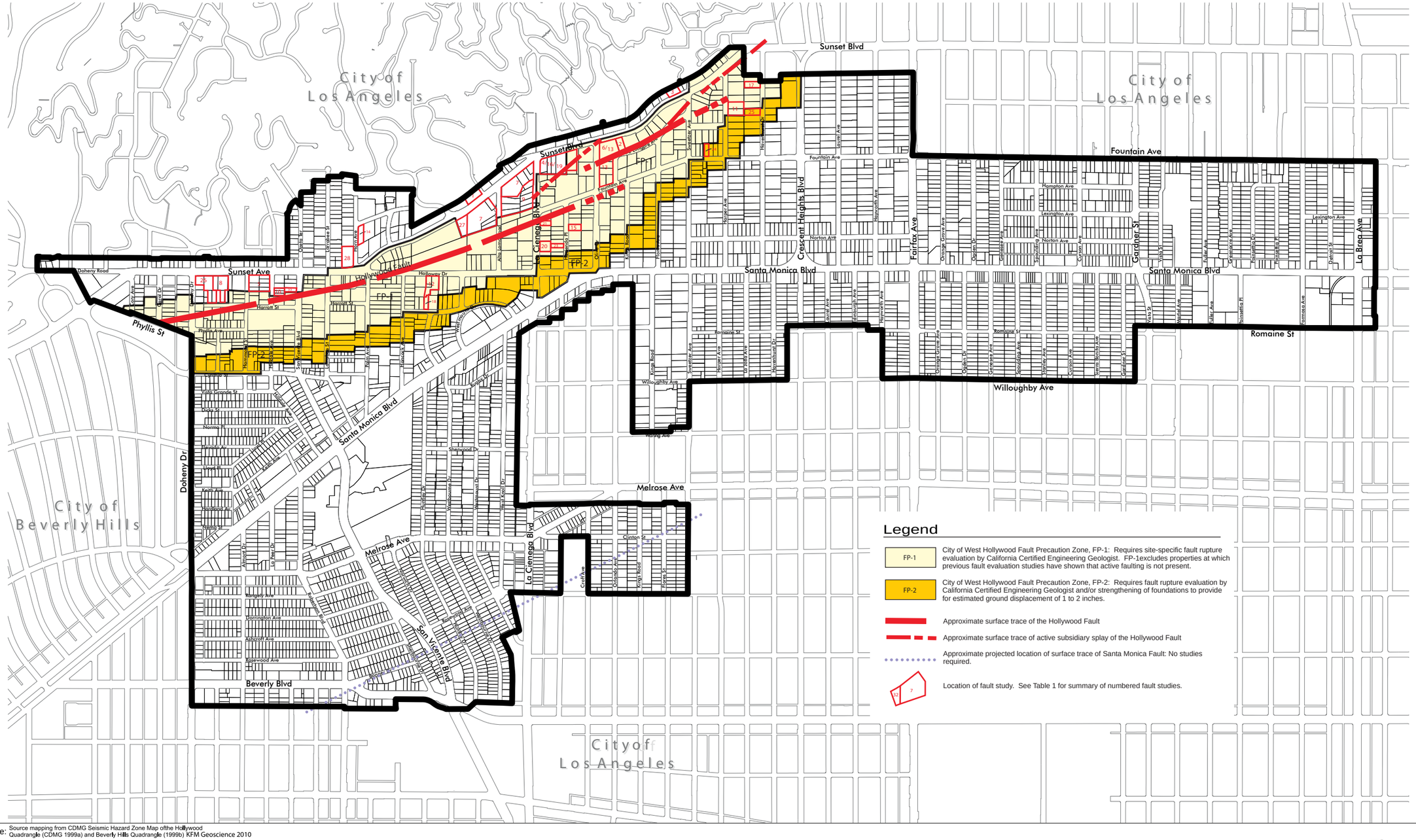
Ground shaking, motion that occurs as a result of energy released during faulting, could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Other important factors to be considered are the characteristics of the underlying soil and rock and, where structures exist, the building materials used and the workmanship of the structures.

Earthquake magnitude is generally measured on a logarithmic scale known as the Richter Scale. This scale describes a seismic event in terms of the amount of energy released by fault movement. Because the Richter Scale expresses earthquake magnitude (M) in scientific terms, it is not readily understood by the general public. The Modified Mercalli Scale on the other hand describes the magnitude of an earthquake in terms of actual physical effects. Table 3.5-1 compares the Modified Mercalli Scale to the Richter Scale.

Table 3.5-1. Earthquake Magnitude and Intensity Comparison

Descriptor	Richter Magnitude	Modified Mercalli Index Intensity - Description
Not Felt	< 3.0	I. Not felt except by a very few under especially favorable circumstances (I Rossi-Forel scale).
	3.0 – 3.9	II. Felt only by a few persons at rest, especially on upper floors of high-rise buildings. Delicately suspended objects may swing.
		III. Felt quite noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing automobiles may rock slightly. Vibration like passing of truck. Duration estimated.
Light	4.0 – 4.9	IV. During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like a heavy truck striking building. Standing automobiles rocked noticeably.
Moderate		V. Felt by nearly everyone, many awakened. Some dishes, windows, and so on broken; cracked plaster in a few places; unstable objects overturned. Disturbances of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
Strong	5.0 – 5.9	VI. Felt by all, many frightened and run outdoors. Some heavy furniture moved, few instances of fallen plaster and damaged chimneys. Damage slight.
Very Strong		VII. Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving cars.
Severe	6.0 – 6.9	VIII. Damage slight in specially designed structures; considerable in ordinary substantial buildings with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, and walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving cars disturbed.
Violent		IX. Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
Extreme	7.0 – 7.9	X. Some well-built wooden structures destroyed; most masonry and frame structures destroyed; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed, slopped over banks.
		XI. Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.
	8.0 and higher	XII. Damage total. Waves seen on ground surface. Lines of sight and level distorted. Objects thrown into air.

Source: U.S. Geological Survey National Earthquake Information Center, October 2002



Source: Source mapping from CDMG Seismic Hazard Zone Map ofthe Hollywood Quadrangle (CDMG 1999a) and Beverly Hills Quadrangle (1999b) KFM Geoscience 2010

0 1,200 2,400 Feet

Figure 3.5-2
City of West Hollywood Fault Location and Precaution Zone Map

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The City has experienced significant ground shaking from six earthquake events since 1933. These include:

- 1933 Long Beach earthquake (M6.4) attributed to the Newport-Inglewood Fault,
- 1971 San Fernando earthquake (M6.6) attributed to the San Fernando Fault Zone,
- 1987 Whittier Narrows earthquake (M5.9) attributed to the Puente Hills Blind Thrust Fault,
- 1988 Pasadena earthquake (M5.0) on the Raymond Fault;
- 1994 Northridge earthquake (M6.7) on the Northridge Hill Blind Thrust, and
- 2001 West Hollywood earthquake (M4.2) attributed to the Newport-Inglewood Fault near Beverly Hills.

Tsunamis and Seismic Seiches

Earthquakes may affect open bodies of water by creating seismic sea waves (tsunamis, also sometimes called "tidal waves") and seiches. Seismic sea waves are caused by abrupt ground movements (usually vertical) on the ocean floor in connection with a major earthquake. Because of the long distance of the project site from the Pacific Ocean, seismic sea waves would not be a factor at the project site. A seiche is a sloshing of water in an enclosed or restricted water body, such as a basin, river, or lake, which is caused by earthquake motion; the sloshing can occur for a few minutes or several hours. Because the City does not contain any large bodies of water, seiches are not likely to occur in the vicinity of the project site. Issues related to tsunami seiche hazard are not addressed further in this EIR.

Ground Failure/Liquefaction

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking.

Liquefaction poses a hazard to engineered structures. The loss of soil strength can result in bearing capacity insufficient to support foundation loads, increased lateral pressure on retaining or basement walls, and slope instability.

The areas within the City considered susceptible to liquefaction during strong earthquake ground shaking are presented in Figure 3.5-3. The liquefaction zones indicated in Figure 3.5-3 were derived from the California Geological Survey (CGS) Seismic Hazard Zone maps for the Hollywood and Beverly Hills Quadrangles (KFM GeoScience 2010).

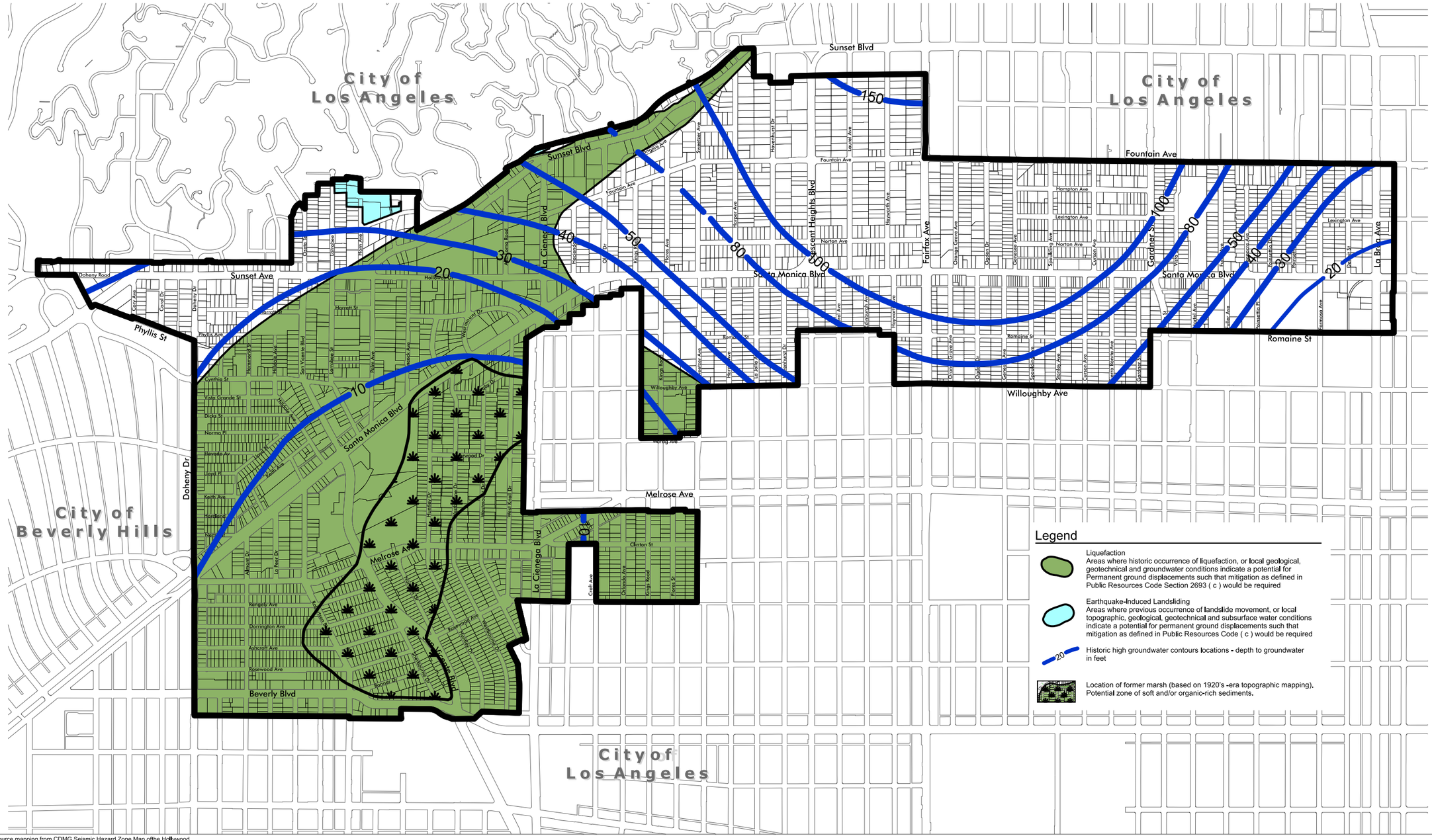
Subsidence, Settlement, and Soil Bearing Capacity

Subsidence of the land surface can be induced by both natural and human phenomena. Natural phenomena that can cause subsidence can result from tectonic deformations and seismically induced settlements; from consolidation, hydrocompaction, or rapid sedimentation; from oxidation or dewatering of organic-rich soils; and from subsurface cavities. Subsidence related to human activity can result from withdrawal of subsurface fluids or sediment. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes more than 80% of the identified subsidence in the United States. Lateral spreading is the horizontal movement or spreading of soil toward an open face, such as a streambank, the open side of fill embankments, or the sides of levees. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high, where relatively soft and recent alluvial deposits exist, and where creek banks are relatively high. Soil bearing capacity is the ability of soil to support the loads applied to the ground; where the bearing capacity is too low to support proposed structures, subsidence and settlement may occur.

Seismically induced settlements are a potential hazard for most sites within the City. Given the presence of sloping ground conditions throughout much of the City, lateral spread hazards may exist for sites in the northern portion of the City. Lateral spread hazards may also be present in areas with moderate or high liquefaction risks (KFM GeoScience 2010).

SLOPE STABILITY

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. This process typically involves the surface soil and an upper portion of the underlying bedrock. Movement may be very rapid, or so slow that a change of position can be noted only over a period of weeks or years (creep). The size of a landslide can range from several square feet to several square miles.



Source: Source mapping from CDMG Seismic Hazard Zone Map ofthe Hollywood Quadrangle (CDMG 1999a) and Beverly Hills Quadrangle (1999b) KFM Geoscience 2010

0 1,200 2,400 Feet

Figure 3.5-3
Seismic Hazards Map

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Debris and mud flows are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground during heavy rainfall, changing the earth into a flowing river of mud or "slurry." They can flow rapidly, striking with little or no warning at avalanche speeds. Mudslides are common in the Santa Monica Mountains during heavy rains, especially in areas recently affected by fire (City of West Hollywood 2009).

Within the City limits, hazards from landslides and mudslides are limited to properties at the base of undeveloped or unimproved slopes in the Santa Monica Mountains, north of Sunset Boulevard (City of West Hollywood 2009). Figure 3.5-3 illustrates areas at risk of earthquake-induced landsliding.

SOILS

Expansive Soils

Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Because of this effect, building foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies underneath different parts of a single building, foundations may crack, structural portions of the building may be distorted, and doors and windows may become warped so that they no longer function properly. The potential for soil to undergo shrink and swell is greatly enhanced by the presence of a fluctuating, shallow groundwater table. Changes in the volume of expansive soils can result in the consolidation of soft clays after the lowering of the water table or the placement of fill.

Expansive materials may exist in various areas of the City. Clay-rich soils are more prevalent in the southern part of the City, south of Santa Monica Boulevard.

Collapsible Soils

Collapsible soils are characterized as typically young, loose deposits that have the potential for significant abrupt volumetric change when wetted. An increase in surface water infiltration, such as from heavy irrigation or prolonged rainfall or from a rise in the groundwater, combined with the weight of a structure, can initiate settlement. These materials typically affect foundations, slabs, and exterior improvements to properties. Collapsible soils are known to exist within the City. However, the severity of this hazard in West Hollywood is only considered low to moderate (KFM GeoScience 2010).

Ground Subsidence

Ground subsidence is typically associated with regional changes in ground surface elevation associated with seismic warping, lowering of groundwater through pumping, and removal of oil and natural gas through pumping.

Seismic warping or uplift is occurring beneath the City based on global geodetic data. However, these movements are distributed over large areas and, as a consequence, rarely produce damage. Given the recent trend for water conservation and controlled groundwater pumping and the consequent rise in groundwater, the hazard for ground subsidence from groundwater lowering is expected to be very low (KFM GeoScience 2010).

The nearest oil fields to the City are the Salt Lake and Beverly Hills/Cheviot fields. Only marginal activity currently exists within the Salt Lake field, located along the southern margin of the City along Beverly Boulevard. Water injection and flooding operations as part of secondary recovery are believed to have largely mitigated subsidence hazard in the City (KFM GeoScience 2010).

MINERAL RESOURCES

No Mineral Resource Zones are present in the City of West Hollywood (County of Los Angeles 2008). Marginal oil and gas extraction activity is currently occurring along the southern margin of the City in the Salt Lake oil field (KFM GeoScience 2010).

3.5.2 REGULATORY SETTING

FEDERAL REGULATIONS

Earthquake Hazards Reduction Act

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act (NEHRPA), which refined the description of agency responsibilities, program goals, and objectives.

The mission of NEHRP includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The NEHRPA designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other NEHRPA agencies include the National Institute of Standards and Technology, National Science Foundation, and USGS.

STATE REGULATIONS

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Act (PRC Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) addresses earthquake hazards from nonsurface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program for areas that have the potential for liquefaction, landslide, strong ground shaking, or other earthquake and geologic hazards. The act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

National Pollutant Discharge Elimination System Permit

In California, the State Water Resources Control Board (SWRCB) administers regulations promulgated by EPA (55 Code of Federal Regulations [CFR] 47990) requiring the permitting of

stormwater-generated pollution under the National Pollutant Discharge Elimination System (NPDES). In turn, the SWRCB's jurisdiction is administered through nine regional water quality control boards (RWQCBs). Under these federal regulations, an operator must obtain a general permit through the NPDES Stormwater Program for all construction activities with ground disturbance of 1 acre or more. The general permit requires the implementation of best management practices (BMPs) to reduce sedimentation into surface waters and to control erosion. One element of compliance with the NPDES permit is preparation of a storm water pollution prevention plan (SWPPP) that addresses control of water pollution, including sediment, in runoff during construction. (See Section 3.7, "Hydrology and Water Quality," for more information about the NPDES and SWPPPs.)

California Building Standards Code

The California Building Standards Commission (BSC) is responsible for coordinating, managing, adopting, and approving building codes in California. In July 2007, the BSC adopted and published the 2006 International Building Code as the 2007 California Building Code (CBC). This new code became effective on January 1, 2008, and updated all the subsequent codes under CCR Title 24. The City of West Hollywood has adopted the 2007 CBC. The State of California provides minimum standards for building design through the 2007 CBC (CCR Title 24). Where no other building codes apply, Chapter 29 of the 2007 CBC regulates excavation, foundations, and retaining walls. The CBC applies to building design and construction in California and is based on the federal Uniform Building Code (UBC) used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions with numerous more detailed or more stringent regulations.

The state earthquake protection law (California Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. The 2007 CBC replaces the previous "seismic zones" (assigned a number from 1 to 4, where 4 required the most earthquake-resistant design) with new Seismic Design Categories A through F (where F requires the most earthquake-resistant design) for structures designed for a project site. With the shift from seismic zones to seismic design, the CBC philosophy has shifted from "life safety design" to "collapse prevention," meaning that structures are designed for prevention of collapse for the maximum level of ground shaking that could reasonably be expected to occur at a site. Chapter 16 of the CBC specifies exactly how each seismic design category is to be determined on a site-specific basis through the site-specific soil characteristics and proximity to potential seismic hazards.

Chapter 18 of the CBC regulates the excavation of foundations and retaining walls. This chapter regulates the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to groundwater table. For Seismic Design Category C, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For Seismic Design Categories D, E, and F, Chapter 18 requires these same analyses plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also requires addressing mitigation measures to be considered in structural design. Mitigation measures may include ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site-specific peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions. Peak ground acceleration must be determined from a site-specific study, the contents of which are specified in CBC Chapter 18.

Finally, Appendix Chapter J of the 2007 CBC regulates grading activities, including drainage and erosion control and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

California Surface Mining and Reclamation Act

Surface Mining and Reclamation Act (SMARA) (PRC Section 2710 et seq.) was enacted by the California Legislature in 1975 to regulate activities related to mineral resource extraction. The act requires the prevention of adverse environmental effects caused by mining, the reclamation of mined lands for alternative land uses, and the elimination of hazards to public health and safety from the effects of mining activities. At the same time, SMARA encourages both the conservation and the production of extractive mineral resources, requiring the State Geologist to identify and attach levels of significance to the state's varied extractive resource deposits. Under SMARA, the mining industry in California must plan adequately for the reclamation of mined sites for beneficial uses and provide financial assurances to guarantee that the approved reclamation will actually be implemented. The requirements of SMARA must be implemented by the local lead agency with permitting responsibility for the proposed mining project.

LOCAL PLANS AND POLICIES

West Hollywood Municipal Code

The City of West Hollywood's municipal code includes Chapter 19.32, which establishes seismic safety standards that are designed to protect development proposed for hazardous areas within the dam failure inundation areas, fault precaution zones, and liquefaction susceptibility zones.

Separation from Active Faults

The City has defined two fault precaution zones for future development. The first precaution zone, FP-1, comprises a region approximately 200 feet north and 500 feet south of the interpreted main Hollywood Fault location. A wider precaution zone is prescribed to the south of the fault because of the greater uncertainty in the location and width of the fault zone due to the thick cover of alluvial sediments. New development in the FP-1 zone is required to conduct a fault location investigation, to verify that the main trace or a recently active splay of the fault does not project through critical site structures or facilities.

The second zone, FP-2, comprises a region approximately 200 feet south of the FP-1 zone. For properties in this zone, the fault rupture hazard is considered significant, but considerably less than for properties in the FP-1 zone. Furthermore, geologic study of the potential for fault rupture may not be practical for properties within zone FP-2 because of the significant thickness of overburden material overlying rock. New development in the FP-2 zone will require either a fault location investigation, to verify that the main trace or a recently active splay of the fault does not project through critical site structures or facilities, or default provisions for a strengthened foundation system.

Structures or habitable buildings must be a minimum of 50 feet from the fault, measured between the closest portion of the fault to the closest edge of the structure or building foundation.

Liquefaction

The City requires a soils report by a registered civil engineer in areas susceptible to liquefaction. This report must include a study of liquefaction potential; where liquefaction potential is identified, mitigating siting and design features are required.

3.5.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to geology, soils, and mineral resources would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- expose people, property, or structures to potential substantial adverse impacts, including the risk of loss, injury, or death involving:
    - rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
    - strong seismic ground shaking;
    - seismic-related ground failure, including liquefaction; or
    - landslides.
- result in substantial soil erosion or the loss of topsoil.
- be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Sewers are available for the disposal of wastewater throughout the entire City. Therefore, this EIR does not include further discussion of the adequacy of soils for septic tanks or alternative waste water disposal systems.

3.5.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

FAULT RUPTURE

Ground surface rupture is a serious threat to structures and infrastructure that span active faults. Ground surface rupture has historically occurred in southern California, and topographic relief and paleo-earthquake studies in the City suggest that the Hollywood Fault has produced ground surface rupture in the past. Within the City, the Hollywood Fault is considered capable of producing surface fault rupture during future earthquake events.

Rupture of the Hollywood Fault could result in as much as about 1.5 feet of lateral offset and 3 feet of thrust offset. It is, however, believed that an earthquake on the Hollywood Fault would nucleate a few miles underground, and that the rupture would have to propagate to the surface through varying thicknesses of overlying poorly consolidated alluvial sediments (overburden). The actual surface rupture that would accompany offset of the Hollywood Fault could be substantially less and vary considerably at different locations in the City; some areas could exhibit no offset, whereas other areas could experience offset approaching 1.5 feet of lateral and 3 feet of thrust offset. Surface rupture of the Hollywood Fault would not be anticipated in areas where the fault is overlain by more than about 200 feet of previously unfaulted overburden deposits.

Future development in West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Any future development that could occur on or near known faults under the proposed General Plan would be required to comply with the requirements of the City's fault precaution zones (Chapter 19.32 of the West Hollywood Municipal Code). New development in zone FP-1 would be required to conduct a fault location investigation to verify that the main trace or a recently active splay of the fault does not project through critical site structures or facilities. New development in zone FP-2 will require either a fault location investigation, to verify that the main trace or a recently active splay of the fault does not project through critical site structures or facilities, or default provisions for a strengthened foundation system. The City also requires that structures or habitable buildings must be a minimum of 50 feet from the fault, measured between the closest portion of the fault to the closest edge of the structure or building foundation.

Policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from environmental hazards, including seismic hazards. The Safety and Noise

Element, in particular, contains policies specifically written to address seismic impacts, including the following:

- Following state guidelines regarding requiring upgrading or minimizing the use of buildings and facilities that are vulnerable to natural or man-made hazards throughout the community through a program of orderly and effective identification of vulnerable buildings, outreach, education, support and enforcement.
- Considering potential natural or man-made hazards in project review and in City operations, considering best practices in hazard-avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.
- Requiring fault rupture hazard studies for sites located within the City-defined Fault Precaution Zone delineated around the Hollywood Fault Zone.
- Maintaining high standards for the seismic performance of buildings in all new development, through requirements for detailed geotechnical investigations following state guidelines and prompt adoption and careful enforcement of the best available standards for seismic design.
- Utilizing relevant data on natural hazards, including earthquakes, flooding, liquefaction, landslides, natural gas and subsurface methane gas, and apply this information for purposes of land use planning, including any permitting.
- Maintaining the West Hollywood Emergency Plan, including plans for police and fire services, vulnerable populations, and sensitive facilities, as well as plans for the continuity of the community and important networks following a significant disaster.
- Using the latest technologies to inform the community regarding potential hazards, locations of potential sources of hazards, and actions to take in case of emergency, ensuring that emergency preparedness is the mutual responsibility of the City, residents, and the business community.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety (as described in Section 3.5.2), program-level impacts related to fault rupture would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

GROUND SHAKING

The Hollywood Fault and a number of the regional faults, as shown in Figure 3.5-1, are the main contributors to the seismic exposure of the City and the surrounding region. The effect of an earthquake originating on any given source fault will depend primarily on the earthquake magnitude (amount of energy released) and upon the distance from the City. In general, the more distant the source fault is from the affected area and the smaller the magnitude of the potential earthquake, the smaller the expected ground shaking effect. The effects of an earthquake and the severity of ground shaking are often quantified as a fraction of gravitational acceleration (g). Therefore, ground motion expressed as 0.5g is equivalent to 50% of the force of gravity. In West Hollywood, the estimated peak ground accelerations range from 0.55g for sites along the north side of the City to 0.50g for sites situated in the alluvial basin along the south side of the City.

Future development in West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Future development allowed under the General Plan would expose additional people and structures to hazards related to seismic ground shaking. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards, as mentioned in the fault rupture discussion above.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety (as described in Section 3.5.2), program-level impacts related to seismic ground shaking would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

LIQUEFACTION AND GROUND FAILURE

When liquefaction occurs, soil materials experience a substantial loss of shear strength and behave like a viscous liquid. Liquefaction can cause structural distress or failure due to excessive settlement, a loss of bearing capacity in the foundation soils, and the potential buoyancy effects on buried structures, such as pipelines or vaults. Figure 3.5-3 illustrates the location of liquefaction hazards within West Hollywood; this hazard area includes approximately half of the City, including areas along Sunset Boulevard and Santa Monica Boulevard.

Future development in West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Future development allowed under the General Plan

would expose additional people and structures to hazards related to liquefaction and ground failure. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards, as mentioned in the fault rupture discussion above.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety (as described in Section 3.5.2), program-level impacts related to liquefaction and ground failure would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

EARTHQUAKE-INDUCED LANDSLIDES

The areas considered most susceptible to earthquake-induced landslide are on moderately to steeply inclined slopes and on or adjacent to existing landslide deposits, especially if the underlying materials consist of loose soil or weak, fractured bedrock. Such areas in the City are limited to the northwest portion of the City near Larrabee Street and Horn Avenue (see Figure 3.5-3).

Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Future development allowed under the General Plan could expose additional people and structures to hazards related to landslides. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from seismic hazards, as mentioned in the fault rupture discussion above.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic safety (as described in Section 3.5.2), program-level impacts related to landsliding and slope failure would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

SOIL EROSION OR LOSS OF TOPSOIL

Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Construction in these areas could expose soil to erosion from wind and stormwater runoff associated with development activities. The northernmost portion of the City, adjacent the Hollywood Hills, is susceptible to soil erosion due to the hilly topography. However, this area is already developed, and the level of future development is likely to be limited. Development under the proposed General Plan has the potential to increase soil erosion if undertaken without erosion control.

However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from natural hazards, including seismic and soil hazards. The Infrastructure, Resources, and Conservation Element, in particular, contains policies specifically written to address stormwater and water quality impacts:

- Working with Los Angeles County Flood Control District for maintenance and operation of the regional stormwater system that serves the City, sharing information about service needs and growth projections.
- Maintaining, funding, and regularly monitoring stormwater infrastructure.
- Maximizing local actions to reduce, capture, and treat urban runoff, as feasible.
- Collaborating with other government agencies and the Santa Monica Bay Watershed to reduce and remove contaminants in urban runoff.
- Pursuing programs that reduce the amount and improve the quality of stormwater runoff in a manner the meets or exceeds all regional, state and federal stormwater programs.
- Reducing the amount and improve the quality of stormwater that leaves the City through best management practices, including stormwater reuse and the use of vegetation and permeable surfaces to capture and filter stormwater.
- Managing all stormwater on-site for new development projects in accordance with the City approved Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.
- Exploring innovative ways of capturing and reusing stormwater for non-drinking water purposes to reduce the use of potable water.
- Continuing to prohibit activities that negatively impact the stormwater system.

- Requiring that new development pay for the cost of stormwater system improvements necessitated by that development.

Adherence to federal, state, and local regulations (such as NPDES requirements for a SWPPP) and adherence to policies in the proposed General Plan, will reduce the effects of erosion to a **less-than-significant** level at the program level of analysis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

SOIL HAZARDS: LANDSLIDES, SUBSIDENCE, LATERAL SPREADING, EXPANSIVE SOILS

In addition to earthquake-induced landslides, slope instability or landsliding can occur under static (nonearthquake) conditions due to moisture influx, erosion or loss of toe support, and other factors. The potential for landslides and shallow mudslides is a potential geologic hazard in the hilly portions of the City, north of Sunset Boulevard. No preexisting landslides have been mapped in the City by CGS or in Los Angeles County.

One of the most common forms of slope instability in southern California is debris flows or mudslides, which are shallow landslides of water-saturated soil and rock fragments that travel downslope as a muddy slurry. Debris flows commonly form after heavy rainfall onto relatively steep slopes underlain by colluvial soils and weak weathered bedrock. Damaging debris flows can occur during intense rainfall, and particularly when runoff is concentrated by misdirected drainage from road, large paved areas, or blocked or damaged drainage swales. Hillsides left denuded by brushfires are very susceptible to debris flows during heavy rainstorms. Hillsides in Southern California generally become susceptible to debris flows after 10 inches of seasonal rainfall has accumulated. Subsequent intense rainfall totaling more than 2 inches in 4 to 6 hours can typically trigger debris flows. Although the likelihood of debris flows begins to decline after several days of dry weather, deeper-seated bedrock landslides can be initiated weeks or months following a period of prolonged rainfall as the precipitation percolates into the rockmass. Mudslides are considered a significant hazard to properties at the base of undeveloped or unimproved slopes in the Santa Monica Mountains. Within the City, this hazard is confined to only a few properties, all located north of Sunset Boulevard.

Fine-grained native soils, bedrock, and artificial fill soils, consisting predominantly of silt and clay, may contain clay minerals that are susceptible to expansion upon addition of water and contraction under drying conditions. Certain clay minerals with high plasticity have higher

potential for expansion. These materials can affect performance of foundations, slabs, and exterior improvements to properties. Expansive materials may exist in various areas of the City. Clay-rich soils are more prevalent in the southern part of the City, south of Santa Monica Boulevard. Current provisions in building codes are considered suitable for design at sites with expansive soils. Therefore, designs should include proper characterization of the hazard through soils investigations and follow building codes and local experience.

Collapsible soils are characterized as typically young, loose deposits that have the potential for significant abrupt volumetric change when wetted. An increase in surface water infiltration such as from heavy irrigation or prolonged rainfall or from a rise in the groundwater, combined with the weight of a structure, can initiate settlement. These materials typically affect foundations, slabs, and exterior improvements to properties. Collapsible soils are known to exist within the City. However, the severity of this hazard in the City is only considered to be low to moderate. Current provisions in building codes are considered suitable for design at sites with collapsible expansive soils.

Ground subsidence is typically associated with regional changes in ground surface elevation associated with seismic warping, lowering of groundwater through pumping, and removal of oil and natural gas through pumping. Seismic warping or uplift is occurring beneath the City based on global geodetic data. However, these movements are distributed over large areas and, as a consequence, rarely produce damage. Given the recent trend for water conservation and controlled groundwater pumping and the consequent rise in groundwater, the hazard for ground subsidence from groundwater lowering is expected to be very low (KFM GeoScience 2010). Marginal extraction activity currently exists within the Salt Lake oil field, located along the southern margin of the City along Beverly Boulevard. Water injection and flooding operations as part of secondary recovery are believed to have largely mitigated subsidence hazard related to oil and gas extraction in the City.

Future development in West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Future development allowed under the General Plan would expose additional people and structures to soil hazards, including landsliding, debris flows, expansive soils, and collapsible soils. However, policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from geologic hazards, as mentioned in the fault rupture discussion above.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of existing federal, state, and local laws and regulations concerning seismic

safety (as described in Section 3.5.2), program-level impacts related to soil hazards, including landslides, debris flows, subsidence, expansive soils, and collapsible soils would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

MINERAL RESOURCES

No state-designated or locally designated mineral resource zones exist in the City. There are several existing wells in the Salt Lake oil field in the southern portion of the City, near Beverly Boulevard. Currently, only marginal extraction is occurring from the Salt Lake oil field in West Hollywood. Although implementation of the proposed General Plan would result in future development, primarily through infill and redevelopment activities in five commercial subareas, this development or redevelopment would not likely represent a change from the current urban conditions in the City with respect to the continued or expanded extraction of oil and gas resources. This impact would be **less than significant**.

3.5.5 MITIGATION MEASURES

After implementation of existing state and federal requirements, as well as implementation of policies and programs of the proposed General Plan, there would be no significant impacts related to geology, soils, and mineral resources at this Program EIR level of analysis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

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3.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes and evaluates the potential impacts to hazards and hazardous materials associated with the proposed project. The existing hazards and hazardous materials setting is discussed, and potential environmental impacts associated with implementation of the proposed General Plan, and mitigation measures where appropriate, are described. As the proposed General Plan is a programmatic document and does not include specific projects or details of future developments, formal, site-specific hazardous assessments or technical reports have not been performed, though they would be required under CEQA as specific projects are identified.

3.6.1 EXISTING ENVIRONMENTAL SETTING

DEFINITIONS OF TERMS

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

> *Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

> *…because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.*

DATABASE RESOURCES

Government Code Section 65962.5 requires the California Department of Toxic Substance Control (DTSC) to compile and regularly update a list of hazardous waste sites (see "Cortese List," under "3.6.2, Regulatory Setting," below for more information).

The SWRCB maintains a database, Geotracker, which allows interested parties to obtain information related to permitted underground storage tanks (USTs), leaking underground storage tanks (LUSTs), Department of Defense sites, landfills, and Spills-Leaks-Investigations-Cleanups (SLIC) sites. Geotracker provides information in graphical form to easily identify the location of a site and also maintains information about specific sites including the current status, chemicals of concern, potential media affected, regulatory activities, and any data submitted to the oversight agency (e.g., Los Angeles RWQCB, City of West Hollywood, DTSC), such as contaminant concentrations in monitoring wells. According to the Geotracker database, there are six LUST sites under site assessment, four sites under remediation, and 24 that have been remediated to the satisfaction of the respective oversight agency (Table 3.6-1). In addition, there are five sites under assessment and one site under remediation for other cleanup needs (Table 3.6-2).

Table 3.6-1. Open Leaking Underground Storage Tank Sites

Name of Site	Address	Chemicals of Concern	Potential Media Affected	Status – Date
Bel Air Car Wash	1041 N. La Brea	MTBE, Gasoline	Groundwater	Remediation Complete 9/28/2001
Santa Palm Car Wash	8787 Santa Monica	Unlisted	Aquifer/Drinking Water Supply	Remediation Complete 2/2/2010
Arco #9639/Thrifty Service Station #244	7564 Santa Monica	Diesel, Gasoline	Under Investigation	Site Assessment – 9/5/2001
Los Angeles County Fire Station #8	7643 Santa Monica	Gasoline	Under Investigation	Site Assessment – 5/24/2001
Mobile #18 FPC	7865 Sunset	Gasoline	Aquifer/Drinking Water Supply	Site Assessment – 3/5/2007
Shell #204-4530-1201	8873 Sunset	Gasoline	Aquifer/Drinking Water Supply	Remediation Complete 8/31/2004
SL West Hollywood LLC	7118 Santa Monica	None Specified	None Specified	Site Assessment – 4/17/2008
Southern California RTD	8800 Santa Monica	Diesel	Aquifer/Drinking Water Supply	Site Assessment – 10/19/2004
West Hollywood Mobil Service	8380 Santa Monica	Gasoline	Aquifer/Drinking Water Supply	Remediation Complete 2/5/2004
West Hollywood Elementary School	670 N. Hammond	Other Solvent, Non-Petroleum Hydrocarbon	Soil	Site Assessment – 1/25/1998

Source: Geotracker 2010.
Notes: MTBE = methyl tert-butyl ether

Table 3.6-2. Open Cleanup Program Sites

Name of Site	Address	Chemicals of Concern	Potential Media Affected	Status – Date
Canyon Cleaner Facility (Former)	8725 Santa Monica	PCE, VOC	None Specified	Remediation – 3/30/2009
Four Seasons Dry Cleaners & Laundry	8032 Santa Monica	PCE	Aquifer/Drinking Water Supply	Site Assessment – 6/12/2006
Unocal (Former)	7144 Santa Monica	Gasoline	Soil	Site Assessment – 12/23/1991
Weatherly Cleaners	9120 Beverly Blvd	PCE	Aquifer/Drinking Water Supply, Soil Vapor, Soil	Site Assessment – 8/31/2008
Crescent Shopping Center	8100–8136 Santa Monica	VOC	None Specified	Site Assessment – 11/16/1999
21 Century Auto Body	1045 La Brea	None Specified	None Specified	Site Assessment – 7/2/2001

Source: DTSC 2010
PCE = tetrachloroethylene; VOC = volatile organic compound

Three sites associated with DTSC are included in the DTSC Envirostor database, as follows.

- **Schrillo Aero Tool Engineering Company** is listed as an inactive military evaluation site. It is located at 8715 Melrose Avenue.
- **W Hollywood/Sunlin Inc/St Palm Car Wash**, located at 8787 Santa Monica Boulevard, is listed as an evaluation site that was referred to the RWQCB in May 1986.
- **Faith Plating**, located at 7141 and 7155 Santa Monica Boulevard, is considered inactive as of August 2009. Contaminants of concern included asbestos, metals, petroleum, and volatile organic compounds that were potentially affecting indoor air, groundwater (not used for drinking water, soil, and soil vapor (DTSC 2010).

SCHOOLS

The State CEQA Guidelines require EIRs to assess whether a project would emit hazardous air emissions or involve the handling of extremely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school (see PRC Sections 21151.2 and 21151.4; Appendix G of the CEQA Guidelines). Schools within and near (i.e., 0.25 mile) the City are listed on Figure 3.9-2.

AIRPORTS

CEQA Statute Section 21096 requires a lead agency to consider safety hazards for people using an airport or people residing or working in the vicinity of an airport. There are no airports or airstrips within 2 miles of the City, and no portions of the City are subject to land use restrictions based on the requirements of an airport land use compatibility plan. This issue is not discussed further in this EIR.

WILDLAND FIRES

PRC Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones within the state of California. Fire hazard severity zones are measured qualitatively, based on vegetation, topography, weather, crown fire potential (a fire's tendency to burn upward into trees and tall brush), and ember production and movement within the area of question. Fire hazard severity zones are defined as moderate, high, and very high fire hazard severity by the California Department of Forestry and Fire (CAL FIRE). Fire prevention areas considered under state jurisdiction are referred to as "state responsibility areas," while areas under local jurisdiction are called "local responsibility areas." A small area along the northernmost edge of the City is located within a CAL FIRE-defined Moderate Wildfire Hazard Severity Zone. This area is at the southern fringe of the Hollywood Hills. The Hollywood Hills, located immediately adjacent to West Hollywood to the north (but within the city limits of Los Angeles and Beverly Hills), are High- and Very High Wildfire Hazard Severity Zones.

TRANSPORTATION OF HAZARDOUS AND TOXIC MATERIALS

Major roadways represent accident risks that could result in releases of hazardous materials. Land use hazards associated with transport of hazardous cargo exist in the City; West Hollywood includes several major roadways that provide connections between the City and the surrounding region. Santa Monica Boulevard is considered a major transportation route, and a wide range of hazardous cargo is regularly transported along this route. Types of hazardous cargo regularly transported out of, into, and through West Hollywood include flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials. The City of Beverly Hills classifies Beverly Boulevard and Santa Monica Boulevard, within its jurisdiction, as truck routes. Both of these roads connect with the City of West Hollywood. No truck routes designated by the City of Los Angeles connect to the City of West Hollywood.

Some potential exists for spills of flammable liquids after a roadway mishap, subsequent ignition of the liberated contents, and possible human casualties and/or property damage in the path of the burning liquid. Burning spillage can also drain into nearby streams and drainage facilities (e.g., roadside storm drains), spreading fire and increasing the area of contamination.

Data from 2008 indicate that Santa Monica Boulevard accommodates approximately 56,000 daily vehicle trips at Interstate 405 (I-405; west of the City), and 41,000 daily vehicle trips at Highland Avenue (east of the City). Truck traffic makes up approximately 2 to 2.5% of the total traffic on Santa Monica Boulevard in the West Hollywood area (Caltrans 2009).

SUBSURFACE GAS

Subsurface gas in the form of natural deposits and from abandoned oil fields is present in the area under the City. The urban landscape tends to cap these gases underground, where they can accumulate to the point of combustion and/or escape in higher concentrations during construction, earthquakes, and other ground movements. A rising water table may also pressurize or force gases upward into the urbanized environment. Depending on the circumstances, these gases can combust, cause asphyxiation, and lead to urban fires. Figure 3.6-1 indicates areas of the City where shallow methane deposits could exist.

3.6.2 REGULATORY SETTING

FEDERAL REGULATIONS

Hazardous Materials Handling

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by EPA. Under RCRA, EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. RCRA was amended in 1984 by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques for the disposal of various hazardous substances. The Federal Emergency Planning and Community Right to Know Act of 1986 imposes hazardous materials planning requirements to help protect local communities in the event of accidental release of hazardous substances. EPA has delegated many of the RCRA requirements to DTSC. Use and safety considerations related to blasting activities are regulated by the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) under the Construction Safety and

Health Outreach Program. Storage of explosives and blasting agents is regulated by the Bureau of Alcohol, Tobacco, and Firearms (27 CFR Part 55, Commerce in Explosives).

Hazardous Materials Transport

The U.S. Department of Transportation (USDOT) regulates transportation of hazardous materials between states. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers for transportation of hazardous waste on public roads, including explosives that may be used for blasting.

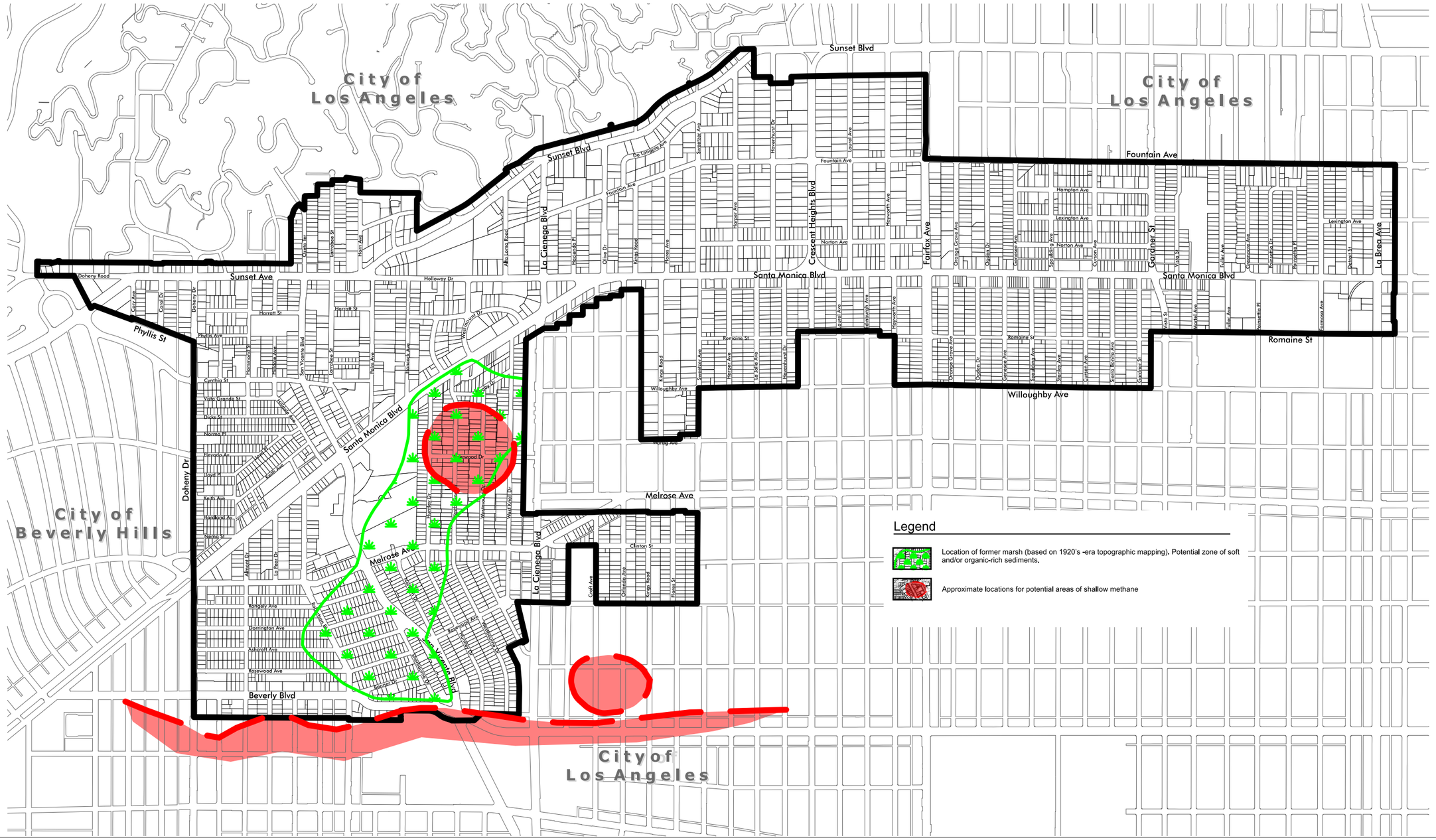
Worker Safety Requirements

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Regulation of Polychlorinated Biphenyls and Lead-Based Paint

The Toxic Substances Control Act (TSCA) of 1976 (Title 15 of the U.S. Code [USC], Section 2605) banned the manufacture, processing, distribution, and use of polychlorinated biphenyls (PCBs) in totally enclosed systems. PCBs are considered hazardous materials because of their toxicity. They have been shown to cause cancer in animals, along with effects on the immune, reproductive, nervous, and endocrine systems, and studies have shown evidence of similar effects in humans.

The EPA Region 9 PCB Program regulates remediation of PCBs in several states, including California. Title 40 of the CFR, Section 761.30(a)(1)(vi)(A) states that all owners of electrical transformers containing PCBs must register their transformers with EPA. Specified electrical equipment manufactured between July 1, 1978, and July 1, 1998, that does not contain PCBs must be marked by the manufacturer with the statement "No PCBs" (Section 761.40[g]). Transformers and other items manufactured before July 1, 1978, and containing PCBs, must be marked as such.



Source: KFM Geoscience 2010

0 1,200 2,400 Feet

Figure 3.6-1
Shallow Methane Potential

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The Residential Lead-Based Paint Hazard Reduction Act of 1992 amended TSCA to include Title IV, Lead Exposure Reduction. EPA regulates renovation activities that could create lead-based paint hazards in target housing and child-occupied facilities, and has established standards for lead-based paint hazards and lead dust cleanup levels in most pre-1978 housing and child-occupied facilities.

Clean Air Act

The federal Clean Air Act (CAA) was enacted in 1970. The most recent major amendments made by Congress were in 1990. The CAA required EPA to establish primary and secondary national ambient air quality standards. Section 112 of the CAA defines hazardous air pollutants and sets threshold limits. Additional information about the CAA is contained in Section 3.2, "Air Quality."

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) created a trust fund to provide broad federal authority for releases or threatened release of hazardous substances that could endanger public health or the environment. This trust fund was enlarged and reauthorized by the Superfund Amendments and Reauthorization Act of 1986 (SARA; P.L. 99-499). EPA compiles a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories, known as the National Priorities List. These locations are commonly referred to as "Superfund sites." There are no Superfund sites located in the City of West Hollywood or in nearby areas of Beverly Hills or Los Angeles.

STATE REGULATIONS

The state regulations that govern hazardous materials are equal to or more stringent than federal regulations. California has been granted primary oversight responsibility by EPA to administer and enforce hazardous waste management programs. State regulations have detailed planning and management requirements to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human health and the environment. Several key state laws pertaining to hazardous wastes are discussed below. In addition, DTSC, the SWRCB, and the Integrated Waste Management Act also regulate the generation of hazardous materials, also described below.

Hazardous Materials Handling

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories. A business plan includes an inventory of hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State of California. Local agencies, including the Los Angeles County Environmental Health Department, administer these laws and regulations.

Sections 12101 through 12103 of the California Health and Safety Code require that permits be obtained by those manufacturing, transporting, possessing, or using explosives, and endorsed by the jurisdiction(s) in which the transportation or use would occur.

Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in CCR Title 26 that describe requirements for the proper management of hazardous wastes. The act created the state hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The program includes hazardous waste criteria for:

- identification and classification;
- generation and transportation;
- design and permitting of recycling, treatment, storage, and disposal facilities;
- treatment standards;
- operation of facilities and staff training; and
- closure of facilities and liability requirements.

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposing of such wastes. Under these regulations, the generator of hazardous waste material must complete a

manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

Worker Safety Requirements

California OSHA (Cal-OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal-OSHA regulations pertaining to the use of hazardous materials in the workplace (Title 8 of the CCR) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and preparation of emergency action and fire prevention plans. Cal-OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that employers make Material Safety Data Sheets available to employees and document employee information and training programs.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including the California Environmental Protection Agency (Cal/EPA), CHP, CDFG, and Los Angeles RWQCB.

Emergency Services Act

Under the Emergency Services Act (California Government Code Section 8850 et seq.), the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Quick response to incidents involving hazardous materials or hazardous waste is a key part of the plan. The Governor's Office of Emergency Services administers the plan, coordinating the responses of other agencies, including EPA, CHP, RWQCBs, air quality management districts, and county disaster response offices.

Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)

Proposition 65, a California ballot measure passed in November 1986, requires the governor to publish at least annually a list of chemicals known to the state to cause cancer or reproductive

toxicity. Proposition 65 is administered under the California Office of Environmental Health Hazard Assessment.

Government Code Section 65962.5 (Cortese List)

The provisions of Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The Cortese List is a planning document used by the state and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires Cal/EPA to develop an updated Cortese List annually, at minimum. DTSC is responsible for a portion of the information contained in the Cortese List. Other California state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Underground Storage Tank Program

The California Department of Public Health (DPH) (formerly the California Department of Health Services) and the SWRCB list hazardous sites of USTs listed for remedial action because of unauthorized release of toxic substances. Leak prevention, cleanup, enforcement, and tank testing certification are the elements of the UST Program, which is administered by the SWRCB.

California Integrated Waste Management Act

This act requires the development and implementation of household hazardous waste disposal plans. The Department of Resources Recycling and Recovery (CalRecycle), formerly the California Integrated Waste Management Board, oversees compliance with this act and enforces operational plans for solid waste facilities.

Unified Program

Cal/EPA grants to qualifying local agencies oversight and permitting responsibility for certain state programs pertaining to hazardous waste and hazardous materials. This is achieved through the Unified Program, created by state legislation in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following emergency and management programs:

- hazardous materials release response plans and inventories (business plans);
- California Accidental Release Prevention Program (CalARP);
- UST Program;

- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure plans;
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code: Hazardous material management plans and hazardous material inventory statements.

Cleanup of Contaminated Sites

The State of California has a number of different regulatory structures governing cleanup of contaminated sites. Many of these programs are regulated by DTSC, including RCRA corrective actions, State Superfund sites, brownfields programs, and voluntary cleanups. The SWRCB (through RWQCBs and some local agencies) regulates releases with the potential to affect water resources under programs, such as the LUST program and SLIC program. Regulatory authority for these programs may be delegated by the federal government (as with RCRA corrective actions directed by DTSC) or may be found in the California Health and Safety Code. These regulations vary in their specifics but require the reporting, investigation, and remediation of sites where releases of hazardous materials have occurred, followed by appropriate disposal of any hazardous materials. These programs govern a range of pollutants, such as solvents, petroleum fuels, heavy metals, and pesticides) in surface water, groundwater, soil, sediment, and air.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency (Cal EMA), which coordinates the responses of other agencies, including Cal/EPA, CHP, CDFG, Central Valley RWQCB, and the Sutter County Emergency Services Program.

School Site Selection and Approval Guide

The California Department of Education has developed the School Site Selection and Approval Guide to help school districts select appropriate locations for educational institutions. The guide contains 12 screening and ranking criteria, including safety, location, topography, cost, utilities, and public acceptance.

LOCAL PLANS AND POLICIES

Hazard Mitigation and Emergency Planning

The Hazard Mitigation Plan for the City of West Hollywood (HMP), adopted in August 2004 and updated through August 2008 (City of West Hollywood 2008), meets the requirements of the Disaster Mitigation Act of 2000. The Disaster Mitigation Act of 2000 requires local governments to prepare plans that identify hazards and risks within a community, and create appropriate mitigation. The HMP was created by a planning team that consisted of members of the public, and several City departments including fire, planning, law enforcement, and building and safety. The City's General Plan, the State of California Hazard Mitigation Office, and historic Southern California disasters were considered during plan formulation.

The West Hollywood SEMS/NIMS Emergency Plan is the City's plan to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the civilian population in time of emergency.

The City has also prepared its own emergency preparedness document, West Hollywood is Prepared (WHIP), to help prepare its citizens for the aftermath of a natural or man-made disaster. WHIP provides a description of actions to be taken prior to, during, and subsequent to a disaster event such as an earthquake or a terrorist attack.

Fire Safety

Fire protection services are provided to the City of West Hollywood through the Consolidated Fire Protection District by the Los Angeles County Fire Department (LACFD). LACFD is composed of 170 fire stations, and numerous ground and air resources, as well as specialized equipment for Urban Search & Rescue and Hazardous Materials. LACFD serves almost 4.2 million residents, 1.2 million housing units, 58 district cities, 2,305 total square miles, 72 miles of beach area, and 31 miles of public beach. The City of West Hollywood is located in Battalion 1, which is composed of six fire stations (two located within city boundaries), as shown in Table 3.6-3.

LACFD participates in automatic and mutual aid agreements with several neighboring agencies. Automatic aid provides for the routine exchange of services across jurisdictional boundaries under predefined conditions, while mutual aid is designed to provide additional resources during unusual or catastrophic events. While these types of agreements are beneficial, they do not have a significant impact to the day-to-day provision of fire protection services in West Hollywood.

Table 3.6-3. Fire Station Locations

Name of Site	Address
Fire Station #7 (Battalion Headquarters)	864 N San Vicente Blvd. West Hollywood, 90069
Fire Station #8	7643 W Santa Monica Blvd. West Hollywood, 90046
Fire Station #38	3907 W 54th St. Los Angeles, 90043
Fire Station #51	3900 Lankershim Blvd. Universal City, 91608
Fire Station #58	5757 South Fairfax Ave. Los Angeles, 90056
Fire Station #110	4433 Admiralty Way Marina Del Rey, 90292

Source: City of West Hollywood 2009

For typical response calls within West Hollywood, Station #7 and Station #8 provide service. Station #7 houses six personnel per 24-hour shift who staff a paramedic engine and paramedic squad. Station #8 houses 13 personnel who staff an engine, paramedic squad, and a "light force," which is made up of a truck and engine company.

West Hollywood has adopted the Los Angeles County Fire Code (Title 32 of the Los Angeles County Code). Section 4702.1 of the fire code governs construction within areas designated by CAL FIRE as fire hazard severity zones. Specifically, Section 4702.1 requires that fire-resistant building materials be used in fire hazard severity zones, and that a Fire Protection Plan be prepared for specific projects or developments proposed in fire hazard severity zones. These plans describe ways to minimize and mitigate potential for loss from wildfire exposure.

Certified Uniform Program Agency

LACFD is the certified unified program agency (CUPA) for the City of West Hollywood. The CUPA was created by the California Legislature to minimize the number of business inspections and fees. CUPA areas of responsibility are those described above under "Unified Program." As a CUPA, LACFD (along with affiliated Participating Agencies, including the Los Angeles County Department of Public Works Waste Management Division) responsibilities include:

- Staff members conduct the permitting and inspection of businesses that handle quantities of hazardous materials or hazardous waste greater than or equal to 55 gallons, 500 pounds, or 200 cubic feet of a compressed gas at any time.

- In conjunction with the Hazardous Materials Business Plan Program, staff members inspect businesses for compliance with the Hazardous Waste Control Act and respond to complaints of illegal disposal of hazardous waste. LACFD also inspects businesses that treat hazardous wastes, pursuant to permit by rule, conditional authorization, or conditional exemption.
- Hazardous materials management plans address emergency response to incidents involving businesses handling hazardous materials in excess of 55 gallons or 500 pounds, or 200 cubic feet of gas. Plans include an inventory of hazardous materials that is updated annually. Hazardous materials may be new or waste materials that are toxic, reactive, ignitable, or corrosive. Hazardous waste is subject to storage time limits, disposal requirements, and labeling requirements on containers.
- Most hazardous waste may be stored for only 90 days, but there are exceptions for small-quantity generators under certain circumstances. Hazardous wastes are reported on the annual inventory of hazardous materials as part of the hazardous materials management plan.

3.6.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to hazards and hazardous materials would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- impair implementation of or physically interfere with an adopted emergency-response plan or emergency-evacuation plan; or

- expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

There are no airports or private airstrips within the City, and the City is not subject to any airport land use plans. Therefore, potential safety hazards related to operation of airports or private airstrips are not evaluated further in this EIR.

3.6.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

METHODOLOGY

This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the proposed General Plan, and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks. As discussed in Section 3.6.2, compliance with applicable federal, state, and regional and local health and safety laws and regulations by residents and businesses in the City is intended to protect the health and safety of the public. State and local agencies are required to enforce applicable requirements. In determining the level of significance, this analysis assumes that infill development and redevelopment under the proposed General Plan would comply with relevant federal, state, regional, and local ordinances and regulations.

Consistent with state law, the range and types of uses accommodated under the proposed General Plan are identified only in general terms. Specific types of businesses that will occur in commercial and mixed-use land use designations are unknown, for example, as well as whether they would generate or use hazardous materials. Businesses such as gasoline service stations and dry cleaners are some of the most common retail operations that typically use hazardous materials (motor fuels and solvents, respectively), but other possible commercial and industrial uses could potentially use a range of oils and lubricants, solvents, fertilizers, pesticides and herbicides, and other chemicals and materials in liquid, solid, or gas form. Future development in West Hollywood could involve a variety of land uses, including residences, commercial uses, industrial uses, community uses, office space, and public services facilities (i.e., educational and institutional uses). As a result, this analysis assumes and evaluates a broad range of potential uses that could handle hazardous materials, and a broad range of potential hazardous materials that could be used.

This analysis is limited to a qualitative evaluation of impacts associated with the potential presence of hazardous materials or hazards in the City, and an evaluation of the extent to which the proposed General Plan would allow industrial uses and other uses that commonly employ or generate hazardous materials or waste in their production processes. A preliminary review of environmental risk databases was conducted, but this analysis did not include any sampling, site-specific review, laboratory analysis, or inspection of buildings or site surfaces. Site-specific investigation for projects developed under the proposed General Plan will be required to address hazardous materials conditions. For example, Phase I environmental site assessments would be required for specific projects pursuant to California Government Code Section 65962.5, and if this assessment indicates the presence or likely presence of contamination, Phase II soil/groundwater testing and remediation could be required before development on a site-specific basis.

ROUTINE USE, TRANSPORTATION, DISPOSAL, AND RELEASE OF HAZARDOUS MATERIALS

Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. New development and redevelopment consistent with the proposed General Plan would allow construction of additional residential and commercial uses. New residential development would result in increased use, storage, and disposal of household hazardous materials. New commercial development would also result in increased use, storage, and/or disposal of hazardous materials during routine operations. Of particular concern are facilities with USTs or other methods of storage that could accidentally leak into the soil, water, or air. Specific examples of such facilities include gas stations, automotive repair shops, and dry cleaners.

The amount of hazardous materials transported through the City on main local and regional roads could increase as a result of new development allowed by the proposed General Plan and regional growth. With additional development or redevelopment anticipated under the proposed General Plan along the major commercial and transportation corridors, including Santa Monica Boulevard, more people would be potentially exposed to toxic spills or releases compared to existing conditions.

Transportation of hazardous materials on area roadways is regulated by CHP and Caltrans, and use of these materials is regulated by DTSC, as outlined in CCR Title 22. USDOT (through the Hazardous Materials Transportation Act), and other regulatory agencies (including the California Public Utilities Commission for natural gas transmission lines) provide standards designed to

avoid releases, including provisions regarding securing materials and container design. Facilities developed under the General Plan that would use hazardous materials on-site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect the public health.

Projects potentially developed under the General Plan that would involve the use, transport, and disposal of hazardous materials would be subject to regulations that are designed to protect the public health. Policies in the proposed General Plan include a variety of actions aimed at avoiding exposure to hazardous materials and hazardous wastes. The Safety and Noise Element, in particular, contains policies specifically written to address impacts related to hazardous and toxic materials, including the following:

- Using the latest technologies to inform the community regarding potential hazards, locations of potential sources of hazards, and actions to take in case of emergency, ensuring that emergency preparedness is the mutual responsibility of the City, residents, and the business community.
- Continuing to avoid toxic cleaning and building materials and products in civic facilities and services to avoid health impacts to building occupants, visitors, and maintenance crew, and to minimize environmental pollution to the soil, air, and water from material production and disposal.
- Providing information, opportunities, and incentives to the community for proper disposal of toxic materials to avoid environmental degradation to the air, soil, and water resources from toxic material contamination.
- Encouraging nontoxic materials and products in homes and businesses as an alternative to products containing potentially hazardous materials, including cleaning products, personal care products, storage and packaging products, and furnishings, as well as foodstuffs to minimize the community's exposure to petrochemicals, volatile organic compounds, fertilizers, pesticides, and other chemicals suspected of causing cancer or reproductive toxicity.
- Following State guidelines regarding requiring upgrades or minimizing the use of buildings and facilities that are vulnerable to natural or man-made hazards throughout the community through a program of orderly and effective identification of vulnerable buildings, outreach, education, support and enforcement.

- Considering potential natural or man-made hazards in project review and in City operations, considering best practices in hazard-avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.
- Utilizing relevant data on natural hazards, including earthquakes, flooding, liquefaction, landslides, natural gas and subsurface methane gas, and apply this information for purposes of land use planning, including any permitting.

Implementation of current state and federal regulations, as well as the policies of the proposed General Plan may not prevent all potential releases of hazardous materials but would serve to minimize both the frequency and the magnitude, if such a release occurs. In combination with existing federal and state regulations, these policies would also reduce the potential impacts of the routine transportation of hazardous materials in the city. This impact would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

INTERFERENCE WITH AN ADOPTED EMERGENCY PLAN

An efficient roadway and circulation system is vital for the evacuation of residents and the mobility of fire suppression, emergency response, and law enforcement vehicles. Implementation of the proposed General Plan would create additional traffic and develop new residences and businesses requiring evacuation in case of an emergency.

LACFD oversees the development, establishment, and maintenance of programs and procedures to protect lives and property of Los Angeles County residents from the effects of natural or human-caused disasters. Also, the City of West Hollywood has developed a Hazard Mitigation Plan to prevent hazards and emergencies.

Policies in the proposed General Plan include a variety of actions aimed at ensuring emergency response readiness. The Safety and Noise Element, in particular, contains policies specifically written to address impacts related to emergency preparedness as described in the analysis above regarding the routine use, transport, disposal, and release of hazardous materials, and the analysis of police protection in Section 3.12. Implementation of current state and federal regulations, the policies of the proposed General Plan, and the City's existing HMP and SEMS/NIMS procedures would serve to reduce the potential impacts on emergency preparedness in the city. This impact would be **less than significant**. Individual development projects would be reviewed for project-

specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

DEVELOPMENT ON A KNOWN HAZARDOUS MATERIALS SITE

Review of the Cal/EPA databases indicates that a number of sites within the City of West Hollywood are included on the Cortese List developed according to Government Code Section 65962.5. Activities at these sites may have resulted in contamination of soil and groundwater. Implementation of the proposed General Plan could result in development or redevelopment on one or more of these sites. During construction activities and demolition, construction workers could come into contact with, and be exposed to, hazardous materials present in on-site soil or groundwater. Further, the presence of contamination in on-site soils or groundwater could create a significant environmental or health hazard if left in place.

The proposed General Plan includes policies aimed at protecting residents from exposure to hazardous materials. The Safety and Noise Element, in particular, contains policies specifically written to address hazardous materials impacts as described in the analysis above regarding the routine use, transport, disposal, and release of hazardous materials.

Implementation of current regulations and the policies of the proposed General Plan would not absolutely prevent exposure to hazardous materials but would use existing facility information to identify areas of hazardous materials use. In combination with existing federal and state regulations pertaining to hazardous site cleanup, these policies would also reduce the potential impacts of development on listed hazardous materials sites in the City under the proposed General Plan. This impact would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

FIRE HAZARDS

The northern edge of the City, at the base of the Hollywood Hills, includes areas of moderate and high wildfire hazard severity. A fire in the Hollywood Hills could spread to the northern region of West Hollywood. In addition, urban fires are possible from careless human activity, or in the event of an earthquake, subsurface gas explosion or hazardous material combustion. In the event of an urban fire, fire growth is related to type of building construction, water supply, fire department response time and resources, and building density and fire breaks.

Policies in the proposed General Plan include a variety of actions aimed at protecting residents and structures from natural hazards, including fire. The Safety and Noise Element, in particular, contains policies specifically written to address impacts related to natural hazards:

- Continuing to provide sufficient fire protection and emergency medical services to meet the needs of a changing population.
- Cooperating and collaborating with neighboring jurisdictions, social services, and internal departments to maximize public safety and emergency services.
- Supporting the County's existing mutual aid and automatic aid agreements for additional fire resources needed during an emergency.
- Contracting with Los Angeles County to be part of the Consolidated Fire Protection District of the County of Los Angeles for fire/emergency services, and to annually review the services regarding responsiveness to community needs, effectiveness, and efficient resource allocation.
- Promoting community-based programs in fire safety and emergency preparedness, including neighborhood-level programs and programs with businesses.
- Establishing a public safety impact fee, for expenditures related to facilities, operations, and management.
- Coordinating the provision of fire protection/emergency medical services with all public safety service providers monitoring their adequacy and responsiveness to community needs.
- Encouraging, facilitating, and participating in, where appropriate, the establishment of methods of communication among the public safety and social service providers and the West Hollywood community to discuss and resolve issues of responsiveness and sensitivity which may arise.
- Utilizing the Public Safety Commission to facilitate communication among public safety service providers and the West Hollywood community, and
- Considering best practices in hazard avoidance and mitigation in the siting, structural engineering, maintenance, and building and landscape design for all development projects.

Implementation of current local, state, and federal regulations; the policies of the proposed General Plan; and the City's existing building code procedures would serve to reduce the potential impacts related to wildland fires in the City. Any new infill development or redevelopment within the City would be required to comply with Section 4702.1 of the Los Angeles County Fire Code, which requires a plan to minimize and mitigate fire hazard for any new development project within a wildfire hazard severity zone area. This impact would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

UNDERGROUND GAS HAZARDS

Future development in West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. New development and redevelopment consistent with the proposed General Plan would allow construction of additional residential and commercial uses. Subsurface gas is present beneath the City. The urban landscape tends to cap these gases underground, where they can accumulate to the point of combustion and/or escape in higher concentrations during construction, earthquakes, and other ground movements. A rising water table may also pressurize or force gases upward into the urbanized environment. Depending on the circumstances, these gases can combust, cause asphyxiation, and lead to urban fires.

Policies in the proposed General Plan include a variety of actions aimed at protecting residents and structures from natural hazards, including hazards related to the presence of underground gas. The Safety and Noise Element, in particular, contains policies specifically written to address impacts related to natural hazards as described in the analysis above regarding the routine use, transport, disposal, and release of hazardous materials, and the analysis of fire hazards.

Implementation of current local, state, and federal regulations; the policies of the proposed General Plan; and the City's existing building code procedures would serve to reduce the potential impacts related to underground gas hazards in the City. This impact would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

HAZARDOUS MATERIALS WITHIN 0.25 MILE OF SCHOOLS

The proposed land uses in the General Plan include commercial and mixed-use designations within 0.25 mile of schools. However, the California Department of Education enforces school

siting requirements, and new facilities would not be constructed within 0.25 mile of facilities emitting or handling materials based on these requirements. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of PRC Section 21151.4, would require evaluation and notification where potential material handling and emission could occur in proximity to schools. Compliance with existing regulations would result in a **less-than-significant** impact. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.6.5 MITIGATION MEASURES

After implementation of existing state and federal requirements, as well as implementation of policies and programs of the proposed General Plan, there would be no significant impacts related to hazards and hazardous materials at this Program EIR level of analysis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.7 HYDROLOGY AND WATER QUALITY

This section presents the existing conditions with regard to surface water and groundwater resources within the City of West Hollywood, summarizes the regulatory and planning framework, and analyzes the impacts on surface water and groundwater resources associated with implementation of the proposed General Plan. Impacts associated with water supply and wastewater treatment are discussed in Section 3.12, "Public Services and Utilities."

3.7.1 EXISTING ENVIRONMENTAL SETTING

SURFACE WATER HYDROLOGY AND DRAINAGE

The City of West Hollywood discharges storm water via regional underground storm drains into the upper reach of Ballona Creek, a subwatershed of Santa Monica Bay. The Ballona Creek Watershed is approximately 128 square miles in size and is bounded by the Santa Monica Mountains to the north and the Baldwin Hills to the south. The Santa Monica Bay monitoring site for West Hollywood and the other Ballona Creek cities discharging into Santa Monica Bay is at Dockweiler Beach, a site located over 10 miles downstream from the City of West Hollywood. Of the Ballona Creek watershed tributary to this site, 81% is under the jurisdiction of the City of Los Angeles. The other 19% of the watershed area is within the jurisdiction of the cities of Beverly Hills, Culver City, Inglewood, Santa Monica, West Hollywood; the County of Los Angeles; and Caltrans. The City of West Hollywood is only 1.9 square miles in size, an area roughly 1.5% of the Ballona Creek Watershed, and even less so for the total watershed tributary to the Santa Monica Bay.

Storm drainage infrastructure in the City is owned and operated by the City of West Hollywood or the County of Los Angeles

GROUNDWATER HYDROLOGY

West Hollywood lies within the Hollywood Groundwater Subbasin (Hollywood Basin), which is part of the larger coastal plain of the Los Angeles Groundwater Basin. The depth of the Hollywood Basin ranges up to 660 feet. Although semiperched groundwater (5–35 feet in thickness) occurs near the surface in some portions of the basin, the main water sources are deeper, in the San Pedro and Lakewood formations. Groundwater in the basin typically flows from east to west (MWD 2007).

Groundwater recharge in the basin occurs through precipitation and stream flow, primarily in the Santa Monica Mountains and the Hollywood Hills to the north of the basin. Urban development and the presence of impervious services above most of the basin result in a limited area available for groundwater recharge. The annual safe yield of groundwater from the basin is estimated to be 3,000 acre-feet per year (AFY) (MWD 2007).

The Hollywood Basin is unadjudicated; no regulations or agreements specify how much water may be withdrawn from the basin. At present, the only major user of groundwater in the basin is the City of Beverly Hills, which withdraws up to 1,850 AFY. The Beverly Hills municipal wells have static water levels ranging from 227 feet to 313 feet below the surface (MWD 2007).

The depth to groundwater varies in different areas of the City. Prior to the development of the City, West Hollywood was a natural area of high ground water, containing marshland and artesian wells. Extensive pumping of water for agricultural and then urban uses substantially lowered the water table between the 1920s and the 1970s. In some areas of the City, the high groundwater is manifested by water seepage into subterranean garages, street drains, and gutters, and by water in pipeline trenches (City of West Hollywood 1988). Groundwater levels have changed historically based on urbanization and changes in groundwater pumping and use; groundwater levels dropped through most of the 20th century but have recently risen. The California Division of Mines and Geology (now known as the California Geological Survey [CGS]) encountered groundwater at depths ranging from 10 to 20 feet to deeper than 245 feet in borings from a 1998 study. Depth to groundwater is commonly shallower on the north side of the Hollywood Fault than on the south side of the fault; the fault acts as a barrier to groundwater flow toward the south (KFM GeoScience 2010:6).

FLOODING

The Federal Emergency Management Agency (FEMA) is responsible for the preparation of Flood Insurance Rate Maps (FIRMs). These maps present flood hazard, expressed as areas that are subject to inundation in a storm with either a 1% Annual Exceedance Probability (AEP), also referred to as a 100-year flood, or a 0.2% AEP (500-year flood). Two areas of the City of West Hollywood lie within the 0.2% AEP boundary. An area on either side of Santa Monica Boulevard between Fairfax Avenue and Curson Avenue, and an area south of Santa Monica Boulevard between Westmont Drive and San Vicente Boulevard are currently within a FEMA 500-year flood zone. No areas of the City lie within the 1% AEP boundary.

No portions of West Hollywood lie within a federally designated mandatory flood insurance zone. On June 3, 1994, FEMA issued a Letter of Map Revision for Case No. 94-09-540P. The FEMA flood insurance rate map was revised for the eastern portion of the City to reflect upgrades to flood protection due to the completion of the Los Angeles County Flood Control District's Pan Pacific Flood Control System. On September 29, 2008, FEMA issued a Letter of Map Revision for Case No. 08-09-1715P. The flood insurance rate map was revised for the southwest portion of the City to reflect upgrades to flood protection due to the completion of the Los Angeles County Flood Control District's Holly Hills Storm Drain System.

The City lies downstream of several major water impoundments, and portions of the southernmost and eastern edges of the City would be subject to inundation in the event of a dam failure associated with the Greystone Reservoir (the Lower Franklin Dam), or the Hollywood Reservoir (Mulholland Dam). Dam inundation hazards are identified in Figure 3.7-1.

WATER QUALITY

Surface Water

The Ballona Creek watershed is classified as an impaired water body by the Los Angeles RWQCB on its 303(d) list. Total Maximum Daily Loads (TMDLs) have been established for pollutants, including cadmium (an EPA-approved TMDL has made a finding of nonimpairment for cadmium), cyanide (TMDL completion expected in 2019), coliform bacteria, dissolved copper, lead, selenium, toxicity, trash, enteric viruses, and zinc. A shellfish harvesting advisory has also been established for Ballona Creek (Los Angeles RWQCB 2009). Table 3.7-1 presents the beneficial uses (existing or potential) for Ballona Creek.

Table 3.7-1. Beneficial Uses for Ballona Creek

Beneficial Use Designation	Definition
Municipal/Domestic Supply	Community, military, or individual water supply systems including, but not limited to, drinking water supply. (Potential use)
Contact Water Recreation	Recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and SCUBA diving, surfing, white water activities, fishing, or use of natural hot springs. (Potential use)
Noncontact Water Recreation	Recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities. (Existing use)

Beneficial Use Designation	Definition
Warm Freshwater Habitat	Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates. (Potential use)
Wildlife Habitat	Uses of water that support terrestrial ecosystems, including but not limited to preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), and wildlife water and food sources. (Existing use)

Source: Los Angeles RWQCB 1994

Groundwater

Water quality in the Hollywood Basin is generally fair. Total dissolved solids (TDS) range from 519 to 788 milligrams per liter (mg/L). Other contaminants, including nitrate, volatile organic compounds (VOCs), and perchlorate have not been detected in the basin (MWD 2007).

Table 3.7-2 presents beneficial uses for the Hollywood Basin.

Table 3.7-2. Beneficial Uses for the Hollywood Basin

Beneficial Use Designation	Definition
Municipal/Domestic Supply	Community, military, or individual water supply systems including, but not limited to, drinking water supply. (Potential use)
Agricultural Supply	Farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
Industrial Service Supply	Industrial activities that do not depend primarily on water quality including, but not limited to mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well repressurization.
Industrial Process Supply	Includes uses of groundwater for industrial activities that depend primarily on water quality, which include process water supply and all uses of water related to product manufacture or food preparation.

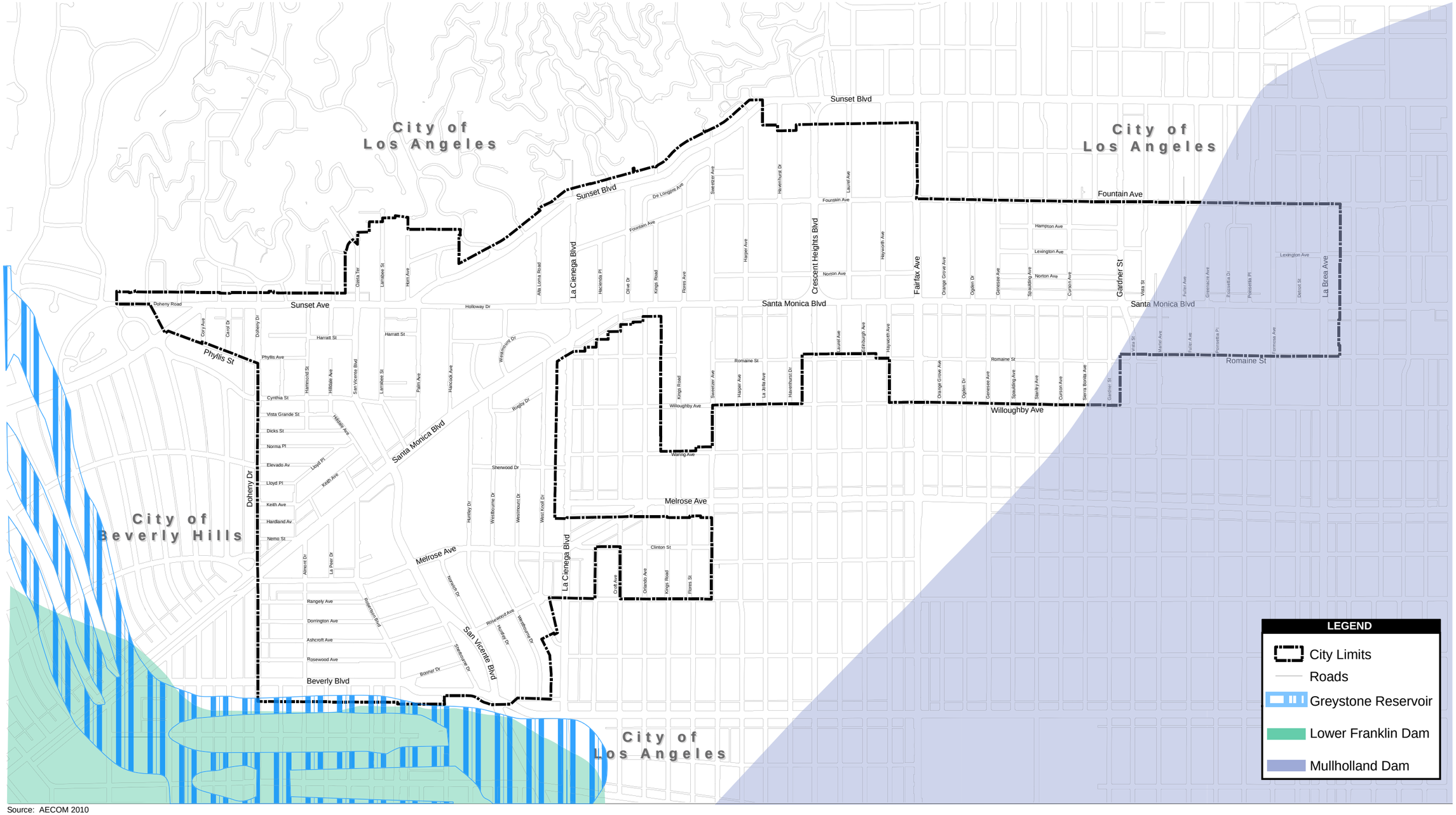
Source: Los Angeles RWQCB 1994

3.7.2 REGULATORY SETTING

FEDERAL REGULATIONS

Federal Clean Water Act

The EPA is the lead federal agency responsible for managing water quality. The CWA of 1972 is the primary federal law that governs and authorizes EPA and the states to implement activities to control water quality. The various elements of the CWA that address water quality and are applicable to the proposed project are discussed below.



Source: AECOM 2010

0 1,250 2,500 Feet

Figure 3.7-1
Dam Inundation Hazard Areas

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Water Quality Criteria and Standards

Under federal law, EPA has published water quality regulations under Volume 40 of the CFR. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use.

EPA is the federal agency with primary authority for implementing regulations adopted under the CWA. EPA has delegated to the State of California the authority to implement and oversee most of the programs authorized or adopted for CWA compliance through the state's Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne Act), described below.

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. A discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

In November 1990, EPA published regulations establishing NPDES permit requirements for municipal and industrial stormwater discharges. California's RWQCBs are responsible for implementing the NPDES permit system (see additional information under "State Plans, Policies, Regulations, and Laws" below). The City of West Hollywood is within the jurisdiction of the Los Angeles RWQCB.

Section 401 Water Quality Certification or Waiver

Under Section 401 of the CWA, an applicant for a Section 404 permit (to discharge dredged or fill material into waters of the United States) must first obtain a certificate from the appropriate state agency stating that the fill is consistent with the state's water quality standards and criteria. In California, the authority to either grant water quality certification or waive the requirement is delegated by the SWRCB to the nine RWQCBs.

Section 303(d) Impaired Waters List

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that the state develop a TMDL for each of the listed pollutants. The TMDL is the amount of loading that the water body can receive and still be in compliance with water quality objectives. The TMDL can also act as a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. The TMDL prepared by the state must include an allocation of allowable loadings to point and nonpoint sources, with consideration of background loadings and a margin of safety. The TMDL must also include an analysis that shows links between loading reductions and the attainment of water quality objectives. EPA must either approve a TMDL prepared by the state or, if it disapproves the state's TMDL, issue its own. NPDES permit limits for listed pollutants must be consistent with the waste load allocation prescribed in the TMDL. After implementation of a TMDL, it is intended that the problems that led to placement of a given pollutant on the Section 303(d) list would be remediated.

Antidegradation Policy

The federal antidegradation policy, established in 1968, is designed to protect existing uses, water quality, and national water resources. The federal policy directs states to adopt a statewide policy that includes the following primary provisions:

- Existing in-stream uses and the water quality necessary to protect those uses shall be maintained and protected.
- Where existing water quality is better than necessary to support fishing and swimming conditions, that quality shall be maintained and protected unless the state finds that allowing lower water quality is necessary for important local economic or social development.

- Where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected.

Safe Drinking Water Act

Under the Safe Drinking Water Act (Public Law 93-523) passed in 1974, EPA regulates contaminants of concern to domestic water supply. Contaminants of concern relevant to domestic water supply are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by EPA's primary and secondary maximum contaminant levels (MCLs), which are applicable to treated water supplies delivered to the distribution system. MCLs and the process for setting these standards are reviewed triennially. Amendments to the Safe Drinking Water Act enacted in 1986 and 1996 established an accelerated schedule for setting MCLs for drinking water.

EPA has delegated to the California DPH the responsibility for administering California's drinking-water program. The DPH is accountable to EPA for program implementation and for adopting standards and regulations that are at least as stringent as those developed by EPA. The applicable state primary and secondary MCLs are set forth in CCR Title 22, Division 4, Chapter 15, Article 4 and described in "Title 22 Standards" below.

National Toxics Rule and California Toxics Rule

In 1992, EPA promulgated the National Toxics Rule (NTR) under the CWA to establish numeric criteria for priority toxic pollutants for California. The National Toxics Rule established water quality standards for 42 pollutants not covered under California's statewide water quality regulations at that time. As a result of the court-ordered revocation of California's statewide Basin Plans in September 1994, EPA initiated efforts to promulgate additional federal water quality standards for California. In May 2000, EPA issued the California Toxics Rule (CTR), which includes all the priority pollutants for which EPA has issued numeric criteria not included in the NTR.

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations that limit development in floodplains. FEMA also issues FIRMs that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The

design standard for flood protection covered by the FIRMs is established by FEMA, with the minimum level of flood protection for new development determined to be the 1-in-100 AEP (i.e., the 100-year flood event). As developments are proposed and constructed, FEMA is also responsible for issuing revisions to FIRMs, such as Conditional Letters of Map Revision (CLOMR) and Letters of Map Revision (LOMR) through the local agencies that work with the NFIP.

Executive Order 11988

Executive Order 11988 (Floodplain Management) addresses floodplain issues related to public safety, conservation, and economics. It generally requires federal agencies constructing, permitting, or funding a project in a floodplain to do the following:

- avoid incompatible floodplain development,
- be consistent with the standards and criteria of the NFIP, and
- restore and preserve natural and beneficial floodplain values.

U.S. Army Corps of Engineers

USACE is responsible for issuing permits for the placement of fill or discharge of material into waters of the United States. These permits are required under Sections 401 and 404 of the CWA. Water supply projects that involve instream construction, such as dams or other types of diversion structures, trigger the need for these permits and related environmental reviews by USACE. USACE also is responsible for flood control planning and assisting state and local agencies with the design and funding of local flood control projects.

STATE REGULATIONS

State Water Resources Control Board

In California, the SWRCB has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the state by the federal government under the CWA. Other state agencies with jurisdiction over water quality regulation in California include DPH (for drinking-water regulations), the California Department of Pesticide Regulation, CDFG, and the Office of Environmental Health and Hazard Assessment.

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt Basin Plans for all areas in the region and establish water quality objectives in the plans. California water quality objectives (or "criteria" under the CWA) are found in the Basin Plans adopted by the SWRCB and each of the nine RWQCBs.

Title 22 Standards

Water quality standards are enforceable limits composed of two parts: (1) the designated beneficial uses of water and (2) criteria (i.e., numeric or narrative limits) to protect those beneficial uses. Municipal and domestic supply (MUN) is among the "beneficial uses" as defined in Section 13050(f) of the Porter-Cologne Act, which defines them as uses of surface water and groundwater that must be protected against water quality degradation. MCLs are components of the drinking water standards adopted by DPH pursuant to the California Safe Drinking Water Act. California MCLs may be found in CCR Title 22, Division 4, Chapter 15, Domestic Water Quality and Monitoring. DPH is responsible for Title 22 of the CCR (Article 16, Section 64449) as well, which also defines secondary drinking water standards, established primarily for reasons of consumer acceptance (i.e., taste) rather than because of health issues.

Drinking water MCLs are directly applicable to water supply systems "at the tap," i.e., at the point of use by consumers in their home, office, etc., and are enforceable by DPH. California MCLs, both Primary and Secondary, are directly applicable to groundwater and surface water resources when they are specifically referenced as water quality objectives in the pertinent Basin Plan. In such cases, MCLs become enforceable limits by the SWRCB and RWQCBs. When fully health protective, MCLs may also be used to interpret narrative water quality objectives prohibiting toxicity to humans in water designated as a source of drinking water (MUN) in the Basin Plan.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act is California's statutory authority for the protection of water quality. Under the act, the state must adopt water quality policies, plans, and objectives that protect the state's waters for the use and enjoyment of the people. The act sets forth the obligations of the SWRCB and RWQCBs to adopt and periodically update Basin Plans. Basin Plans are the regional water quality control plans required by both the CWA and Porter-Cologne Act in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The act also requires waste dischargers to notify the RWQCBs of their activities through the filing of reports of waste discharge (RWDs) and authorizes the

SWRCB and RWQCBs to issue and enforce waste discharge requirements (WDRs), permits, Section 401 water quality certifications, or other approvals. The RWQCBs also have authority to issue waivers to RWDs and/or WDRs for broad categories of "low threat" discharge activities that have minimal potential for adverse water quality effects when implemented according to prescribed terms and conditions.

The Los Angeles RWQCB is responsible for the preparation and implementation of the Water Quality Control Plan for the Los Angeles Region (Los Angeles RWQCB 1994). The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and surveillance and monitoring programs for waters in the Los Angeles region, including the Los Angeles River, the San Gabriel River, and Ballona Creek. The Basin Plan contains specific numeric water quality objectives that are applicable to certain water bodies or portions of water bodies. Objectives have been established for bacteria, dissolved oxygen, pH, pesticides, electrical conductivity, total dissolved solids, temperature, turbidity, and trace elements. Numerous narrative water quality objectives have also been established.

California State Nondegradation Policy

In 1968, as required under the federal antidegradation policy described above, the SWRCB adopted a nondegradation policy aimed at maintaining high quality for waters in California. The nondegradation policy states that the disposal of wastes into state waters shall be regulated to achieve the highest water quality consistent with maximum benefit to the people of the state and to promote the peace, health, safety, and welfare of the people of the state. The policy provides as follows:

- Where the existing quality of water is better than required under existing water quality control plans, such quality would be maintained until it has been demonstrated that any change would be consistent with maximum benefit to the people of the State and would not unreasonably affect present and anticipated beneficial uses of such water.
- Any activity which produces waste or increases the volume or concentration of waste and which discharges to existing high-quality waters would be required to meet waste discharge requirements, which would ensure (1) pollution or nuisance would not occur and (2) the highest water quality consistent with the maximum benefit to the people of the State would be maintained.

California Toxics Rule and State Implementation Plan

The CTR was issued in 2000 in response to requirements of the EPA NTR and establishes numeric water quality criteria for approximately 130 priority pollutant trace metals and organic compounds. The CTR criteria are regulatory criteria adopted for inland surface waters, enclosed bays, and estuaries in California that are subject to CWA Section 303(c). The CTR includes criteria for the protection of aquatic life and human health. Human health criteria (water and organism based) apply to all waters with a Municipal and Domestic Water Supply Beneficial Use designation as indicated in the Basin Plans.

The Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California, also known as the State Implementation Plan (SIP), was adopted by the SWRCB in 2000. It establishes provisions for translating CTR criteria, NTR criteria, and Basin Plan water quality objectives for toxic pollutants into NPDES permit effluent limits, effluent compliance determinations, monitoring for 2,3,7,8-TCDD (dioxin) and its toxic equivalents, chronic (long-term) toxicity control provisions, initiating site-specific water quality objective development, and granting of exceptions for effluent compliance. The goal of the SIP is to establish a standardized approach for the permitting of discharges of toxic effluents to inland surface waters, enclosed bays, and estuaries in a consistent fashion throughout the state.

NPDES Permit System and Waste Discharge Requirements for Construction

The SWRCB and Los Angeles RWQCB have adopted specific NPDES permits for a variety of activities that have potential to discharge wastes to waters of the state, including construction activities. All of the NPDES permits involve similar processes, including submittal to the Los Angeles RWQCB of notices of intent (NOIs) to discharge, and implementation of SWPPPs that include BMPs to minimize those discharges.

Construction activities subject to the general construction activity permit include clearing, grading, stockpiling, dewatering, and excavation. Dischargers are required to eliminate or reduce nonstormwater discharges to storm drain systems and other waters. The permit also requires dischargers to consider the use of permanent postconstruction BMPs that would remain in service to protect water quality throughout the life of the project. All NPDES permits also have inspection, monitoring, and reporting requirements. Where pollutants are known or should be known to be present and have the potential to contact runoff, sampling and analysis are required. NPDES permits require the implementation of design and operational BMPs to reduce the level of contaminant runoff. Types of BMPs include source controls, treatment controls, and site planning measures.

Urban Water Management Planning Act

Each urban water supplier in California is required to prepare an Urban Water Management Plan (UWMP) and update the plan on or before December 31 in years ending in 5 and 0, pursuant to California Water Code Sections 10610–10657, as last amended by SB 318 (Chapter 688, Statutes of 2004), the Urban Water Management Planning Act. SB 318 is the 18th amendment to the original bill requiring a UWMP, which was initially enacted in 1983.

Senate Bill 610

SB 610 (Chapter 643, Statutes of 2001) became effective January 1, 2002. The purpose of SB 610 is to strengthen the process by which local agencies determine whether current and future water supplies are adequate and sufficient to meet current and future demand. SB 610 amended the California PRC to incorporate California Water Code requirements within the CEQA process for certain types of projects. SB 610 also amended the Water Code to broaden the types of information included in a UWMP (Water Code Section 10610 et seq.).

Senate Bill 221

SB 221 (Chapter 642, Statutes of 2001) requires a county or city to include as a condition of approval of any tentative map, parcel map, or development agreement for certain residential subdivisions a requirement that a "sufficient water supply" be available. Proof of a sufficient water supply must be based on a written verification from the public water system that would serve the development.

Recycled Wastewater Requirements

Wastewater recycling in California is regulated under Title 22, Division 4, of the CCRs under the jurisdiction of DPH. The intent of these regulations is to ensure protection of public health associated with the use of recycled water. The regulations establish acceptable levels of constituents in recycled water for a range of uses and prescribe a means for ensuring reliability in the production of recycled water. Using recycled water for nonpotable uses is common throughout the state and is an effective means of maximizing use of water resources. The RWQCB establishes water reclamation requirements under the Title 22 regulations and is responsible for implementing wastewater recycling projects.

LOCAL PLANS AND POLICIES

City of West Hollywood Municipal Code

Chapter 15.56, Storm Water Runoff Pollution Control, in the City of West Hollywood's Municipal Code sets forth standards to protect water quality in the City. These standards include the requirements of the City's Municipal NPDES Permit and the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).

Chapter 15.52, Water Conservation Plan, regulates irrigation water practices in the City to reduce potable water consumption. Chapter 19.26.090, Plant Materials, discusses and regulates the City's drought tolerance requirements for plant materials. Chapter 19.26.070, Irrigation and Water Conservation, contains standards for landscape irrigation and conservation and irrigation equipment standards.

Municipal NPDES Permit

The City of West Hollywood is a co-permittee under the Municipal Storm Water and Urban Runoff Discharges in the County of Los Angeles, and the incorporated cities, except the City of Long Beach (Order No. 01-182, NPDES Permit No. CAS00401). The Los Angeles County Storm Water Quality Management Program is the local enforcement mechanism of the NPDES, which controls water pollution by regulating point sources that discharge pollutants to receiving waters.

This permit specifies that all new development and redevelopment projects that fall under specific priority project categories must comply with the Los Angeles County SUSMP. The SUSMP includes BMP requirements for site design, source control, and treatment control.

3.7.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to hydrology and water quality would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Violate any water quality standards or waste discharge requirements, including NPDES waste discharge or stormwater runoff requirements, state or federal antidegradation policies, enforceable water quality standards contained in the Los Angeles RWQCB

Basin Plan or statewide water-quality control plans, or federal rulemakings to establish water quality standards in California;

- Otherwise substantially degrade water quality through contribution of additional sources of polluted runoff;
- Create or contribute runoff water that would exceed the capacity (peak flow) of existing or planned stormwater drainage systems;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site, or result in increased flooding on- or off-site;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a substantial lowering of the level of the local groundwater table;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows; Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Due to the distance from the City of West Hollywood to the Pacific Ocean (approximately 9 miles to the west), and the numerous structures between the City and the ocean, there is virtually no risk of hazard due to tsunamis (seismically induced waves). There are no enclosed water bodies in the City that could create a risk of inundation due to a seiche. These topics are not addressed further in this EIR.

3.7.4 Analysis of Environmental Impacts

Violation of Water Quality Standards

Areas with high percentages of impervious surfaces may contain contaminants such as trash, litter, silt, automotive chemicals, fertilizers, animal wastes, and other contaminants that could flow directly into storm drains that send the runoff into local streams and channels. Construction activities related to implementation of the proposed General Plan could contribute additional

pollutants, including sediments from grading activities and contaminants associated with construction materials, construction waste, vehicles, and equipment, among others. Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas. Future development and redevelopment are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, which could reduce the amount of runoff and associated pollutants. However, since storm drains are designed to carry only storm water, these drains typically are not equipped with filters or cleaning systems and, consequently, can deliver polluted urban runoff directly into local flood control channels and the receiving water bodies affecting their beneficial use (see Tables 3.7-1 and 3.7-2). Many of the pollutants found in this runoff are toxic to marine and aquatic life.

The City of West Hollywood has allocated staffing and resources to implement pollution mitigation programs to improve water quality. The City has a negligible contribution for discharges into the Santa Monica Bay.

Since the early 1990s with the RWQCB's first issuance of a Municipal NPDES, the City has implemented a variety of programs and policies aimed at reducing the amount of waste that is carried to the ocean and released into the environment, including:

- Installed storm drain debris excluder devices to prevent trash from entering storm drain catch basins.
- Placed 42 animal waste stations throughout the city for dog walkers.
- Performs daily street sweeping services to intercept any waste in the street gutters.
- Performs daily hand litter pick up of sidewalk and parkway areas on arterial streets and high pedestrian areas.
- Carefully maintains and monitors sewer lines to prevent any discharges into the MS4. In addition to routine cleaning and inspections, the maintenance program includes annual herbicide treatment of sewer mainlines to prevent blockages due to root intrusion;
- Implements an aggressive Industrial Waste Code Compliance program requiring restaurants to retrofit plumbing for grease interceptors, to prevent sewer mainline blockages due to fats, oils, and grease.

- Exceeds compliance with the NPDES permit requirements regarding dry and wet season storm drain catch basin cleanouts. The City pays for a contractor to clean all catch basins citywide with Priority A frequency (3 times during wet season and 1 time during dry season). West Hollywood cleans the catch basins regardless of jurisdictional ownership, including LA County Flood Control and City of Los Angeles regional flood control systems that have catch basins in West Hollywood.
- Requires the exclusive franchise trash hauler to clean, disinfect, and inspect all customer bins for refuse and green waste twice per year, as well as all customer recycling bins once per year. This aggressive cleaning program prevents the accumulation of bacteria which could drip into streets and gutters from trash bins.
- Requires the exclusive franchise trash hauler to collect and dispose of all solid waste collected from 140 City owned street-side trash containers daily. Also, this contractor is required to clean and disinfect all such containers and accompanying bus benches at least once per month.
- Provides free Sharps Disposal by Mail containers to all City residents for disposal of syringes, sharps and other injection related medical devices. The City has a comprehensive outreach program to publicize this program in partnership with 4 local pharmacies, which prevents inadvertent release of bacteria due to improper disposal of sharps.
- Adopted a Green Building Ordinance in 2008. This ordinance provides incentives for developers to implement Low Impact Development (LID), reducing impervious surfaces and decreasing volume of storm water runoff.
- Mandates compliance with Stormwater Pollution Prevention Plans (SWPPP) and Standard Urban Stormwater Mitigation Plans (SUSMP) for construction sites.
- Requires stormwater responsibility and accountability for owners of all development construction projects, regardless of size.
- Implemented a program to annually conduct video inspection and repair of 10% of the city owned sewer system each year. In 2009, constructed $500,000 in repairs of deteriorated in sewer lines, thereby preventing sudden collapse/blockage and sewer overflows. In 2010, a similar sewer rehabilitation project will be implemented.

Additionally, policies in the proposed General Plan include a variety of actions aimed at protecting water quality, through reducing runoff of pollutants, and increasing on-site treatment

or detention of stormwater. The Infrastructure, Resources, and Conservation Element, in particular, contains policies specifically written to address stormwater and water quality impacts. Proposed policies include the following:

- Working with Los Angeles County Flood Control District for maintenance and operation of the regional stormwater system that serves the City, sharing information about service needs and growth projections.
- Maintaining, funding, and regularly monitoring stormwater infrastructure.
- Maximizing local actions to reduce, capture and treat urban runoff, as feasible.
- Collaborating with other government agencies and the Santa Monica Bay Watershed to reduce and remove contaminants in urban runoff.
- Pursuing programs that reduce the amount and improve the quality of stormwater runoff in a manner the meets or exceeds all regional, State and Federal stormwater programs.
- Reducing the amount and improve the quality of stormwater that leaves the City through best management practices, including stormwater reuse and the use of vegetation and permeable surfaces to capture and filter stormwater.
- Managing all stormwater on-site for new development projects in accordance with the City approved Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan.
- Exploring innovative ways of capturing and reusing stormwater for non-drinking water purposes to reduce the use of potable water.
- Continuing to prohibit activities that negatively impact the stormwater system.
- Requiring that new development pay for the cost of stormwater system improvements necessitated by that development.

Impacts related to pollutants associated with impervious surfaces are reduced primarily by City implementation of RWQCB waste discharge permits and through preparation and implementation of a SWPPP and SUSMP, including identification of required BMPs for both construction and postconstruction discharges. Additionally, because much of the new development with implementation of the proposed General Plan would be infill and redevelopment, site conditions and runoff filtration measures would improve through retrofitting and the development review process. With adherence to and implementation of these permits,

existing City programs and practices, proposed General Plan policies, and existing water conservation and drought-tolerant landscaping regulations, water quality impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

GROUNDWATER RESOURCES

Development associated with the proposed General Plan would not convert new land to urban uses or create substantial new areas of impervious surfaces. As described above in Section 3.7.1, groundwater recharge in the Hollywood Basin occurs primarily in the Santa Monica Mountains, since the lowland portion of the basin, including the City of West Hollywood, is urbanized. Future infill development and redevelopment are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, increasing groundwater recharge. This impact would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

The City of Beverly Hills operates the only water supply wells that draw from the Hollywood Basin. Current groundwater production by the City of Beverly Hills is 1,850 AFY, and the estimated annual safe yield from the basin is 3,000 AFY. The City of West Hollywood obtains some of its water supply from the City of Beverly Hills. Impacts related to water supply are analyzed in Section 3.12, "Public Services and Utilities."

Policies in the proposed General Plan include a variety of actions aimed at increasing stormwater infiltration through use of permeable pavement and other strategies. As noted in the impact discussion on water quality standards, the Infrastructure, Resources, and Conservation, in particular, contains policies to address groundwater recharge impacts.

SURFACE HYDROLOGY AND DRAINAGE

Implementation of the proposed General Plan would not involve the alteration of existing streams, rivers, or drainage channels. Future infill development in the City's existing urban areas is not expected to substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of storm water runoff. In fact, site redevelopment may provide opportunities to create new pervious surfaces to facilitate

groundwater infiltration through new landscaping and use of porous pavements. Therefore, impacts to surface hydrology/water bodies are expected to be **less than significant**.

Policies in the proposed General Plan include a variety of actions aimed at protecting water quality, through reducing runoff of pollutants, and increasing on-site treatment or detention of stormwater. As noted in the impact discussion on water quality standards, the Infrastructure, Resources, and Conservation, in particular, contains policies specifically written to address stormwater and water quality impacts.

Impacts related to pollutants associated with impervious surfaces are reduced primarily by City implementation of RWQCB waste discharge permits and through preparation and implementation of a SWPPP and SUSMP, including identification of required BMPs for both construction and postconstruction discharges. Additionally, because much of the new development with implementation of the proposed General Plan would be infill and redevelopment, site conditions and runoff filtration measures would improve through retrofitting and the development review process. With adherence to and implementation of these permits, proposed General Plan policies, and existing water conservation and drought-tolerant landscaping regulations, surface hydrology, and drainage program-level impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

FLOODING AND DAM INUNDATION

No areas of the City are located within the 1% AEP boundary (100-year floodplain). Because implementation of the proposed General Plan would not expose people or structures to hazards related to a 100-year flood, this impact would be **less than significant**.

Portions of West Hollywood are also susceptible to flood events related to dam failure. The Lower Franklin Dam and the Mulholland Dam are located in the Hollywood Hills above West Hollywood. Areas below (downstream from) the dams, including portions of the City of West Hollywood, have high potential for inundation in the unlikely event of catastrophic dam failure.

The National Inventory of Dams characterizes the Lower Franklin Dam and Mulholland Dam as significant, for hazard potential. Dams with significant hazard potential are those in which failure or misoperation would result in no probable loss of human life but can cause economic loss, environmental damage, and disruption of lifeline facilities. For West Hollywood, the potential

flooding impact area for the Lower Franklin Dam lies south of Beverly Boulevard just outside of the City Boundary.

In the event of a breach of the Mulholland Dam, the residential area generally east of Sierra Bonita Avenue would be exposed to potential flooding. The reservoirs, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and USACE) to guard against the threat of dam failure.

The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in the earthquake planning scenarios for a magnitude 8.3 earthquake on the San Andreas Fault Zone and a magnitude 7.0 earthquake on the Newport-Inglewood Fault Zone. These studies found the catastrophic failure of a major dam as a result of a scenario earthquake is regarded as unlikely. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum credible earthquake (MCE). FEMA requires that all reservoir owners develop Emergency Action Plans (EAPs) for warning, evacuation, and post-flood actions. Although there may be coordination with County officials in the development of the EAP, the responsibility for developing potential flood inundation maps and facilitation of emergency responses is the responsibility of the reservoir owner (City of Beverly Hills 2008).

Policies in the proposed General Plan include a variety of actions aimed at protecting people and structures from flood risks through design guidelines to minimize flood risks and increase use of permeable materials, and aimed at ensuring adequate stormwater systems to reduce stormwater contribution to flooding. The Safety and Noise Element, in particular, contains policies specifically written to address flood impacts, as listed in the analysis of violation of water quality standards. Additional flood prevention methods such as provision of detention basins and on-site storm water drainage will be required of developers to reduce runoff into the City's drainage facilities and to provide adequate drainage for infill and redevelopment projects. With adherence to and implementation of the proposed regulations and policies, program-level flooding and dam inundation impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

MUDFLOWS

Mudflows (or debris flows) are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river of mud. There would be a potential for mudflows and associated erosion adjacent to hillsides on the northern edge of the City (north of Sunset Boulevard), especially following removal of natural vegetation or creation of steep graded slopes, including following construction activities or after wildfires. However, standard erosion-prevention practices during grading and avoidance of over-steepened slopes near existing development would reduce the potential for mudflow impacts to a **less-than-significant** level. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.7.5 MITIGATION MEASURES

With adherence to and implementation of permits, proposed regulations, and policies of the proposed General Plan, impacts to hydrology and water quality are less than significant at this Program EIR level of analysis. Therefore, no mitigation measures are required. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.7.6 SIGNIFICANCE AFTER MITIGATION

With adherence to and implementation of permits, proposed regulations, and policies, impacts related to water quality, surface hydrology, groundwater resources, mud flows, flooding, and dam inundation would be less than significant at the program level of analysis.

Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

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3.8 LAND USE AND PLANNING

This section describes and evaluates the potential land use and planning impacts with implementation of the proposed project. The existing land use and planning setting of West Hollywood is discussed, and potential environmental impacts associated with implementation of the proposed General Plan, and mitigation measures, where appropriate, are described. As the proposed General Plan is a programmatic document and does not include specific projects or details of future developments, formal, site-specific land use and planning impacts have not been analyzed, though they would be required under CEQA as specified projects are identified.

3.8.1 EXISTING ENVIRONMENTAL SETTING

The City of West Hollywood is located in western Los Angeles County, about 8 miles northwest of downtown Los Angeles. West Hollywood is within a highly urbanized area of the greater Los Angeles region at the base of the Hollywood Hills.

The City of Los Angeles surrounds West Hollywood to the north, south, and east. To the west, the City is bounded by the City of Beverly Hills. Major east-west roadways are Santa Monica Boulevard, Sunset Boulevard, and to a lesser extent Melrose Avenue and Beverly Boulevard. No freeways directly access the City, with the nearest freeway, State Route 101, located over 2 miles to the east and accessed via either Santa Monica Boulevard in Los Angeles or Highland Avenue near the Hollywood Bowl. The City is served by major bus lines operated by Metro. Metro operates Metro local and Metro rapid buses through West Hollywood. The Metro lines provide connections throughout the Los Angeles Basin. West Hollywood also operates its own bus system, the Cityline bus system.

EXISTING LAND USES

The planning area for West Hollywood consists solely of areas within the City limits and is identical to the City's jurisdictional boundary. The City of West Hollywood is 1.9 square miles in size and approximately 1,216 acres.

As of 2008, the City contained approximately 24,573 dwelling units, 11.3 million square feet of nonresidential development, and a population of approximately 37,348 people.

West Hollywood contains a wide variety of residential, commercial, and public uses. Table 3.8-1 identifies the distribution of existing land uses as of January 2008, and acreage by land use category.

Table 3.8-1. Land Use, 2008

Baseline Land Use		Acres	Percent of Total City	Nonresidential Square Feet
Residential	Very Low Density	48.3		
	Low Density	121.9		
	Medium Density	35.2		
	High Density	79.5		
	Very High	301.4		
	Total Residential	**586.3**	**48.2%**	**-**
Commercial	Commercial Retail and Service	32.8		
	Office	39.6		
	Commercial Entertainment	17.0		
	Specialty Comm. (Design & Art)	16.1		
	Hotel	10.6		
	Multiple Commercial Uses	84.3		
	Mixed Use	8.8		
	Total Commercial	**209.2**	**17.2%**	**9,927,069**
Public/Quasi Public	Public Facility	17.9		
	Park	16.6		
	Religious Institution	4.2		
	School	12.7		
	Total Public/Quasi Public	**51.4**	**4.2%**	**1,305,362**
Other Uses	Industrial	1.8		
	Parking	15.9		
	Vacant	31.1		
	Total Other Uses	**48.8**	**4.0%**	**104,300**
Subtotal		**895.7**	**73.6%**	**11,336,731**
Streets, Rights-of-Way, Easements		320.3	26.3%	-
Total		**1,216**	**100%**	**11,336,731**

Source: Baseline Land Use Survey, 2008.
Notes: Nonresidential square footage is provided by Raimi and Associates 2010.

Residential

Residential development comprises the single largest land use in West Hollywood with 24,573 dwelling units in 586 acres, or 48% of the City's land area. The majority of the dwelling units (over 80%) are in buildings with five or more units while slightly over 1,100 units are in traditional single-family homes. West Hollywood, unlike other jurisdictions in the greater Los Angeles Area, is predominantly multi-family and thus more urban in character.

Commercial

Commercial uses in West Hollywood are located along the City's main corridors and occupy the second largest land area, with 209 acres (17.2%).[2] The commercial corridors include Sunset Boulevard, Santa Monica Boulevard, Beverly Boulevard, and Melrose Avenue. They provide neighborhood conveniences used regularly by West Hollywood residents, as well as major destinations for visitors.

Public/Quasi-Public

The Public/Quasi-Public category includes private and publicly owned land serving public agencies, such as schools, parks, government facilities, police and fire stations, libraries, and utilities and transit facilities. This category includes West Hollywood Park, Plummer Park, Hart Park, City Hall, the Los Angeles County Sheriff's Station, West Hollywood Elementary, and other facilities.

Other

Other land uses in West Hollywood consist of industrial, parking, and vacant land uses. Industrial uses occur on only two sites in the City. These are a located on Santa Monica Boulevard at Detroit Street, and on La Brea Avenue. There is also quasi-industrial activity that occurs at the Metro Division 7 Bus Facility on Santa Monica Boulevard. The 8.5-acre site serves as a full-maintenance facility for Metro buses, fueling station, and Metro employee facility. The site is zoned as a public facility because it is owned and operated by a County government agency (Metro).

Also in this category are parking lots. Parking lots, both municipally and privately operated, occupy almost 16 acres in West Hollywood.

Of the 31 acres categorized as vacant in the City, nearly half contain vacant buildings, often in transition to another use. Over one-third were actively under construction in January 2008, and only 5 acres (16%) were vacant without structures.

[2] Included in the Commercial category are 8.79 acres of mixed use, which contain 121 dwelling units and 251,378 square feet of commercial space.

Streets and Right-of-Way

Approximately 320 acres in the City, or 26% of the land area, are used for streets, alleys, and other public rights-of-way.

3.8.2 REGULATORY SETTING

FEDERAL REGULATIONS

There are no federal plans, policies, regulations, and laws related to land use and planning that apply to the proposed General Plan for the purpose of determining land use and planning impacts.

STATE REGULATIONS

California Department of Housing and Community Development

The California Housing Element Law, enacted in 1969, is implemented by the California Department of Housing and Community Development (HCD). Housing element law requires local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need. HCD allocates a region's share of the statewide housing need to the appropriate Councils of Governments (COGs) based on population projections and regional population forecasts used in preparing regional transportation plans. The COG develops a Regional Housing Need Plan (RHNP) allocating the region's share of the statewide need to the cities and counties within the region.

LOCAL PLANS AND POLICIES

Southern California Association of Governments Regional Comprehensive Plan and Compass Growth Visioning

In 1995, the Southern California Association of Governments (SCAG) prepared a Regional Comprehensive Plan (RCP) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RCP was updated in 2008 based upon the SCAG's 2000 Compass Blueprint Growth Vision, which calls for modest changes to current land use and transportation trends on only 2% of the land area of the region. Portions of the City are located within a designated Compass 2% Strategy Opportunity Area.

Southern California Association of Governments Regional Transportation Plan

A key component of the RCP is the Regional Transportation Plan (RTP). The RTP sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan (AQMP).

On May 8, 2008, the Regional Council of SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The 2008 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socioeconomic, geographic, and commercial limitations (SCAG 2008).

City of West Hollywood Municipal Code

The City of West Hollywood Zoning Ordinance (Title 19 of the West Hollywood Municipal Code) will be the primary implementation tool for the Land Use and Urban Form chapter of the proposed General Plan. The Zoning Code consists of two parts: the Official Zoning Map dividing the City into zoning districts consistent with the land use designations of the General Plan; and text establishing development standards for each district including permitted uses, density and intensity of uses, building height, performance standards, and other regulations. Per state law, the provisions of the Zoning Ordinance must be consistent with the land use and development policies of the General Plan Land Use and Urban Form chapter.

City of West Hollywood Specific Plans

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. Specific plans are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements within identified subareas of the City. Specific plans are often used to ensure that multiple property owners and developers adhere to a single common development plan. Further, they can provide flexibility in development standards beyond those contained in the zoning ordinance. Specific plans must be

consistent with the City's General Plan. West Hollywood has adopted the Sunset Specific Plan, the Pacific Design Center Specific Plan, and the Movietown Specific Plan.

West Hollywood Redevelopment Plan

Under California law, cities can form redevelopment agencies and adopt redevelopment plans as mechanisms for facilitating community renewal. The City of West Hollywood has one adopted redevelopment project area. The Eastside Redevelopment Project Area was established in 1997 to remove blight and encourage redevelopment of parcels for both residential and commercial uses. The Redevelopment Agency has used set-aside money to rehabilitate existing residential buildings and to finance numerous affordable housing developments in the City. The Redevelopment Agency funds exterior rehabilitation projects that address the problems of deteriorating and dilapidated exteriors of both single- and multi-family residential buildings. The Agency participates in the development of affordable housing through partnerships with private developers and nonprofit developers such as the West Hollywood Community Housing Corporation. These new units add to the community's supply of long-term affordable housing.

Another primary focus of the Redevelopment Agency is economic development within the redevelopment project area. The City assists with land assembly and promotes the recycling and developing of underutilized parcels to accommodate higher and better economic uses. Through the redevelopment plan, the La Brea Gateway Development was completed, adding 250,000 square feet of retail and restaurant uses to the City. The 5-acre site incorporates pedestrian-oriented retail shops organized around an oval plaza and eliminated blight at a highly visible intersection.

3.8.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to land use and planning would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.8.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

Development of land uses by 2035 pursuant to the proposed General Plan would result in an increase in dwelling units, population, and nonresidential building floor area over existing conditions. The City of West Hollywood is completely built out with very limited availability of unconstrained vacant property. Future development potential in West Hollywood primarily exists within five commercial subareas and in other limited locations throughout the City where existing development has not reached the development potential allowed by existing General Plan designations. Most of the City is not anticipated to experience land use change as a result of the General Plan update.

Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas (see Figure 2-3 in the Project Description).

The commercial subareas are districts along the City's major commercial corridors for which cohesive visions have been developed. The subareas, each of which represents one of the City's key commercial districts, have distinct identities based on factors including business type, land use, culture, pedestrian activity, and more.

The commercial subareas include areas within the City adjacent to existing or planned transit services, areas with underutilized commercial properties, areas ripe for redevelopment, and/or areas experiencing current interest for future commercial or mixed-use development. By focusing development potential in those commercial subareas, the General Plan intends to reduce development pressure in residential neighborhoods.

In some of the commercial subareas, increases in allowable height and FAR are proposed while in other areas no increases are proposed but additional policy incentives (such as shared parking and parking districts) are expected to stimulate additional development and enhance existing businesses.

Table 2-4 (see the Project Description) identifies the development capacity associated with the planned distribution of land uses specified in the proposed Land Use and Urban Form Element. Table 3.8-2 summarizes the change in development capacity between existing conditions and proposed General Plan buildout.

Table 3.8-2. City of West Hollywood Development Changes

	Existing 2008	Proposed General Plan Buildout (2035)	Net Change
Dwelling Units	24,573	28,847	4,274
Nonresidential development, square feet	11,336,761	13,949,860	2,613,129
Population	37,348	44,182	6,834

Source: California Department of Finance 2009; Raimi and Associates 2010

DIVIDE AN ESTABLISHED COMMUNITY

Since the City is built out, new development in West Hollywood will occur primarily in the City's five commercial subareas through redevelopment and infill development. The parcels where development would occur are surrounded by existing development and are not large enough to physically divide areas within the City or to create barriers to adjacent development. Additionally, the General Plan update does not propose the addition of roadways, or roadway widening that could serve to create barriers or divide areas within the City.

The General Plan update proposes policies that emphasize connectivity between land uses through a multimodal circulation network. In particular, the Land Use and Urban Form Element contains the following policies that emphasize connectivity:

- Continuing to enhance the network of green and pedestrian-friendly streets that connect parks and major destinations throughout the City in accordance with the City's Streetscape Master Plan.
- Pursuing pedestrian connections and paseos to improve pedestrian flow throughout the Greater Melrose Triangle Area.
- Improving pedestrian connections to better integrate the Pacific Design Center into the neighborhood.
- Improving pedestrian connections between West Hollywood Park and the rest of the district.

Therefore, implementation of the General Plan will have a **less-than-significant** impact with regard to division of an established community. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

CONFLICT WITH AN ADOPTED LAND USE PLAN

Implementation of the General Plan may impact the existing land use plans, policies, and regulations that have been adopted to avoid or mitigate an environmental effect. The potential impacts to the plans, policies, and regulations are described below.

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles

The SCAG RTP and Compass Growth Visioning Principles contain a number of policies applicable to the proposed General Plan, which are discussed in Tables 3.8-3 and 3.8-4 below.

Table 3.8-3. Consistency with 2008 Regional Transportation Plan

RTP	Policy	Consistency Analysis
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** The West Hollywood General Plan Mobility Element contains numerous goals and policies to facilitate movement and accessibility throughout West Hollywood and the greater region. Policies are proposed to optimize roadway performance, reduce congestion, improve signal timing along the City's borders, provide for truck routes, participate in regional discussions to improve transit to and within the City, support the proposed Subway-to-the-Sea subway system, and work with adjacent jurisdictions and regional transportation agencies. Additionally, policies propose comprehensive circulation system improvements, smart technologies, and transportation demand management strategies to ensure the effective functioning of the circulation system. In addition, maximizing the efficiency of the circulation system through the use of transportation demand management strategies is also encouraged to reduce total vehicular miles traveled in the City and manage congestion to ensure mobility for people. Additionally, the Land Use and Urban Form Element establishes a transit overlay district that identifies sites close to major transit nodes where modifications to permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such times as fixed rail transit to the City is funded and final design studies are complete. This district is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	
RTP G3	Preserve and ensure a sustainable regional transportation system.	
RTP G4	Maximize the productivity of our transportation system.	
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	**Consistent:** Goals and policies in the proposed West Hollywood General Plan Mobility Element expand upon the existing pedestrian and bicycle network to improve walkability and mobility within the City to reduce vehicle trips and emissions. Numerous policies are also proposed to support and increase transit services in the City,

RTP	Policy	Consistency Analysis
		including the proposed Subway-to-the-Sea subway system. Additionally, the Land Use and Urban Form Element establishes a transit overlay district that identifies sites close to major transit nodes where modifications to permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such times as fixed rail transit to the City is funded and final design studies are complete. This district is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	**Consistent:** The Land Use and Urban Form Element provides for infill, mixed-use development in commercial subareas of West Hollywood. This would serve to reduce vehicular trips and promote walking in commercial areas that allow mixed-use development, and between existing neighborhoods that abut commercial districts. The Mobility Element of the General Plan expands upon the existing pedestrian and bicycle network to improve walkability and mobility within the City of West Hollywood. Development would occur in areas already served by infrastructure and transportation improvements reducing the need for new infrastructure. Additionally, the Land Use and Urban Form Element establishes a transit overlay district that identifies sites close to major transit nodes where modifications to permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such times as fixed rail transit to the City is funded and final design studies are complete. This district is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent:** The City of West Hollywood has emergency response plans related to fires, earthquakes, flooding, and subsurface gas activity. Pursuant to the California Terrorism Response Plan, West Hollywood also has a plan for the protection of the civilian population in time of emergency. The Safety and Noise Element of the General Plan contains goals and policies to provide for adequate levels of law enforcement and fire protection/emergency medical services in the City, which would extend to incidents occurring on the circulation system of the City. Additionally, the Los Angeles County Sheriff's Department, which provides police protection services to West Hollywood, has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills Police Departments.

Table 3.8-4. Consistency with Compass Growth Visioning Principles

SCAG Policy		West Hollywood General Plan Consistency Determination
Principle 1: Increasing the region's mobility		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	**Consistent:** The Land Use and Urban Form, and Mobility Elements provide direction for fostering mobility within the City of West Hollywood. The Land Use and Urban Form Element encourages mixed-use development in all commercial land use designations and provides policies and programs that would foster housing in areas with existing concentrations of employment and services in proximity to local and regional bus service. Additionally, the Mobility Element includes transportation improvements, which would reduce traffic congestion and reduce vehicular trips, and provides guidance for the development of alternative modes of transportation, as well as policies that support continued development of a multimodal transportation network in the City. Additionally, the Land Use and Urban Form Element establishes a transit overlay district that identifies sites close to major transit nodes where modifications to permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such times as fixed rail transit to the City is funded and final design studies are complete. This district is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	
GV P1.3	Encourage transit-oriented development.	
GV P1.4	Promote a variety of travel choices.	
Principle 2: Foster livability in all communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	**Consistent:** The Land Use and Urban Form Element calls for infill, mixed-use development in commercial subareas, which would serve to reduce vehicular trips and promote walking in commercial areas that allow mixed-use development and between existing neighborhoods that abut commercial districts. The Mobility Element of the General Plan expands upon the existing pedestrian and bicycle network to improve walkability and mobility within the City of West Hollywood. Overall, the proposed Land Use and Urban Form and Mobility Elements contain numerous policies and programs that encourage development of high-quality, well-designed mixed-use projects. The General Plan Land Use Map designates portions of the City for low-density residential development and incorporates policies and programs to preserve the distinctive character of the existing single-family neighborhoods.
GV P2.2	Promote developments, which provide a mix of uses.	
GV P2.3	Promote "people scaled," walkable communities.	
GV P2.4	Support the preservation of stable, single-family neighborhoods.	
Principle 3: Enable prosperity for all people		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	**Consistent:** The General Plan contains policies and programs supporting provision of a variety of housing. The General Plan allows a variety of housing types for all income levels by establishing 11 residential land use designations ranging from Single-Family or Two-Unit Low Density to Multi-Family High Density Residential. The Land Use and Urban Form Element encourages mixed-use development in all commercial land use designations. The General Plan contains an Economic Development Element that contains numerous goals and policies
GV P3.2	Support educational opportunities that promote balanced growth.	
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	
GV	Support local and state fiscal	

SCAG Policy		West Hollywood General Plan Consistency Determination
P3.4	policies that encourage balanced growth.	related to growing and sustaining a strong and diversified economic base, ensuring fiscal stability, and promoting and expanding businesses and entrepreneurship unique to West Hollywood. The Housing Element of the General Plan also encourages provision of affordable housing to increase housing opportunities and improve quality of life for workers in West Hollywood. The Governance Element contains numerous policies and strategies to encourage participation by West Hollywood residents in community activities and governance.
GV P3.5	Encourage civic engagement.	
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	**Not Applicable:** The City of West Hollywood is completely urbanized. The City does not contain rural, agricultural, or environmentally sensitive areas. **Consistent:** The City's Land Use and Urban Form Element and the Parks and Community Facilities Element contain policies and programs to enhance, increase, and expand parks and recreational opportunities in the City.
GV P4.2	Focus development in urban centers and existing cities.	**Consistent:** The General Plan Land Use and Urban Form Element focuses growth through infill development into commercial areas that are already developed, adjacent to services and transit, which would reduce vehicle trips and increase walking. The Mobility Element of the General Plan expands upon the existing pedestrian and bicycle network to improve mobility and walkability within the City of West Hollywood. The Safety and Noise Element contains numerous policies to reduce impacts to climate change. Policies and programs in the Land Use and Urban Form Element promote green buildings, green development techniques, and a variety of other strategies to reduce waste, energy use, and water consumption and to minimize the environmental effect of existing and future development in West Hollywood. Additionally, the Land Use and Urban Form Element establishes a transit overlay district that identifies sites close to major transit nodes where modifications to permitted density/intensity, height, parking requirements, or other development standards may be considered when individual projects provide specified supplemental transportation demand management programs and/or at such times as fixed rail transit to the City is funded and final design studies are complete. This district is intended to encourage mixed-use development in locations with adequate transit service to reduce the need for auto trips.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	
GV P4.4	Utilize "green" development techniques.	

As stated in the tables above, the proposed General Plan is consistent with the 2008 RTP and Compass Growth Visioning Principles administered by SCAG. The proposed General Plan's impact with SCAG plans would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

City of West Hollywood Local Plans

The City's Zoning Ordinance, specific plans, and the Redevelopment Plan are locally adopted land use plans, policies, or regulations that would be applicable to the proposed project.

City of West Hollywood Municipal Code

The City of West Hollywood Zoning Ordinance is found in Title 19 of the City's Municipal Code. The Zoning Ordinance is one of the primary means of implementing the General Plan. Upon adoption of the proposed General Plan, the City would need to review Zoning Ordinance provisions pertaining to land use, density/intensity, design and development, public safety, and other pertinent topics to ensure consistency. The General Plan proposes new designations that would need to be reflected in the Zoning Ordinance. These include two new residential land use designations and two new commercial land use designations. In addition to an update to the Zoning Ordinance regulations in Title 19, the City's Zoning Map would need revision to be consistent with the proposed General Plan Land Use Plan, incorporating new land use categories and density limits for each parcel.

California law requires that the Zoning Code be revised to reflect the adopted General Plan within a reasonable period of time, which is typically 1 year. During this time, there would be temporary conflicts between the Zoning Ordinance and the proposed General Plan; however, development within the City would be required to adhere to the more restrictive regulation.

City of West Hollywood Specific Plans and West Hollywood Redevelopment Plan

The City of West Hollywood has a redevelopment plan and three adopted specific plan designations. Specific plan land use designations apply where detailed plans for the development of a particular area have been adopted by the City. Specific plans are intended to provide finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and mobility and infrastructure improvements that are only broadly defined by the General Plan. Adopted specific plans in West Hollywood include the Sunset Specific Plan, the Pacific Design Center Specific Plan, and the Movietown Specific Plan.

Upon adoption of the proposed General Plan, the City will review its currently adopted specific plans and redevelopment plan and revise these where necessary to reflect changes made in the proposed General Plan, such as land use, density/intensity, design, and development. It is not anticipated that the City's specific plans would need to be revised. According to State Government Code, "any specific plan or other plan of the city or county that is applicable to the

same areas or matters affected by a general plan amendment shall be reviewed and amended as necessary to make the specific or other plan consistent with the general plan."

Comparable to the Zoning Ordinance, the statutes allow a "reasonable" time for these modifications, which the courts have generally interpreted to be 1 year from the date of proposed general plan adoption. As the specific plans and redevelopment plan in the City are typically designed to refine the uses set forth in the General Plan and provide further guidance for development in the area, conflicts are anticipated to be limited, although there could be temporary conflicts between the specific plans, redevelopment plan, and the proposed General Plan. Any proposed development within the City would be required to adhere to the more restrictive regulation.

The proposed Land Use and Urban Form Element and Safety and Noise Element of the General Plan contain goals and policies to ensure infill and redevelopment activities in the commercial subareas and throughout the City are compatible with adjacent development, including single-family residential areas. Compatibility policies address the issues of scale, bulk, use, design, character, and intensity.

Implementation of the proposed General Plan would be consistent with applicable adopted plans and policies for the City of West Hollywood. Therefore, impacts between the proposed General Plan and all other applicable land use plans for the City of West Hollywood would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

CONFLICT WITH AN APPLICABLE HABITAT CONSERVATION PLAN

The City of West Hollywood does not have any currently adopted habitat conservation plans or natural community conservation plans. The City of West Hollywood is a completely built-out City located in an urban setting. The City has been completely developed with structures, rights-of-way, and/or ornamental landscaping. West Hollywood does not contain natural habitat and no measureable habitat exists capable of supporting sensitive species or sensitive ecological areas.

Implementation of the proposed General Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan. Impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts

during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.8.5 MITIGATION MEASURES

No mitigation is required because land use and planning impacts are less than significant at the program level of analysis.

3.8.6 SIGNIFICANCE AFTER MITIGATION

At the program level of analysis, impacts will be less than significant. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

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3.9 NOISE

This section includes a discussion of noise and vibration terms and concepts, a description of ambient noise conditions, a summary of applicable regulations related to noise and vibration, and an analysis of the potential impacts resulting from the implementation of the proposed General Plan. Mitigation measures are recommended, as necessary, to reduce significant noise impacts. This section relies on background information compiled by AECOM in 2010 as part of the proposed General Plan. Please refer to the *West Hollywood General Plan Noise Background Report*, under separate cover and on file with the City, for maps and other noise information.

3.9.1 EXISTING ENVIRONMENTAL SETTING

ACOUSTIC FUNDAMENTALS

Acoustics is the scientific study that evaluates perception, propagation, absorption, and reflection of sound waves. Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise; consequently, the perception of sound is subjective in nature and can vary substantially from person to person. Common sources of environmental noise and noise levels are presented in Figure 3.9-1.

A sound wave is initiated in a medium by a vibrating object (e.g., vocal chords, the string of a guitar, the diaphragm of a radio speaker). The wave consists of minute variations in pressure, oscillating above and below the ambient atmospheric pressure. The number of pressure variation cycles occurring per second is referred to as the frequency of the sound wave and is expressed in hertz (Hz), which is equivalent to one complete cycle per second.

Directly measuring sound pressure fluctuations would require the use of a very large and cumbersome range of numbers. To avoid this and have a more usable numbering system, the decibel (dB) scale was introduced. A sound level expressed in decibels is the logarithmic ratio of two like pressure quantities, with one pressure quantity being a reference sound pressure. For sound pressure in air, the standard reference quantity is generally considered to be 20 micropascals, which directly corresponds to the threshold of human hearing. The use of the decibel is a convenient way to handle the millionfold range of sound pressures to which the human ear is sensitive. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly added. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source, results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB

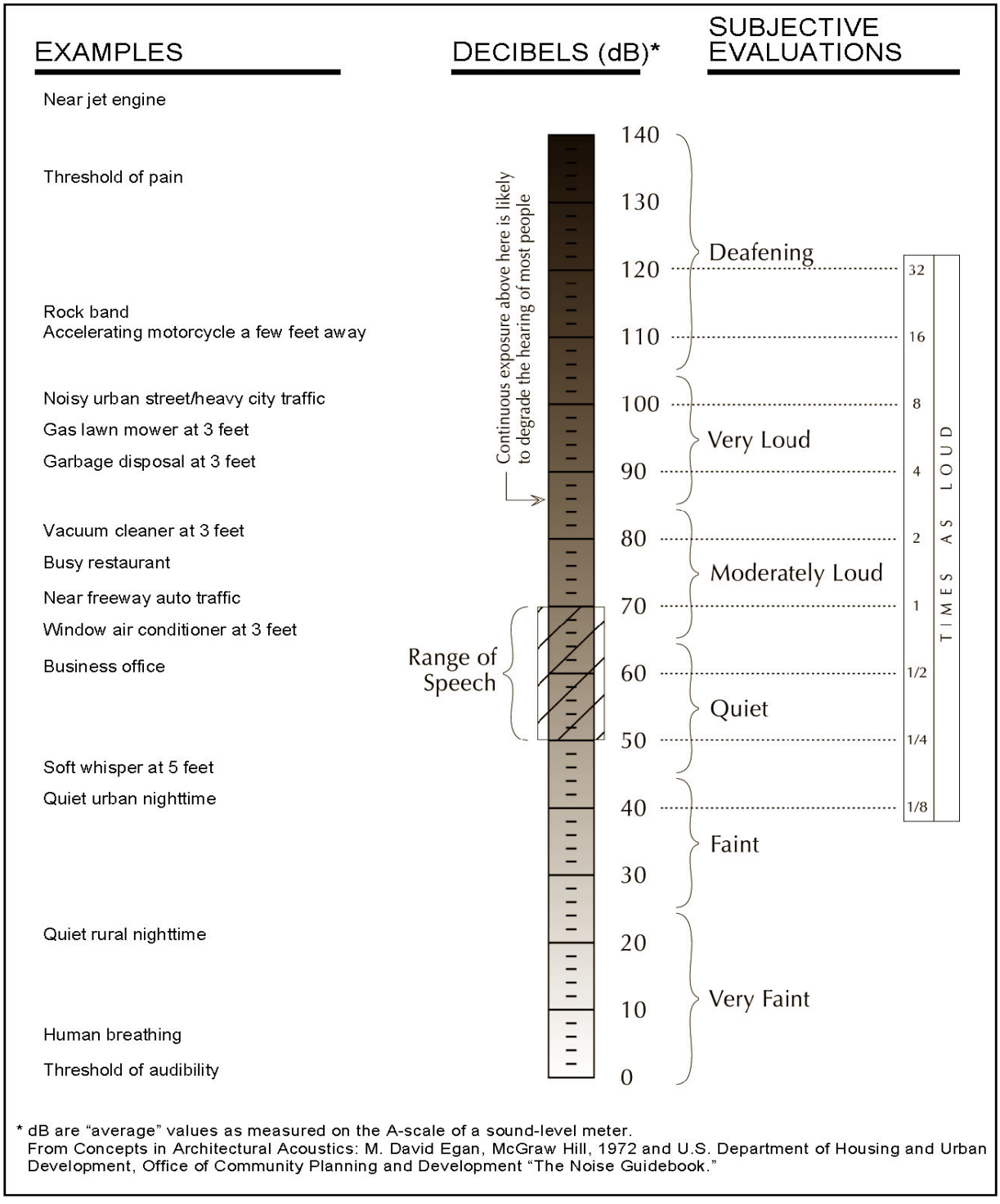


Figure 3.9-1
Common Noise Sources and Levels

corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a hundredfold increase in acoustical energy.

The loudness of sound perceived by the human ear depends primarily on the overall sound pressure level and frequency content of the sound source. The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. The standard weighting networks are identified as A through E. There is a strong correlation between the way humans perceive sound and A-weighted sound levels (dBA). For this reason, the dBA can be used to predict community response to noise from the environment, including noise from transportation and stationary sources. Sound levels expressed as dB in this section are dBA, unless noted otherwise.

Noise can be generated by a number of sources, including mobile sources (transportation noise sources) such as automobiles, trucks, and airplanes, and stationary sources (nontransportation noise sources) such as construction sites, machinery, and commercial and industrial operations. As acoustic energy spreads through the atmosphere from the source to the receptor, noise levels attenuate (decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers (e.g., walls, building façades, berms). Noise generated from mobile sources generally attenuates at a rate of 3 dB (typical for hard surfaces, such as asphalt) to 4.5 dB (typical for soft surfaces, such as grasslands) per doubling of distance, depending on the intervening ground type. Stationary noise sources spread with more spherical dispersion patterns that attenuate at a rate of 6 to 7.5 dB per doubling of distance.

Atmospheric conditions, such as wind speed, turbulence, and temperature gradients, may additionally alter the propagation of noise and affect levels at a receptor. Wind speed will bend the path of sound to "focus" it on the downwind side and make a "shadow" on the upwind side of the source. At short distances, up to 164 feet, the wind has minor influence on the measured sound level. For longer distances, the wind effect becomes appreciably greater. Temperature gradients create effects similar to those of wind gradients, except that they are uniform in all directions from the source. On a sunny day with no wind, temperature decreases with altitude, giving a shadow effect for sound. On a clear night, temperature may increase with altitude, focusing sound on the ground surface (Caltrans 2009a).

The presence of a large object (e.g., barrier, topographic features, and intervening building façades) between the source and the receptor can also alter the propagation of noise and provide significant attenuation of noise levels at the receptor. The amount of noise level reduction or

"shielding" provided by a barrier primarily depends on the size of the barrier, the location of the barrier in relation to the source and receptors, and the frequency spectra of the noise. Natural barriers such as berms, hills, or dense woods and human-made features such as buildings and walls may be effective noise barriers.

Noise Descriptors

The intensity of environmental noise fluctuates over time, and several different descriptors of time-averaged noise levels are used. The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of both the noise source and the environment. The noise descriptors used in this analysis to describe environmental noise are defined below.

L_{max} (Maximum Noise Level): The highest noise level occurring during a specific period of time.

L_{min} (Minimum Noise Level): The lowest noise level during a specific period of time.

L_n (Statistical Descriptor; L_{10}, L_{25}, L_{50}, L_{90}): The noise level exceeded n% of a specific period of time, generally accepted as an hourly statistic. An L_{10} would be the noise level exceeded 10% of the measurement period.

L_{eq} (Equivalent Noise Level): The energy mean (average) noise level. The steady-state sound level that, in a specified period of time, contains the same acoustical energy as a varying sound level over the same time period.

L_{dn} (Day-Night Noise Level): The 24-hour L_{eq} with a 10-dB "penalty" applied during nighttime noise sensitive hours, 10:00 p.m. through 7:00 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

CNEL (Community Noise Equivalent Level): Similar to the L_{dn} described above, but with an additional 5-dB "penalty" for the noise sensitive hours between 7:00 p.m. to 10:00 p.m., which are typically reserved for relaxation, conversation, reading, and watching television. If the same 24-hour noise data are used, the CNEL is typically 0.5 dB higher than the L_{dn}.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common

statistical tool to measure the ambient noise level is the average, or equivalent, sound level L_{eq}, which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually 1 hour). The L_{eq} is the foundation of the composite noise descriptors such as L_{dn} and CNEL, as defined above, and shows very good correlation with community response to noise.

NEGATIVE EFFECTS OF NOISE ON HUMANS

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Gradual and traumatic hearing loss both may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, the level of the noise, and the exposure time (Caltrans 2009a:2-65 through 2-66).

VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2006:7–1 through 7-8, Caltrans 2004:5–7). PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well

to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

Typical outdoor sources of perceptible groundborne vibration include construction equipment, steel-wheeled trains, and traffic on rough roads. Although the effects of vibration may be imperceptible at low levels, effects may result in detectable vibrations and slight damage to nearby structures at moderate and high levels, respectively. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in damage to structural components. The range of vibration that is relevant to this analysis occurs from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006:8-1 through 8-8).

EXISTING NOISE SOURCES

West Hollywood is an urbanized community with numerous noise sources that contribute to the ambient background noise. The most prevalent noise source within West Hollywood is from vehicular traffic on the local roadway system; specifically, main thoroughfares that traverse the City (e.g., Santa Monica Boulevard and Sunset Boulevard) and the many arterial roadways that provide the foundation for the circulation grid that spans the community. High volumes of traffic on the arterials such as North La Brea Avenue, Fountain Avenue, North Doheny Drive, Fairfax Avenue, La Cienega Boulevard, and San Vicente Boulevard account for ambient noise levels in excess of 65 dB some distance from these roadways. The roadway noise represents a relatively steady, constant noise source.

Other sources of noise include aircraft overflights from Burbank-Glendale-Pasadena Airport, Santa Monica Airport, Los Angeles International Airport, industrial facilities, retail centers, entertainment and night life venues, schools, parks, the Metro bus facility adjacent to Santa Monica and San Vicente Boulevards, and a cement plant on North La Brea Avenue.

SENSITIVE RECEPTORS

Noise is most problematic when it affects “sensitive receptors” such as residences, schools, hospitals, religious facilities, and parks. These uses are considered noise sensitive land uses because the presence of excessive noise may interrupt normal activities typically associated with

the use. Figure 3.9-2 indicates the location of sensitive receptors or noise-sensitive land uses (except for residential uses) and parks in the City.

EXISTING AMBIENT NOISE

Community Noise Survey

To quantify existing noise levels in West Hollywood, a community noise survey was performed at 10 locations in the City between January 27 and 29, 2010, as a part of the research and analysis supporting the proposed General Plan. The survey documented noise exposure in areas of the community containing noise-sensitive land uses. Noise monitoring sites were selected to represent typical conditions in areas of the community where noise-sensitive uses are located. Four of the 10 locations were monitored over a continuous 24-hour period (see Figure 3.9-3), while the other six locations were each monitored for short periods during the afternoon hours. The dominant noise source identified during the ambient noise survey was traffic from the local roadway network. Tables 3.9-1 and 3.9-2 provide a summary of each noise measurement survey location, timing, and results.

All noise level measurements were taken using Larson Davis Laboratories (LDL) Model 820 integrating sound-level meters (SLMs). The SLMs were calibrated before and after use with an LDL Model CAL200 calibrator to verify the SLMs were operating and recording noise level data accurately. The equipment used meets all pertinent specifications of the American National Standards Institute (ANSI) for Type 1 SLMs (ANSI S1.4-1983[R2006]). The SLMs were operated using the A-weighting filter and the slow metering response. A windscreen was used on each instrument during all measurements with a microphone height approximately 5 feet above the ground. Site conditions and meteorological conditions were recorded during the short-term measurement periods and were found to be within appropriate ranges for acceptable outdoor noise measurements.

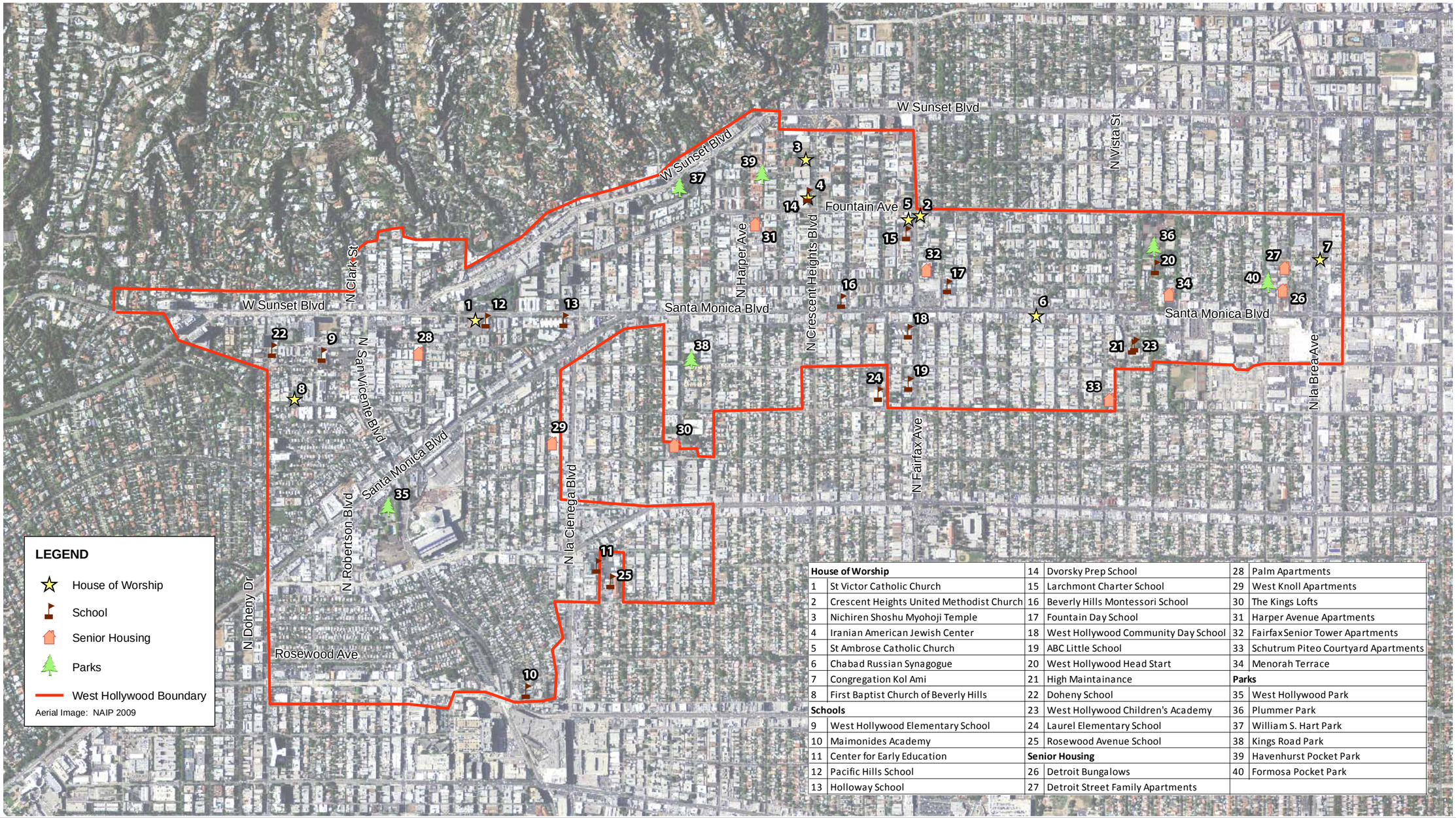
Community noise survey locations are shown in Figure 3.9-3. The L_{eq}, L_{max}, L_{10}, L_{50}, and L_{90} values recorded at each short-term noise measurement location are presented in Table 3.9-1. During the measurements, average daytime ambient noise levels ranged from 68.5 dB to 72.2 dB L_{eq}, with maximum noise levels that ranged from 79.1 dB to 93.4 dB L_{max}. Maximum noise levels were attributable to back-up alarms, car horns, buses, and modified mufflers.

The L_{dn}, L_{eq}, L_{max}, L_{50}, and L_{90} values recorded at each long-term ambient noise measurement location are presented in Table 3.9-2. During the survey, 24-hour ambient noise levels ranged from 73 dB to 77.6 dB L_{dn}, with maximum noise levels that ranged from 83.3 dB to 92.3 dB L_{max}.

Table 3.9-1. Summary of Monitored Short-Term Daytime Ambient Noise Levels

Site	Location	Date/Time	Noise Sources	Sound Level (dB)				
				L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}
A	Intersection of North La Brea Avenue and Santa Monica Boulevard	January 29, 2010 1:25–1:40 pm	Traffic, pedestrians	70.3	83.0	72.9	68.7	64.8
B	Intersection of North Vista Street and Santa Monica Boulevard	January 29, 2010 1:46–2:01 pm	Traffic, pedestrians, parking lot, music	69.0	80.7	71.9	67.0	59.0
C	Intersection of North Vista Street and Fountain Avenue	January 29, 2010 2:05–2:20 pm	Traffic, music, leaf blower	68.5	79.1	71.3	68.0	60.1
E	Intersection of North Crescent Heights Boulevard and Fountain Avenue	January 29, 2010 2:32–2:47 pm	Traffic, music	72.2	93.4	73.6	69.0	63.1
F	Intersection of North Harper Avenue and Sunset Boulevard	January 29, 2010 2:57–3:12 pm	Traffic, pedestrians	70.2	81.6	73.5	68.6	61.6
J	Intersection of North Doheny Drive and Rosewood Avenue	January 29, 2010 3:27–3:42 pm	Traffic	68.6	86.7	71.5	65.8	60.2

Note: Site identifiers correspond to those depicted in Figure 3.9-3.
Source: AECOM 2010



House of Worship		14	Dvorsky Prep School	28	Palm Apartments
1	St Victor Catholic Church	15	Larchmont Charter School	29	West Knoll Apartments
2	Crescent Heights United Methodist Church	16	Beverly Hills Montessori School	30	The Kings Lofts
3	Nichiren Shoshu Myohoji Temple	17	Fountain Day School	31	Harper Avenue Apartments
4	Iranian American Jewish Center	18	West Hollywood Community Day School	32	Fairfax Senior Tower Apartments
5	St Ambrose Catholic Church	19	ABC Little School	33	Schutrum Piteo Courtyard Apartments
6	Chabad Russian Synagogue	20	West Hollywood Head Start	34	Menorah Terrace
7	Congregation Kol Ami	21	High Maintainance	**Parks**	
8	First Baptist Church of Beverly Hills	22	Doheny School	35	West Hollywood Park
Schools		23	West Hollywood Children's Academy	36	Plummer Park
9	West Hollywood Elementary School	24	Laurel Elementary School	37	William S. Hart Park
10	Maimonides Academy	25	Rosewood Avenue School	38	Kings Road Park
11	Center for Early Education	**Senior Housing**		39	Havenhurst Pocket Park
12	Pacific Hills School	26	Detroit Bungalows	40	Formosa Pocket Park
13	Holloway School	27	Detroit Street Family Apartments		

Source: AECOM 2010, City of West Hollywood 2010, Los Angeles County 2010

0 1,200 2,400 Feet

Figure 3.9-2
Noise Sensitive Land Uses and Parks

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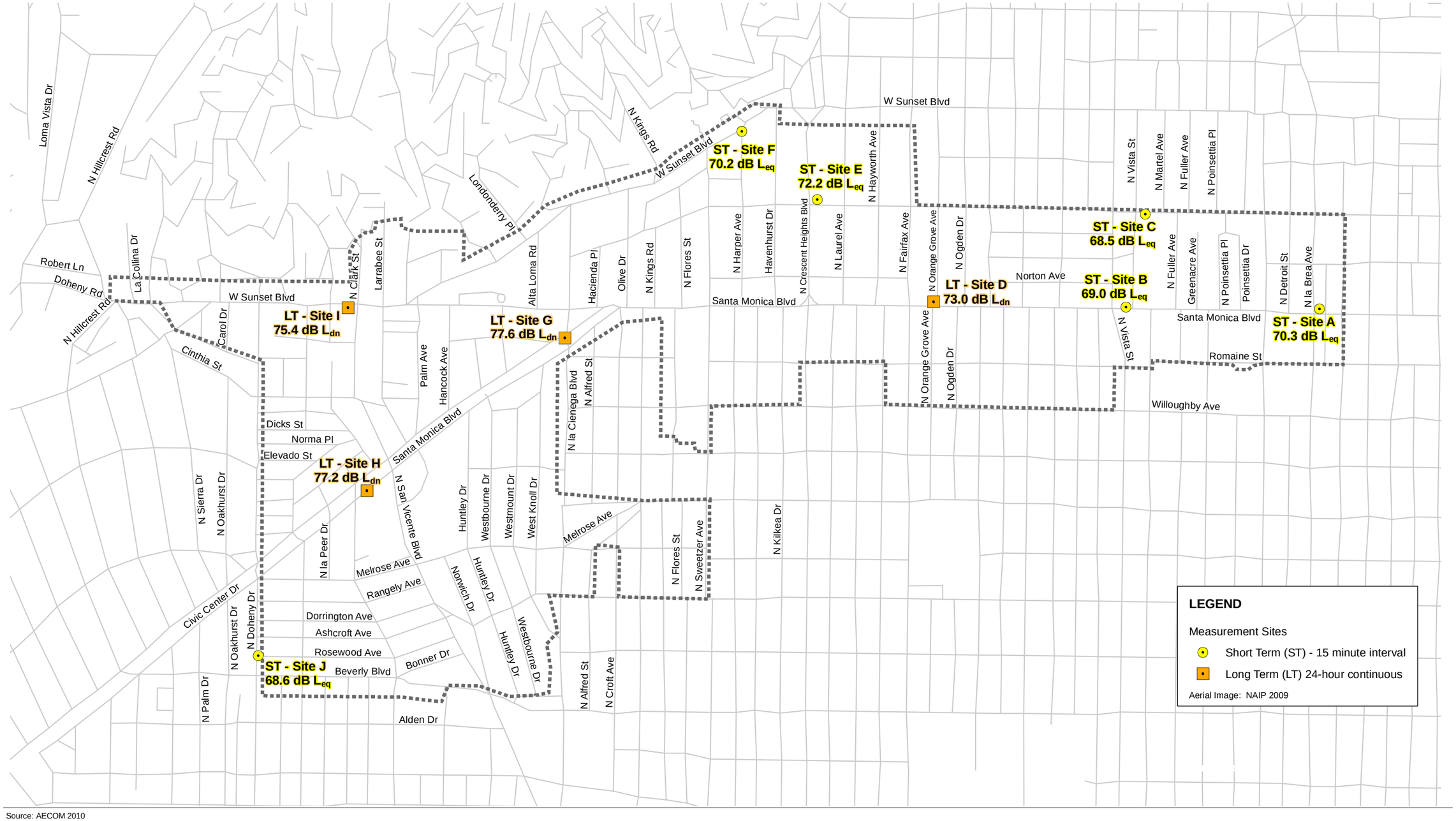

Source: AECOM 2010

0 1,200 2,400 Feet

Figure 3.9-3
Noise Measurement Locations

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Table 3.9-2. Summary of Measured 24-hour Long-Term Ambient Noise Levels

Site	Location	Date	L_{dn}	Average Measured Hourly Noise Levels, dB					
				Daytime (7 a.m.–10 p.m.)			Nighttime (10 p.m.–7 a.m.)		
				L_{eq}	L_{max}	L_{50}	L_{eq}	L_{max}	L_{50}
D	North Fairfax Avenue and Santa Monica Boulevard	1/27/10 – 1/28/10	73.0	68.7	87.6	66.1	66.1	83.3	62.5
G	La Cienega Boulevard and Santa Monica Boulevard	1/28/10 – 1/29/10	77.6	72.0	92.3	69.9	71.0	91.3	66.5
H	North Robertson Boulevard and Santa Monica Boulevard	1/28/10 – 1/29/10	77.2	70.3	89.0	67.2	70.8	86.6	66.5
I	Sunset Boulevard and San Vincente Avenue	1/27/10 – 1/28/10	75.4	70.1	89.3	66.9	68.8	86.1	64.0

Note: Site identifiers correspond to those depicted in Figure 3.9-3.
Source: AECOM 2010

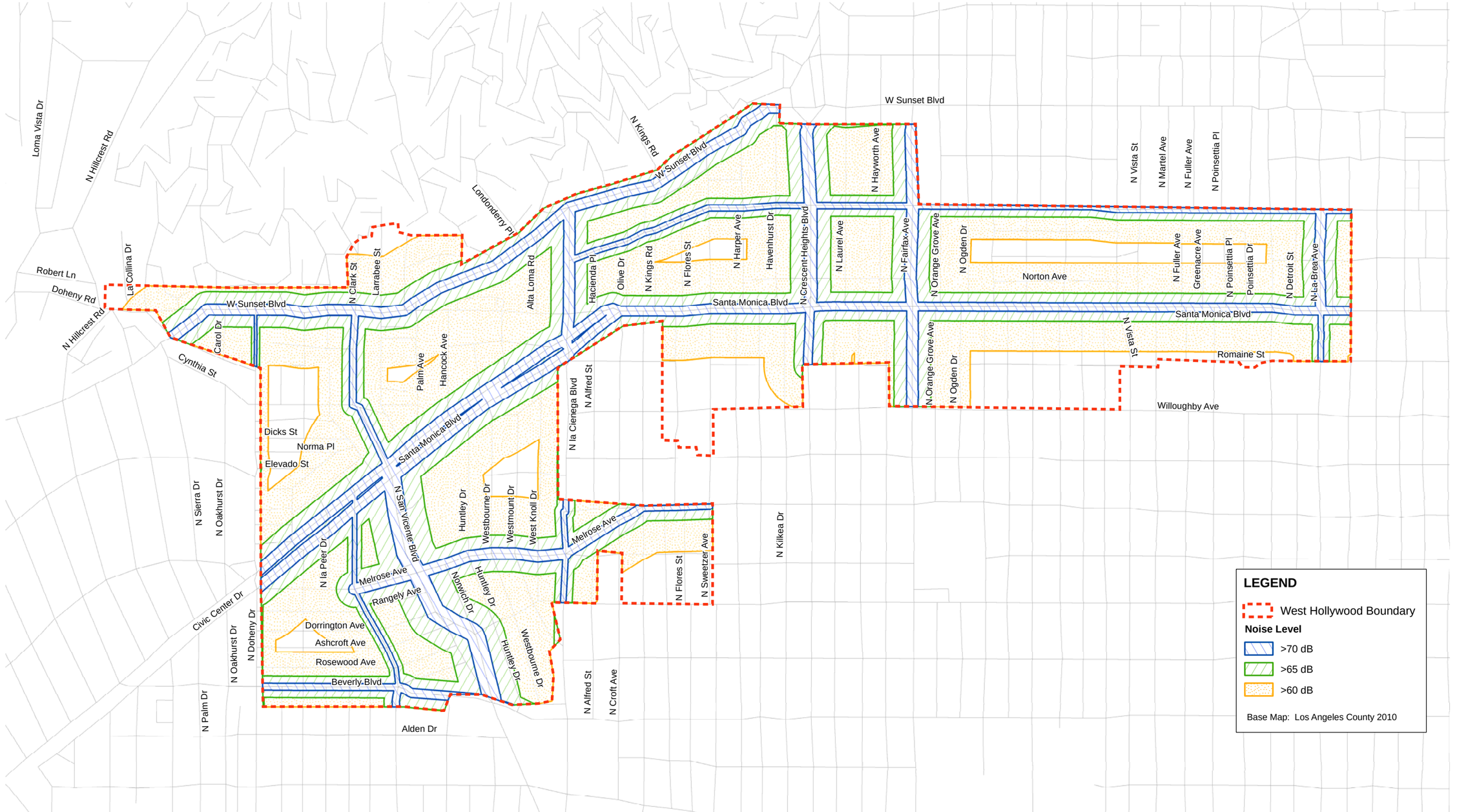
Traffic Noise

Vehicular traffic is the most common source of noise experienced throughout the City. Primary sources of traffic noise include Santa Monica Boulevard, Sunset Boulevard, Fountain Avenue, and San Vicente Boulevard, as well as other arterial roadways.

Existing vehicle traffic noise levels within West Hollywood were modeled using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (108 Model) and traffic data provided by the project traffic consultant (Fehr & Peers 2010). Modeling of existing traffic noise is intended to establish a baseline for existing noise levels generated from traffic operations within West Hollywood. The 108 Model uses CALVENO noise level reference factors for automobiles, medium trucks, and heavy trucks. CALVENO reference noise levels were developed by Caltrans for use in California as they are more representative of California vehicle noise levels than nationwide reference levels. Noise model inputs include vehicle volumes, speeds, distance to the receptors, and ground attenuation factors. Vehicle classification data and vehicle speeds on study area roadways were based on field observations. Caltrans data were also available and used for state facilities (Caltrans 2009b).

Table 3.9-3 summarizes the modeled traffic noise levels 75 feet from the centerline modeled roadways, as this is the distance considered representative of the typical distance from the roadway centerline to noise-sensitive uses. Traffic noise modeling is based on existing average daily traffic (ADT) volumes, and distances from the roadway centerlines to the 60-, 65-, and 70-dB L_{dn} traffic noise contours. Figure 3.9-4 shows the 60-, 65-, and 70-dB L_{dn} noise contours under existing conditions. As shown in Table 3.9-3, the location of the 65-dB L_{dn} contour ranges from 76 to 487 feet from the centerline of the modeled roadways. The extent to which existing land uses in West Hollywood are affected by existing traffic noise depends on their respective proximity to the roadways and their individual sensitivity to noise. Refer to Appendix C for complete modeling inputs and results.

Based on previous noise measurements conducted in the vicinity of the PDC, traffic noise attributable to Santa Monica Boulevard and San Vicente Boulevard is the dominant noise source. Traffic noise levels measured between 63.7 dB L_{eq} and 70.3 dB L_{eq}. Bus movements at the Metro bus facility measured between 87.3 dB L_{max} and 91.0 dB L_{max} due to acceleration and brake squeal.



Source: AECOM 2010, City of West Hollywood 2010, Los Angeles County 2010

0 1,200 2,400 Feet

Figure 3.9-4
Baseline Noise Contours

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Table 3.9-3. Summary of Modeled Existing Traffic Noise Levels

Roadway	Segment		Noise Level 75 Feet from Roadway Centerline dB L_{dn}	Distance (feet) from Roadway Centerline to Noise Level Contour		
	From	To		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Beverly Boulevard	Doheny Drive	Robertson Boulevard	71	87	275	869
Beverly Boulevard	Robertson Boulevard	La Cienega Boulevard	72	116	368	1,163
Crescent Heights Boulevard	Santa Monica Boulevard	Romaine Street	69	55	175	552
Crescent Heights Boulevard	Sunset Boulevard	Santa Monica Boulevard	70	80	254	802
Doheny Drive	Santa Monica Boulevard	Beverly Boulevard	65	24	76	240
Doheny Drive	Beverly Boulevard	Alden Drive	66	31	97	305
Doheny Drive	Sunset Boulevard	Santa Monica Boulevard	66	33	103	326
Fairfax Avenue	Santa Monica Boulevard	Willoughby Avenue	70	73	230	728
Fairfax Avenue	Sunset Boulevard	Santa Monica Boulevard	70	75	237	749
Fountain Avenue	La Cienega Boulevard	Crescent Heights Boulevard	70	77	244	772
Fountain Avenue	Crescent Heights Boulevard	Fuller Avenue	71	83	264	834
Fountain Avenue	Fuller Avenue	Sycamore Avenue	71	85	269	852
La Brea Avenue	Santa Monica Boulevard	Romaine Street	70	68	216	684
La Brea Avenue	Sunset Boulevard	Santa Monica Boulevard	70	66	210	664
La Cienega Boulevard	Santa Monica Boulevard	Beverly Boulevard	70	71	223	706
La Cienega Boulevard	Sunset Boulevard	Santa Monica Boulevard	70	72	227	718
Melrose Avenue	Robertson Boulevard	La Cienega Boulevard	70	72	227	718

Roadway	Segment		Noise Level 75 Feet from Roadway Centerline dB L_{dn}	Distance (feet) from Roadway Centerline to Noise Level Contour		
	From	To		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Melrose Avenue	La Cienega Boulevard	N. Sweetzer Avenue	72	115	364	1,150
Robertson Boulevard	Beverly Boulevard	Alden Drive	68	47	147	466
Robertson Boulevard	Santa Monica Boulevard	Beverly Boulevard	66	28	88	278
San Vicente Boulevard	Santa Monica Boulevard	Beverly Boulevard	70	72	227	718
San Vicente Boulevard	Sunset Boulevard	Santa Monica Boulevard	68	43	137	434
Santa Monica Boulevard	Doheny Drive	La Cienega Boulevard	73	137	433	1,368
Santa Monica Boulevard	La Cienega Boulevard	Crescent Heights Boulevard	72	123	390	1,234
Santa Monica Boulevard	Westbourne Drive	La Cienega Boulevard	73	145	460	1,454
Santa Monica Boulevard	Crescent Heights Boulevard	Formosa Avenue	72	111	351	1,111
Santa Monica Boulevard	Formosa Avenue	Sycamore Avenue	72	109	344	1,088
Sunset Boulevard	Crescent Heights Boulevard	Formosa Avenue	73	154	487	1,539
Sunset Boulevard	Doheny Drive	La Cienega Boulevard	73	140	443	1,401
Sunset Boulevard	La Cienega Boulevard	Crescent Heights Boulevard	73	142	450	1,422

dB = A-weighted decibels; CNEL = Community Noise Equivalent Level
Source: Modeled by AECOM 2010

Aircraft Noise

Although no airports or airfields are located in West Hollywood, noise generated by aircraft overflights can be noticeable throughout the City. Aircraft operations associated with Burbank-Glendale-Pasadena Airport use the airspace above West Hollywood. Additionally, aircraft associated with Santa Monica Airport and Los Angeles International Airport also use the

airspace above West Hollywood. West Hollywood is within the region that is under the jurisdiction of the Los Angeles County Airport Land Use Commission (ALUC). The ALUC is responsible for providing oversight of airports and airfields within Los Angeles County and addressing their compatibility with surrounding land uses.

Specifically, the ALUC is tasked with developing noise contours for all airports and qualifying airfields in its jurisdiction. These noise contours outline areas surrounding airports, where land uses would be exposed to noise levels in excess of what is considered acceptable for the health and safety of those working or residing in the area. The entirety of the City of West Hollywood is located approximately 8 miles outside the nearest airport noise contour (Burbank-Glendale-Pasadena Airport).

Helicopter activity from private, police/emergency, medical, and news/traffic monitoring helicopters also contributes to the general noise environment in West Hollywood. In particular, low-flying helicopters can be a source of annoyance to residents, particularly at night. Helicopter landing pads and operation are regulated by the Caltrans Division of Aeronautics and the Federal Aviation Administration. One heliport location is within the City at the West Hollywood Sheriff's Station located at 780 North San Vicente Boulevard. Additionally, a helipad is used at the Cedar-Sinai Medical Center, located just west of the City boundary, and at the Sofitel hotel. Assuming aircraft are operated in accordance with applicable regulations, they would not have a substantial impact on the health and safety of people working or residing in West Hollywood.

EXISTING VIBRATION

The existing vibration environment, similar to that of the noise environment, is dominated by transportation-related vibration from roadways. Heavy truck traffic on local and regional roadway networks can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. Additionally, bus operations associated with the Metro bus facility adjacent to Santa Monica and San Vicente Boulevards can generate groundborne vibration. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the right-of-way of major roadways and streets, except for operations associated with the Metro bus facility.

SENSITIVE LAND USES

Noise is particularly problematic when noise-sensitive land uses are affected and, therefore, project-specific impact analysis typically focuses only on noise-sensitive uses. Noise-sensitive land uses typically include hospitals, convalescent and day care facilities, schools, and libraries.

Variability in standards for noise sensitivity applies to different types and densities of residential development. For example, infill and mixed-use developments can expect, and are typically less sensitive to, higher ambient noise levels (compared to suburban or semirural residential development). West Hollywood is a densely built-out City with new development necessarily being infill. The types and distribution of existing land uses within West Hollywood are discussed more specifically in Section 3.8, "Land Use and Planning."

3.9.2 REGULATORY SETTING

Various agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise. Applicable standards and guidelines are described below.

FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the EPA rulings in prior years remain in place. No federal noise regulations are directly applicable to the proposed project.

STATE PLANS, POLICIES, REGULATIONS, AND LAWS

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles (i.e., the California Vehicular Code) and those governing occupational noise control (i.e., OSHA) are not applicable to planning efforts nor are these areas typically subject to CEQA analysis. Thus, these regulatory guidelines are not included in this analysis. The following is State of California and state agency regulation that has been deemed applicable to this project:

Title 24

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (CCR Title 24, Part 2, Chapter 12, Section

1207.11.2). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB L_{dn} or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB L_{dn} for any habitable room.

Governor's Office of Planning and Research

The State of California General Plan Guidelines (State of California 2003), published by the state Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 3.9-4 presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise

Table 3.9-4. OPR Land Use Noise Compatibility Guidelines

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dB)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential-Low Density Single Family, Duplex, Mobile Home	<60	55–70	70–75	75+
Residential-Multiple Family	<65	60–70	70–75	75+
Transient Lodging, Motel, Hotel	<65	60–70	70–80	80+
School, Library, Church, Hospital, Nursing Home	<70	60–70	70–80	80+
Auditorium, Concert Hall, Amphitheater		<70	65+	
Sports Arenas, Outdoor Spectator Sports		<75	70+	
Playground, Neighborhood Park	<70		67.5–75	72.5+
Golf Courses, Stable, Water Recreation, Cemetery	<75		70–80	80+
Office Building, Business Commercial and Professional	<70	67.5–77.5	75+	
Industrial, Manufacturing, Utilities, Agriculture	<75	70–80	75+	

[1] Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.
[4] New construction or development should generally not be undertaken.
Source: OPR 2003

acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including West Hollywood, have the responsibility to set specific noise standards based on local conditions.

LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

City of West Hollywood General Plan, Safety and Noise Element

The West Hollywood General Plan Safety and Noise Element contains goals and policies to protect citizens from exposure to excessive noise. The Safety and Noise Element identifies significant noise issues that include the following:

- Residential neighborhoods are located adjacent to heavily traveled arterials, some of which are exposed to high ambient noise levels. Areas most affected include Fountain Avenue, San Vicente Boulevard, Fairfax Avenue, Crescent Heights Boulevard, and Doheny Drive.
- Traffic congestion occurs during the evening hours in and around areas containing concentrations of entertainment uses. The associated parking and noise spillover causes disturbances to residential areas.
- Noise generated by customers and operations of night clubs, restaurants, bars, and other similar uses during evening hours often impacts adjacent residences.
- The nighttime use of surface parking lots and unenclosed garages often causes noise impacts on adjacent residences.
- Increases in traffic volumes increase noise levels throughout the city.
- Commercial and residential uses are located in proximity to one another, creating potential noise conflicts between these uses.
- Mixed-use buildings, which integrate residences above ground floor commercial uses, present potential noise conflicts from traffic noise generated from the commercial frontage street and noise generated from ground floor commercial activity.

City of West Hollywood Municipal Code, Noise Ordinance

The West Hollywood Noise Control Ordinance, found in Title 9 Public Peace, Morals and Safety, Chapter 9.08 of the West Hollywood Municipal Code (WHMC), contains guidance for

the purpose of striking a balance between normal, everyday noises that are unavoidable in an urban environment and those noises that are so excessive and annoying to persons of ordinary sensitivity that they must be curtailed to protect the comfort and tranquility of all persons who live and work in the City.

Section 9.08.060 of the WHMC establishes activities that are considered exempt from the provisions of the Code. The following exemptions are applicable:

A. Activities conducted on public playgrounds, fully licensed and approved child day care facilities within residential areas as permitted by law, and public or private school grounds, including but not limited to school athletic and school entertainment events.

B. Any person who performs construction, repair, excavation or earthmoving work if and to the extent that the City Manager has given express prior written permission to perform such work at times prohibited in Section 9.08.050.

C. Outdoor gatherings, public dances, shows and sporting events, provided the events are conducted pursuant to a permit issued by the City Manager.

D. The emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work. Warning devices necessary for the protection of public safety such as police, fire and ambulance sirens and train horns.

ADDITIONAL NOISE IMPACT SIGNIFICANCE CRITERIA

Degradation of the Ambient Community Noise Environment

In addition to the criteria described above, another consideration in defining impact criteria is based on the degradation of the existing ambient noise environment. In community noise assessments, it is "generally not significant" if no noise-sensitive sites are located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the project would not exceed +3 dB at noise-sensitive locations in the project vicinity (Caltrans 2009a:40–43). A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response. As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance. The significance

criteria listed in Table 3.9-5 are based on published guidance from the Federal Interagency Committee on Noise (FICON), Caltrans, and OPR, and considered to correlate well with human response to permanent changes in ambient noise levels and assess degradation of the ambient community noise environment.

Table 3.9-5. Significant Permanent Change in Ambient Noise Levels

Existing Ambient Noise Level, L_{dn}/CNEL	Significant Increase
< 60 dB	+ 5 dB or greater
> 60 Db	+ 3 dB or greater

Sources: Adapted from FICON 1992; Caltrans 2009a; OPR 2003

In addition to concerns about permanent increases in ambient noise levels, impacts may occur due to short-term or temporary construction projects. Construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. West Hollywood does not have specific noise level criteria for assessing construction noise impact; however, the Federal Transit Authority (FTA) has developed guidance for determining if construction of a project would expose local sensitive receptors to adverse noise levels or if a project would result in a substantial temporary increase in noise levels. The noise levels in Table 3.9-6 can be considered reasonable criteria for the assessment of construction noise. Additionally, in urban areas with high ambient noise levels, noise levels from construction operations should not exceed existing ambient noise levels by more than 10 dB (FTA 2006).

Table 3.9-6. Construction Noise Level Limits

Land Use	8-hour Noise Limit (dB L_{eq})
Residential	80
Commercial	85
Industrial	90

Source: FTA 2006

VIBRATION AND GROUNDBORNE NOISE IMPACT REGULATIONS

CEQA states that the potential for any excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term "excessive" vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration; however, the federal, state, and local governments have yet to establish specific groundborne noise and vibration requirements. Additionally, there are no

federal, state, or local vibration regulations or guidelines directly applicable to the proposed action.

Publications of FTA and Caltrans are two of the seminal works for the analysis of groundborne noise and vibration relating to transportation and construction-induced vibration. The proposed action is not subject to FTA or Caltrans regulations; however, these guidelines serve as a useful tool to evaluate vibration impacts. Therefore, for this analysis the FTA and Caltrans guidance outlined below is used to establish CEQA significance criteria. Caltrans guidelines recommend that a standard of 0.2 in/sec PPV not be exceeded for the protection of normal residential buildings, and that 0.08 in/sec PPV not be exceeded for the protection of older or historically significant structures (Caltrans 2004:17). With respect to human response within residential uses (i.e., annoyance, sleep disruption), FTA recommends a maximum acceptable vibration standard of 80 VdB (FTA 2006:7-1 through 7-8).

3.9.3 THRESHOLD FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to noise would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Expose persons to or generate noise levels in excess of applicable standards (e.g., exterior and interior noise standards from the West Hollywood General Plan and WHMC);
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (e.g., noise levels shown in Table 3.9-7);
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (e.g., noise levels in excess of those in Table 3.9-6 or a 10-dB L_{eq} increase over ambient levels);
- Expose people residing or working in the area to excessive noise levels, for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport;
- Expose people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip; or
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels (specifically, vibration impacts would be significant if levels exceed the Caltrans recommended standard of 0.2 in/sec PPV with respect to the prevention of structural

damage for normal buildings or FTA's maximum acceptable vibration standard of 80 VdB with respect to human response at nearby vibration-sensitive land uses).

Table 3.9-7. Construction Equipment Noise Levels

Equipment Item	Typical Maximum Noise Level (dB) at 50 Feet
Earthmoving	
Backhoes	80
Bulldozers	85
Front Loaders	80
Graders	85
Paver	85
Roller	85
Scrapers	85
Tractors	84
Slurry Trencher	82
Dump Truck	84
Pickup Truck	55
Materials Handling	
Concrete Mixer Truck	85
Concrete Pump Truck	82
Crane	85
Man Lift	85
Stationary Equipment	
Compressors	80
Generator	82
Pumps	77
Impact Equipment	
Compactor	80
Jack Hammers	85
Impact Pile Drivers (Peak Level)	95
Pneumatic Tools	85
Rock Drills	85
Other Equipment	
Concrete Saws	90
Vibrating Hopper	85
Welding Machine / Torch	73

Source: Bolt, Beranek and Newman Inc. 1981; FTA 2006:12-6

3.9.4 ENVIRONMENTAL IMPACT

EXPOSE NOISE-SENSITIVE RECEPTORS TO NOISE LEVELS IN EXCESS OF STANDARDS

Construction Noise

While implementation of the proposed General Plan would not directly result in new development within West Hollywood, it would allow additional development, which would generate noise during construction activity. New development potential within the City will be primarily focused in five commercial subareas (see Figure 2-5 in Chapter 2.0, "Project Description") established within the Land Use and Urban Form Element of the proposed General Plan, and throughout the City where existing development has not reached the development potential allowed by the existing General Plan designations.

Construction activity within these development areas would have the potential to impact noise-sensitive land uses. Table 3.9-7 illustrates typical noise levels associated with the operation of construction equipment at a distance of 50 feet. As shown, construction equipment generates high levels of intermittent noise ranging from 55 dB to 95 dB and would result in a significant impact where noise-sensitive land uses adjoin construction sites. Although construction activities will result in a substantial noise increase in such locations, this impact will be short term and will cease upon completion of construction.

The WHMC exempts construction-generated noise that occurs between the hours of 8:00 a.m. to 7:00 p.m. Monday through Friday but does not contain quantified noise level limits for construction activities. The regulatory exemption without noise levels limits reflects the City's acknowledgement that construction noise is a necessary part of new development and does not create an unacceptable public nuisance when conducted during the least noise-sensitive hours of the day. Thus, it is not anticipated that new development under the proposed General Plan would violate existing ordinances or standards.

As discussed, noise levels drop off at a rate of about 6 dB per doubling of distance between the noise source and receptor. However, intervening structures would also result in lower noise levels. Sound levels may be attenuated 3.0 to 5.0 dB by a first row of houses/buildings and 1.5 dB for each additional row of houses in built-up environments (FHWA 1978). These factors generally limit the distance construction noise travels and ensure noise impacts from construction are localized.

Although construction noise would be localized to the individual sites during construction, noise-sensitive land uses area could be intermittently exposed to temporary elevated levels of noise throughout the years of construction. As a result, construction activities that would occur under the proposed General Plan are considered **potentially significant**. Due to the potential for high short-term and instantaneous noise levels during peak construction activity at nearby residential properties, measures have been identified that would reduce noise levels associated with construction.

Policies in the proposed General Plan Safety and Noise Element include a variety of actions to limit exposure of noise-sensitive land uses to excessive noise levels from point sources such as construction activities. Proposed policies include the following:

- Construction and occupancy of new development should be compatible with, and not exceed thresholds defining the acceptable noise environment in surrounding areas.
- Requiring the inclusion of noise-reducing design features in development projects to address the impact of noise on residential development.
- Reviewing development proposals to ensure that noise standards and compatibility criteria set forth in the General Plan are met.
- Requiring all proposed development in the 65 dB Ldn contour to comply with Title 24, as amended.
- Requiring all proposed multifamily development within the 65 dB Ldn contour to comply with Title 24, as amended.
- Requiring development projects to implement mitigation measures, where necessary, to reduce noise levels to meet the adopted standards and criteria. Such measures may include, but are not limited to, berms, walls, and sound attenuating architectural design and construction methods.
- Permitting new development if adopted noise standards and regulations can be met.
- Requiring new development and/or modifications to existing development to include sound-reducing design measures, where needed, to maintain compatibility with adjacent and surrounding uses.
- Promoting alternative transportation technologies that minimize noise impacts.

- Establishing and designating a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.
- Working to minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars and special events.
- Requiring that mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses.
- Requiring that entertainment uses, restaurants and bars engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.
- Requiring mitigation as needed for development of new nightclubs, bars, and other high noise-generating uses adjacent to residences, schools, senior citizen housing, and other noise-sensitive uses.
- Additionally, Mitigation Measure 3.9-2 identifies various requirements the City shall place on all future construction activities.

With adherence to and implementation of the proposed General Plan policies, the WHMC, and implementation of Mitigation Measures 3.9-1 through 3.9-4, program-level impacts from construction noise would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures could be placed on the project as conditions of approval.

Transportation Noise Levels

Implementation of the proposed General Plan would allow new development and redevelopment within the City. Such development, primarily within the five commercial subareas, would generate additional traffic, which would potentially increase ambient noise levels at existing land uses along roadways. However, the proposed General Plan also includes policies aimed at reducing noise related to vehicular traffic. These policies include requiring new development and/or modifications to existing development to include sound-reducing design measures to maintain compatibility with adjacent and surrounding uses; promoting alternative transportation technologies that minimize noise impacts; and performing project-specific acoustical studies for

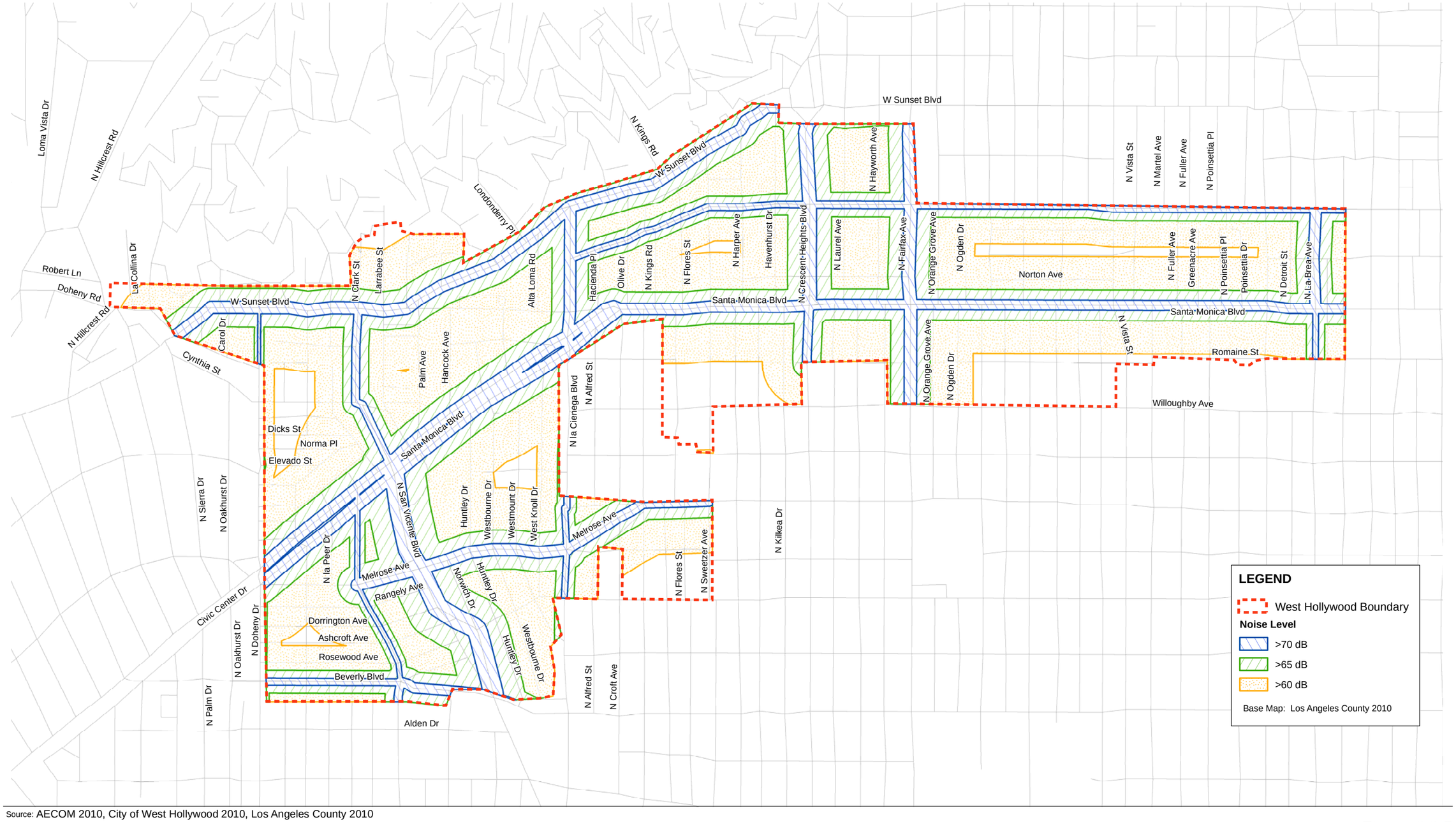
individual development projects. Section 3.14, "Transportation/Traffic," describes future traffic conditions attributed to implementation of the proposed General Plan.

To examine traffic noise impacts, traffic noise levels associated with the proposed General Plan were calculated for roadway segments in the City using FHWA's Highway Noise Prediction Model (FHWA-RD-77-108) (FHWA 1978). Traffic noise levels were modeled under existing and future 2035 conditions, with and without implementation of the proposed General Plan. ADT volumes were obtained from the traffic analysis prepared for the Circulation Element of the proposed General Plan (Fehr & Peers 2010). Vehicle mix classification and speeds for local area roadways were based on field observations and the 2008 Annual Average Daily Truck Traffic on the California State Highway System prepared by Caltrans (2009b).

Table 3.9-8 summarizes modeled noise levels at 75 feet from the roadway centerline for affected roadway segments in the City under future 2035 conditions, with and without implementation of the proposed General Plan. The traffic noise levels presented represent an application of conservative traffic noise modeling methodologies, which assume no natural or artificial shielding from existing or proposed structures or topography. Actual traffic noise exposure levels at noise-sensitive receptors in the project vicinity would vary depending on a combination of factors such as variations in daily traffic volumes, shielding provided by existing and proposed structures, and meteorological conditions. Refer to Appendix C for complete modeling inputs and results. Figure 3.9-5 depicts future 2035 traffic noise levels along major roadways within West Hollywood.

Based on the modeling presented in Table 3.9-8, implementation of the proposed General Plan under future conditions would not result in a substantial change in traffic noise level, relative to existing noise levels and 2035 noise levels without implementation of the proposed General Plan. As a result, long-term noise levels from new traffic generated in association with implementation of the proposed General Plan would not result in a substantial permanent increase in ambient noise levels, i.e., +3 dB or greater increase.

With adherence to and implementation of the proposed General Plan policies (listed under the construction noise impact analysis above), program-level traffic noise impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures will be placed on the project as conditions of approval.



Source: AECOM 2010, City of West Hollywood 2010, Los Angeles County 2010

0 1,200 2,400 Feet

Figure 3.9-5
Future 2035 Noise Contours

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Table 3.9-8. Predicted Traffic Noise Levels Future 2035 Conditions and Future 2035 General Plan Update Buildout Conditions

Roadway	Segment		L_{dn} at 75 Feet, dB				
	From	To	Existing Conditions (2008)*	Future 2035 without Project*	Future 2035 with Project*	Project Change	Significant Impact?
Beverly Boulevard	Doheny Drive	Robertson Boulevard	63	63	63	0	No
Beverly Boulevard	Robertson Boulevard	La Cienega Boulevard	64	64	64	0	No
Crescent Heights Boulevard	Santa Monica Boulevard	Romaine Street	64	64	64	0	No
Crescent Heights Boulevard	Sunset Boulevard	Santa Monica Boulevard	65	66	66	1	No
Doheny Drive	Santa Monica Boulevard	Beverly Boulevard	60	61	61	1	No
Doheny Drive	Beverly Boulevard	Alden Drive	61	62	62	1	No
Doheny Drive	Sunset Boulevard	Santa Monica Boulevard	58	59	59	1	No
Fairfax Avenue	Santa Monica Boulevard	Willoughby Avenue	65	65	65	0	No
Fairfax Avenue	Sunset Boulevard	Santa Monica Boulevard	65	65	65	0	No
Fountain Avenue	La Cienega Boulevard	Crescent Heights Boulevard	62	63	63	1	No
Fountain Avenue	Crescent Heights Boulevard	Fuller Avenue	63	63	63	0	No
Fountain Avenue	Fuller Avenue	Sycamore Avenue	63	63	63	0	No
La Brea Avenue	Santa Monica Boulevard	Romaine Street	62	62	62	0	No
La Brea Avenue	Sunset Boulevard	Santa Monica Boulevard	65	65	65	0	No
La Cienega Boulevard	Santa Monica Boulevard	Beverly Boulevard	62	62	62	0	No

Roadway	Segment		L_{dn} at 75 Feet, dB				
	From	To	Existing Conditions (2008)*	Future 2035 without Project*	Future 2035 with Project*	Project Change	Significant Impact?
La Cienega Boulevard	Sunset Boulevard	Santa Monica Boulevard	65	65	65	0	No
Melrose Avenue	Robertson Boulevard	La Cienega Boulevard	65	65	65	0	No
Melrose Avenue	La Cienega Boulevard	N. Sweetzer Avenue	64	64	64	0	No
Robertson Boulevard	Beverly Boulevard	Alden Drive	63	64	64	1	No
Robertson Boulevard	Santa Monica Boulevard	Beverly Boulevard	61	61	61	0	No
San Vicente Boulevard	Santa Monica Boulevard	Beverly Boulevard	67	67	67	0	No
San Vicente Boulevard	Sunset Boulevard	Santa Monica Boulevard	63	63	63	0	No
Santa Monica Boulevard	Doheny Drive	La Cienega Boulevard	65	65	65	0	No
Santa Monica Boulevard	La Cienega Boulevard	Crescent Heights Boulevard	64	65	65	1	No
Santa Monica Boulevard	Westbourne Drive	La Cienega Boulevard	65	65	65	0	No
Santa Monica Boulevard	Crescent Heights Boulevard	Formosa Avenue	64	64	64	0	No
Santa Monica Boulevard	Formosa Avenue	Sycamore Avenue	64	64	64	0	No
Sunset Boulevard	Crescent Heights Boulevard	Formosa Avenue	65	65	65	0	No
Sunset Boulevard	Doheny Drive	La Cienega Boulevard	65	65	65	0	No
Sunset Boulevard	La Cienega Boulevard	Crescent Heights Boulevard	65	65	65	0	No

* Traffic noise levels are predicted at a standard distance of 75 feet from the roadway centerline and do not account for shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.

Source: Data modeled by AECOM in 2010

Expose Noise-Sensitive Receptors to Stationary and Area-Source Noise Levels

Changes in Land Use

As described in Chapter 2.0, "Project Description," implementation of the proposed General Plan would result in a change in development capacity (see Table 2-4, West Hollywood Development Capacity, 2035). As a result of increased residential development in the City, the numbers of noise-sensitive receptors would also increase. As a consequence, the increase in dwelling units could result in locating noise-sensitive receptors near noise-generating land uses. As shown in Table 3.9-2, 24-hour ambient noise levels in the City ranged from approximately 73 dB to 78 dB L_{dn}.

Where exterior noise levels are below 65 dB L_{dn}, interior noise levels for new construction would typically meet the interior 45-dB L_{dn} standard established in Title 24. Typical residential construction in warm climates, such as West Hollywood, provides approximately 15 dB of noise reduction from exterior noise sources with windows partially open, and approximately 25 dB of noise reduction with windows kept closed (EPA 1974). Where exterior noise levels range from 60 to 70 dB L_{dn}, interior noise can be mitigated with standard wall and window construction, and the inclusion of mechanical forced-air ventilation to allow occupants the option of maintaining windows closed to control noise. Where exterior noise levels exceed 70 dB L_{dn}, residential units would not normally be able to meet the 45-dB L_{dn} interior standard simply through typical construction methods. Thus, noise-sensitive uses located within the 70-dB L_{dn} contour may require additional noise reduction measures, such as windows and doors with high Sound Transition Class (STC) ratings to meet the 45-dB L_{dn} criteria. This would be a **potentially significant impact**. Mitigation measures have been identified that would reduce this impact to less than significant.

The proposed General Plan proposes an increase in nonresidential land uses in the City. The increased development of new nonresidential land uses in the City creates the potential for additional stationary sources of noise. The additional noise sources could include uses that involve nighttime activities (e.g., restaurants, bars, nightclubs) of which noise would have a greater potential to disrupt sleep and annoy nearby noise-sensitive receptors. In particular, residents and the City have expressed concern with noise created during nighttime activities by patrons and operation of entertainment locales. During daytime hours, activities associated with increased nonresidential land uses could also create additional noise (e.g., delivery trucks, forklifts) that disturbs nearby noise-sensitive receptors. This is considered a **significant impact**.

With adherence to and implementation of the proposed General Plan policies (listed under the construction noise impact analysis above) and regulations, and implementation of Mitigation Measures 3.9-1 through 3.9-5, program-level land use noise impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

Other Noise Sources

Mixed-use development projects often include residential uses located above or in proximity to commercial uses, and are generally located in areas served by public transit along major roadways. New mixed-use development that could occur with implementation of the proposed General Plan would be constructed primarily within five commercial subareas.

Noise sources associated with commercial land uses in mixed-use projects could include mechanical equipment operations, public address systems, parking lot noise (e.g., opening and closing of vehicle doors, people talking, car alarms), delivery activities (e.g., use of forklifts, hydraulic lifts), trash compactors, and air compressors. Noise from such equipment can reach intermittent levels of approximately 90 dB, 50 feet from the source (EPA 1974:B-1). These elevated noise levels, which have the potential to be generated by commercial uses within mixed-use land use designations, would expose nearby noise-sensitive land uses (e.g., multi-family residential units) to excessive noise levels that violate the WHMC Noise Ordinance.

Other noise sources in West Hollywood also include those associated with the operation of an existing cement plant, located at Romaine Street and North La Brea Avenue, small-commercial manufacturing businesses, and the Metro bus facility adjacent to Santa Monica Boulevard and San Vicente Boulevard. These facilities operate during the daytime and, therefore, do not affect adjacent or nearby noise-sensitive users (e.g., residents) during more noise-sensitive evening and nighttime hours.

In summary, point source noise levels associated with commercial and industrial land uses could potentially expose nearby existing and future noise-sensitive receptors to excessive noise levels that violate the WHMC Noise Ordinance. As a result, this impact is **significant**.

Proposed General Plan policies (listed under the construction noise impact analysis above) to reduce noise-related conflicts between residential and nonresidential land uses would also be applicable to reducing noise impacts from future commercial and mixed-use development.

With adherence to and implementation of the proposed General Plan policies, and implementation of Mitigation Measures 3.9-1 through 3.9-5, program-level noise impacts from mixed-use and industrial sources would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

AIRCRAFT NOISE

Aircraft noise from Burbank-Glendale-Pasadena Airport, Santa Monica Airport, and Los Angeles International Airport may be considered an intermittent, disturbing noise to some residents in the area. Additionally, activity associated with private, police, emergency medical, and news helicopters also contributes to the general noise environment in West Hollywood, particularly approaching the West Hollywood Sheriff's Station, and the Cedar-Sinai Medical Center, located just west of the City boundary.

Alterations of land use designations within the vicinity of overflight areas may result in greater exposure to aircraft noise. However, West Hollywood is located more than 8 miles outside the established noise contours for the nearest airport (65 dB CNEL for Burbank-Glendale-Pasadena Airport). Therefore, proposed modifications to land use designations within West Hollywood would not result in the exposure of new or existing noise-sensitive land uses to excessive aircraft noise levels. As a result, aircraft-generated noise levels are a **less-than-significant** impact.

VIBRATION

West Hollywood consists of an urban environment with groundborne noise and vibration generated by light industrial operations and traffic. Groundborne noise and vibration could also be generated by bus operations associated with the Metro bus facility. Additionally, short-term intermittent groundborne noise and vibration may be generated by construction activities. Groundborne vibration levels associated with freight and roadway traffic rarely exceed criteria established for evaluation of building damage or human annoyance (Caltrans 2004:13–18).

Construction-Induced Vibration

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration levels associated with various types of construction equipment are summarized below in Table 3.9-9. Based on the vibration levels presented for various construction equipment

types, sensitive receptors located in proximity to construction operations could be exposed to groundborne vibration levels exceeding the recommended FTA and Caltrans guidelines of 80 VdB and 0.2 in/sec PPV, respectively. As a result, this impact is considered **significant**.

Table 3.9-9. Representative Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 feet (in/sec)[1, 3]	Approximate L_v (VdB) at 25 feet[2]
Pile Driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Heavy-duty Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

[1] Where PPV is the peak particle velocity.
[2] Where Lv is the RMS velocity expressed in vibration decibels (VdB), assuming a crest factor of 4.
[3] Vibration levels can be approximated at other locations and distances using the above reference levels and the following equation: PPVequip = PPVref (25/D)1.1 (in/sec); where "PPV ref" is the given value in the above table, "D" is the distance for the equipment to the new receptor in feet.
Source: FTA 2006

With adherence to regulations and implementation of Mitigation Measure 3.9-6, program-level construction vibration impacts would be **less than significant**. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

Vehicular Traffic-Induced Vibration

Vehicles traveling on the local and regional roadway network are generally supported on flexible suspension systems and therefore are not an efficient source of ground vibration. However, vehicles can cause vibration when they roll over pavement surfaces that are not smooth. These discontinuities typically develop as a result in cracking, potholes, or misaligned expansion joints caused by settling of pavement section or the support structures of a span, due to normal geological conditions or fault activity. When these discontinuities develop, vehicles passing over the imperfection impart energy into the ground, generating vibration. Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy

trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible outside the roadway right-of-way, or results in vibration levels that cause damage to building in the roadway vicinity.

Implementation of the proposed General Plan does not propose the construction or realignment of any roadway projects. Additionally, it is not anticipated that land use changes associated with implementation of the General Plan will result in the exposure of persons within the City to groundborne vibration levels exceeding the FTA and Caltrans guidelines of 80 VdB and 0.2 in/sec PPV. As a result, this impact is considered **less than significant**.

Industrial and Commercial Operations Vibration

Light industrial and commercial operations have, on occasion, been known to utilize equipment or processes in the manufacture and distribution of materials that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of a manufacturing process or industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations from industrial processes or machinery are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses.

Distribution of materials to and from industrial and commercial land uses can have the potential to generate more substantial levels of groundborne vibration than that of the mechanical equipment. Heavy trucks used for delivery and distribution of materials to and from industrial and commercial sites generally operate at very low speeds while on the industrial or commercial site. Therefore, the groundborne vibration induced by heavy truck traffic at industrial or commercial land uses is not anticipated to be perceptible at distances greater than 25 feet (typical distance from roadway centerline to edge of roadway right-of-way for a single-lane road).

Based on the operational characteristics of mechanical equipment and distribution methods used for general light industrial and commercial land uses, it is not anticipated that light industrial and commercial operations would result in groundborne vibration levels that approach or exceed the FTA and Caltrans guidelines of 80 VdB and 0.2 in/sec PPV. As a result, this impact is considered **less than significant**.

3.9.5 MITIGATION MEASURES

Implementation of the following programmatic mitigation measures will reduce potential noise impacts to a less-than-significant level. Mitigation measures are primarily derived from the proposed General Plan Implementation Programs. Additionally, individual, new development projects would be required to undergo project-specific environmental review, and mitigation measures would be identified to reduce any project-specific significant noise impacts.

3.9-1 The City shall use the following thresholds and procedures for CEQA analysis of proposed projects, consistent with policies adopted within the General Plan:

- The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to proposed projects analyzed under CEQA.
- In addition to the foregoing, an increase in ambient noise levels is assumed to be a significant noise concern if a proposed project causes ambient noise levels to exceed the following:
  - Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB Ldn or greater.
  - Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB Ldn or greater.
  - A project-related temporary increase in ambient noise levels of 10 dB Leq or greater.

3.9-2 The City shall require construction contractors to implement the following measures during construction activities through contract provisions and/or conditions of approval as appropriate:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc).
- Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.
- Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the WHMC Noise Ordinance, or mitigate noise at sensitive land uses to below WHMC standards.

- Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors.
- Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment.
- Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated STC rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.
- Music from a construction site shall not be audible at offsite locations.

3.9-3 The City will develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Acoustical studies will be required for all discretionary, non-residential projects that will cause future traffic volumes to increase by 25% or more on any roadway in front of or near blocks where the majority land uses are residential or institutions (e.g., schools). The noise analysis guidelines should include the following elements:

- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics, as determined by the City.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources.
- Estimate existing and projected cumulative (20 years) transportation noise levels in terms of Ldn, and compare those noise levels to the adopted standards and policies of the Safety and Noise Chapter.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and predominant noise locations.

- Recommend appropriate mitigation to achieve the adopted policies of the proposed General Plan Noise Element.
- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures, as necessary.

3.9-4 Revise the City's Noise Ordinance to achieve the following:

- Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses.
- Limit noise levels generated by commercial and industrial uses.
- Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses.
- Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses.
- Require all commercial heating, ventilation, and air conditioning (HVAC) machinery to be placed within mechanical equipment rooms wherever possible.
- Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line of sight to the noise source from the property line of the noise-sensitive receptors is blocked.

3.9-5 When the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development within a mixed-use area, provide written warnings to potential residents about noise intrusion and condition of that approval, assistance, or facilitation. The following language is provided as an example:

"All potential buyers and/or renters of residential property within mixed-use areas in the City of West Hollywood are hereby notified that they may be subject to audible noise levels generated by business- and entertainment-related operations common to such areas, including amplified sound, music, delivery and passenger vehicles,

mechanical noise, pedestrians, and other urban noise sources. Binding arbitration is required for disputes regarding noise in mixed-use buildings that require legal action."

3.9-6 The City shall require future developments to implement the following measures to reduce the potential for human annoyance and achitectural/structural damage resulting from elevated groundborne noise and vibration levels.

- Pile driving within a 50-foot radius of historic structures or sensitive land uses shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to impact pile driving to reduce the number and amplitude of impacts required for seating the pile.
- The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be repaired back to its preexisting condition.
- Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.
- Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Community Development Director or designee.

3.9.6 SIGNIFICANCE AFTER IMPACTS

With adherence to and implementation of the proposed General Plan policies and regulations, the Municipal Code, and implementation of mitigation measures, program-level impacts from construction noise would be less than significant.

Program-level traffic noise impacts would be less than significant with adherence to and implementation of the proposed General Plan policies and regulations.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of mitigation measures, program-level land use noise impacts and impacts from mixed-use and industrial sources would be less than significant.

Aircraft-generated noise levels would be less than significant with implementation of the proposed General Plan.

With adherence to regulations and implementation of mitigation measures, program-level construction noise and vibration impacts would be less than significant. Vibration from vehicular traffic-induced vibration and commercial industrial operations would be less than significant with implementation of the proposed General Plan.

The significance of impacts resulting from specific future development projects would be determined on a project-by-project basis. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

3.10 PALEONTOLOGICAL RESOURCES

This section describes and evaluates the potential impacts to paleontological resources with implementation of the proposed project. The existing environmental setting for potential paleontological resources in West Hollywood is discussed, and potential environmental impacts associated with implementation of the proposed General Plan, and mitigation measures where appropriate, are described. As the proposed General Plan is a programmatic document and does not include specific projects or details of future developments, formal, site-specific paleontological impacts have not been performed, though they would be required under CEQA as specific projects are identified.

3.10.1 EXISTING ENVIRONMENTAL SETTING

REGIONAL GEOLOGY

The City of West Hollywood is underlain primarily by Quaternary-aged alluvial fan deposits. These units are differentiated by age, with the oldest dating from the mid- to late Pleistocene (Yerkes and Campbell 2005). This recent alluvium resulted from erosion of the Santa Monica Mountains, which are part of the east-west-trending Transverse Range Geologic Province. Underlying the recent alluvium is the Southwestern Block of the Los Angeles Basin, which consists mainly of marine clastic and organic sedimentary strata of middle Miocene to recent epoch (from 14.5 to 1.7 million years ago), including igneous rocks of the middle Miocene epoch. The northernmost portions of the City are underlain by bedrock consisting of intrusive igneous rocks (typically quartz diorite) and metasedimentary rocks (typically slate) (KFM GeoScience 2010).

The La Brea Tar Pits, approximately 1 mile south of the City, represent one of the most diverse Pleistocene fossil assemblages known. There is a potential to find remains of Rancholabrean animals (such as elephants, horses, bison, camels, sabertooth cats, deer, sloths, rabbits, gophers, and mice) in all older alluvial deposits in the Los Angeles Basin. In addition, fossils from older upstream formations can be redeposited and occur even in younger sediments.

Paleontological resources have been identified at several locations near the City, at depths as shallow as 10 feet below the ground surface. Near the intersection of Sierra Bonita and Oakwood avenues, a fossil bison (*Bison antiquus*) was recovered from a depth of 12 feet. Mastodon and mammoth fossils were recovered from a site near the intersection of Kilkea Drive and Beverly Boulevard. Two known fossil localities are near the intersection of Fairfax Avenue and First Street. Fossils recovered from these localities include pocket gopher (Thomomys), pond turtle

(Clemmys), garter snake (Thamnophis), mammoth (*Mammuthus columbi*), cottontail rabbit (Sylvilagus), kangaroo rat (Dipodomys), meadow mouse (Microtus), horse (*Equus occidentali*), bison, and camel (*Camelops hesternus*). There are many other known fossil localities in the City vicinity, including Park La Brea and Hancock Park (EDAW 2009).

Additionally, during excavation for the LADWP Hollyhills Drain Units 7 and 8 in the cities of Beverly Hills, Los Angeles, and West Hollywood, 10 fossils specimens were collected and identified. One of the fossils was discovered in the western portion of West Hollywood, while the remaining fossils were discovered outside of West Hollywood in proximity to the western portion of the City. The southern and northern parts of Drain Units 7 and 8 pass through Quaternary alluvial gravels, sand, silt and clay. This formation is highly likely to yield fossils. Table 3.10-1 identifies the fossil, the rock type where discovered, and the age (epoch) of the fossil.

Table 3.10-1. Hollyhills Drain Paleontology Collection

Consultant Identification	Rock Type	Age (Epoch)
Proboscidea thoracic vertebra	Alluvium	Pleistocene
Mammut (mastodon) left tibia	Alluvium	Pleistocene
Proboscidea thoracic vertebra	Alluvium	Pleistocene
Proboscidea left distal scapula fragment	Alluvium	Pleistocene
?Cervidae (deer) humerus mid-shaft fragment	Alluvium	Pleistocene
Proboscidea limb bone fragment	Alluvium	Pleistocene
Bison lower molar tooth fragment	Alluvium	Pleistocene
Edentata, sloth skull fragment	Alluvium	Pleistocene
Bison right scapula fragment (mid-scapula)	Alluvium	Pleistocene
Equus (horse) metapodial fragment (mid-shaft)	Alluvium	Pleistocene

Source: Stantec 2007.

PALEONTOLOGICAL RESOURCE ASSESSMENT CRITERIA

The potential paleontological importance of the City of West Hollywood can be assessed by identifying the paleontological importance of exposed rock units within the City. Because the aerial distribution of a rock unit can be easily delineated on a topographic map, this method is conducive to delineating parts of the City that are of higher and lower sensitivity for paleontological resources and to delineating parts of the City that may require monitoring during construction.

A paleontologically important rock unit is one that has a high potential paleontological productivity rating and is known to have produced unique, scientifically important fossils. The potential paleontological productivity rating of a rock unit exposed at the City of West Hollywood refers to the abundance/densities of fossil specimens and/or previously recorded fossil sites in exposures of the unit in and near the City. Exposures of a specific rock unit in the City are most likely to yield fossil remains representing particular species in quantities or densities similar to those previously recorded from the unit in and near the City.

An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;
- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- a skeletal element different from, or a specimen more complete than, those now available for its species; or
- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

For example, identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare. The value or importance of different fossil groups varies, depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions, such as part of a research project. Marine invertebrate fossil specimens are generally common, well developed, and well documented. Generally, they would not be considered a unique paleontological resource.

3.10.2 REGULATORY SETTING

FEDERAL REGULATIONS

There are no federal plans, policies, regulations, and laws related to paleontological resources that apply to the General Plan update.

STATE REGULATIONS

No state or local agencies have specific jurisdiction over paleontological resources on private lands. No state agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earthmoving on state or private land at a project site.

LOCAL PLANS AND POLICIES

There are no regional and local plans, policies, regulations, or laws related to paleontological resources that apply to the General Plan update.

PROFESSIONAL PALEONTOLOGICAL STANDARDS

The Society of Vertebrate Paleontology, a national scientific organization of professional vertebrate paleontologists, has established standard guidelines that outline acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation, analysis, and curation (Society of Vertebrate Paleontology 1995, 1996). Most practicing professional paleontologists in the nation adhere to the Society of Vertebrate Paleontology assessment, mitigation, and monitoring requirements, as specifically spelled out in its standard guidelines.

3.10.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

The impact of the proposed project related to paleontological resources would be considered significant if it would exceed the following threshold of significance, in accordance with Appendix G of the CEQA Guidelines:

- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

In its standard guidelines for assessment and mitigation of adverse impacts on paleontological resources, the Society of Vertebrate Paleontology (1995) established three categories of sensitivity for paleontological resources: high, low, and undetermined. Areas where fossils have been previously found are considered to have a high sensitivity and a high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas that have not had any previous