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.

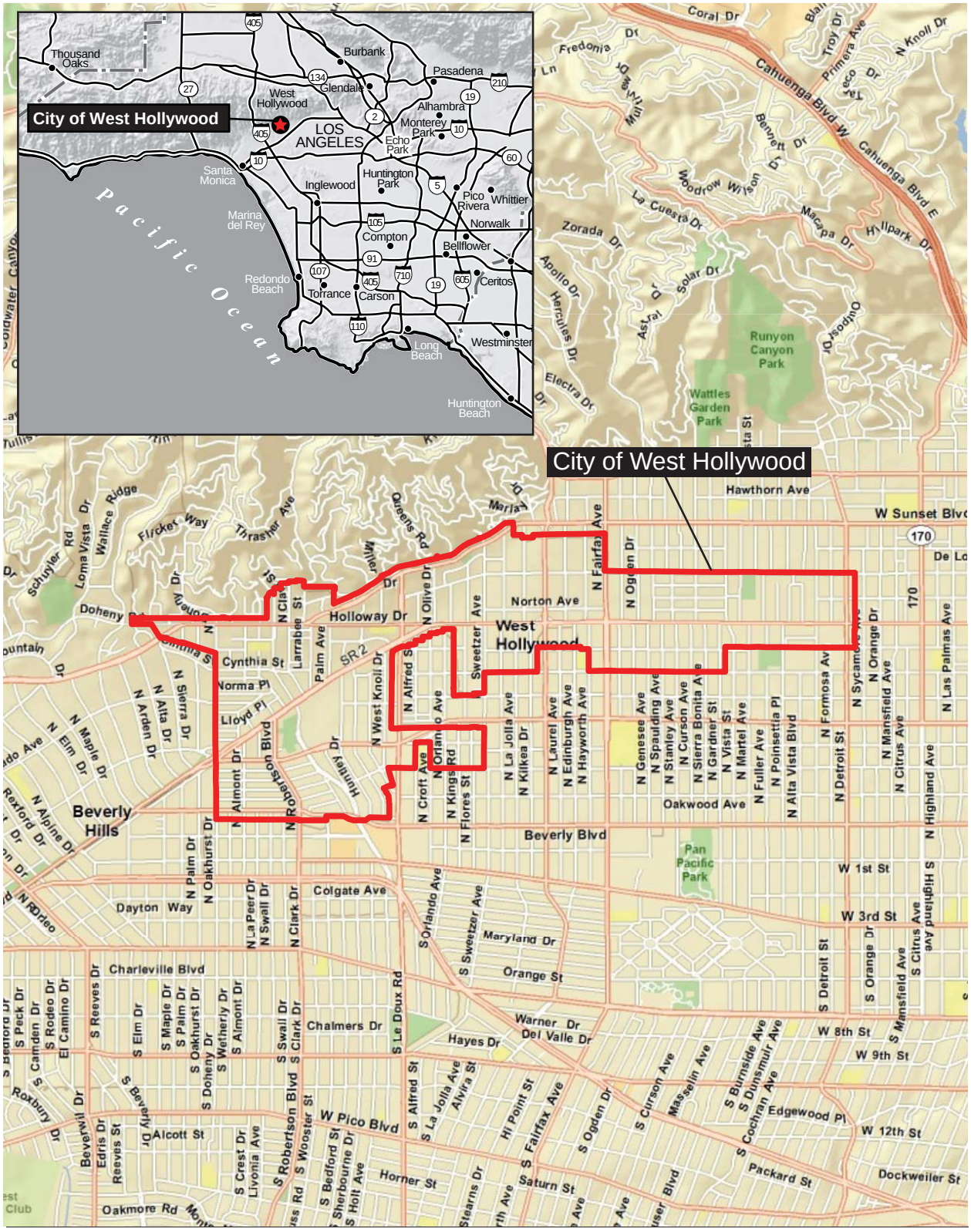
These objectives will be used by decision makers to weigh the contents of the General Plan and CAP as well as the alternatives proposed and analyzed within this EIR.

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

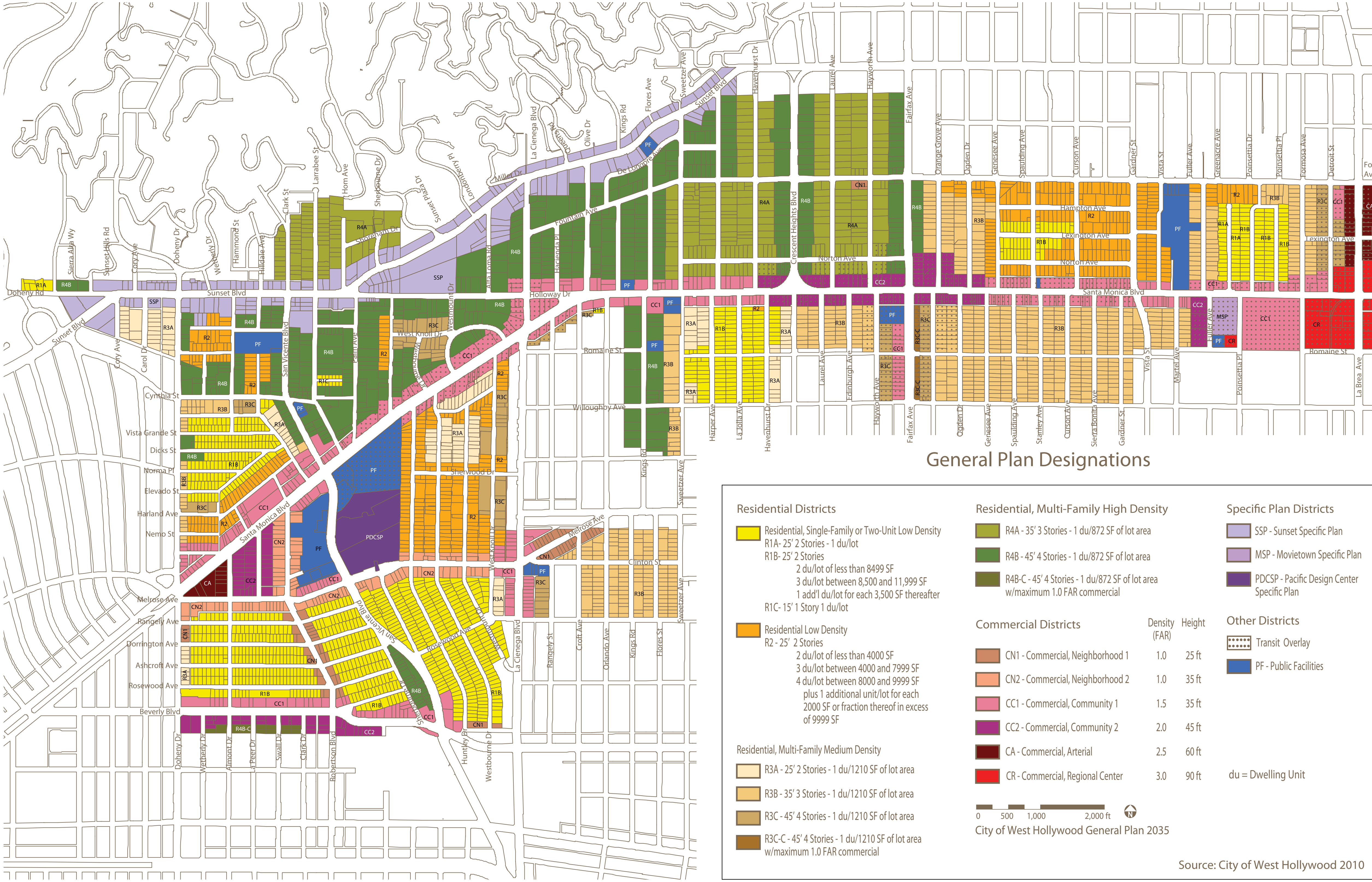
The general contents for each chapter of the General Plan are summarized below.

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.

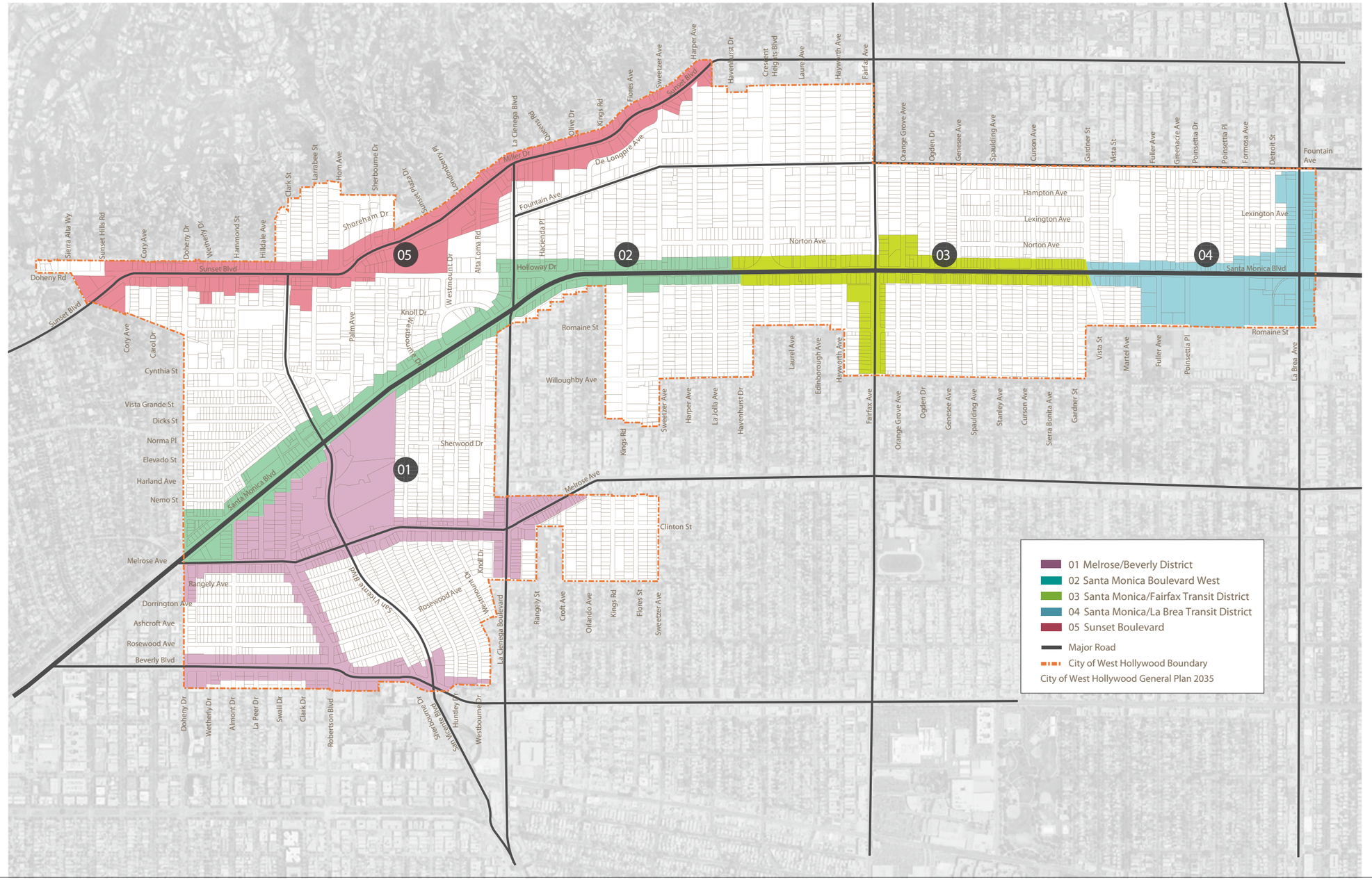
Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas shown in Figure 2-3. The commercial subareas are districts along the City's major commercial corridors for which cohesive visions have been developed. The subareas, 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

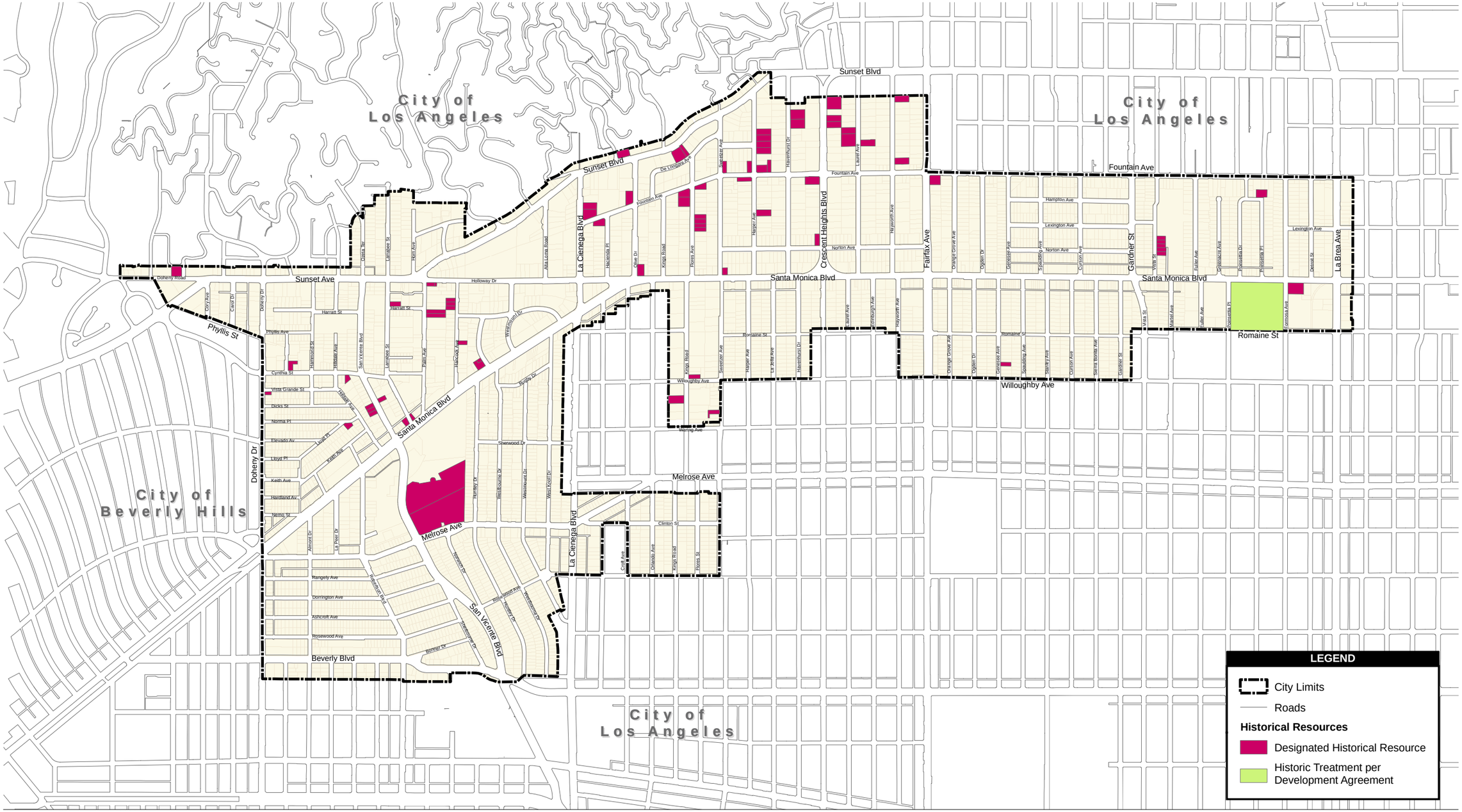
In 2007, West Hollywood was designated as one of the National Trust for Historic Preservation's Dozen Distinctive Destinations, an annual list of unique and preserved communities in the United States. West Hollywood has several historical resources listed in the NRHP and California Register of Historical 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

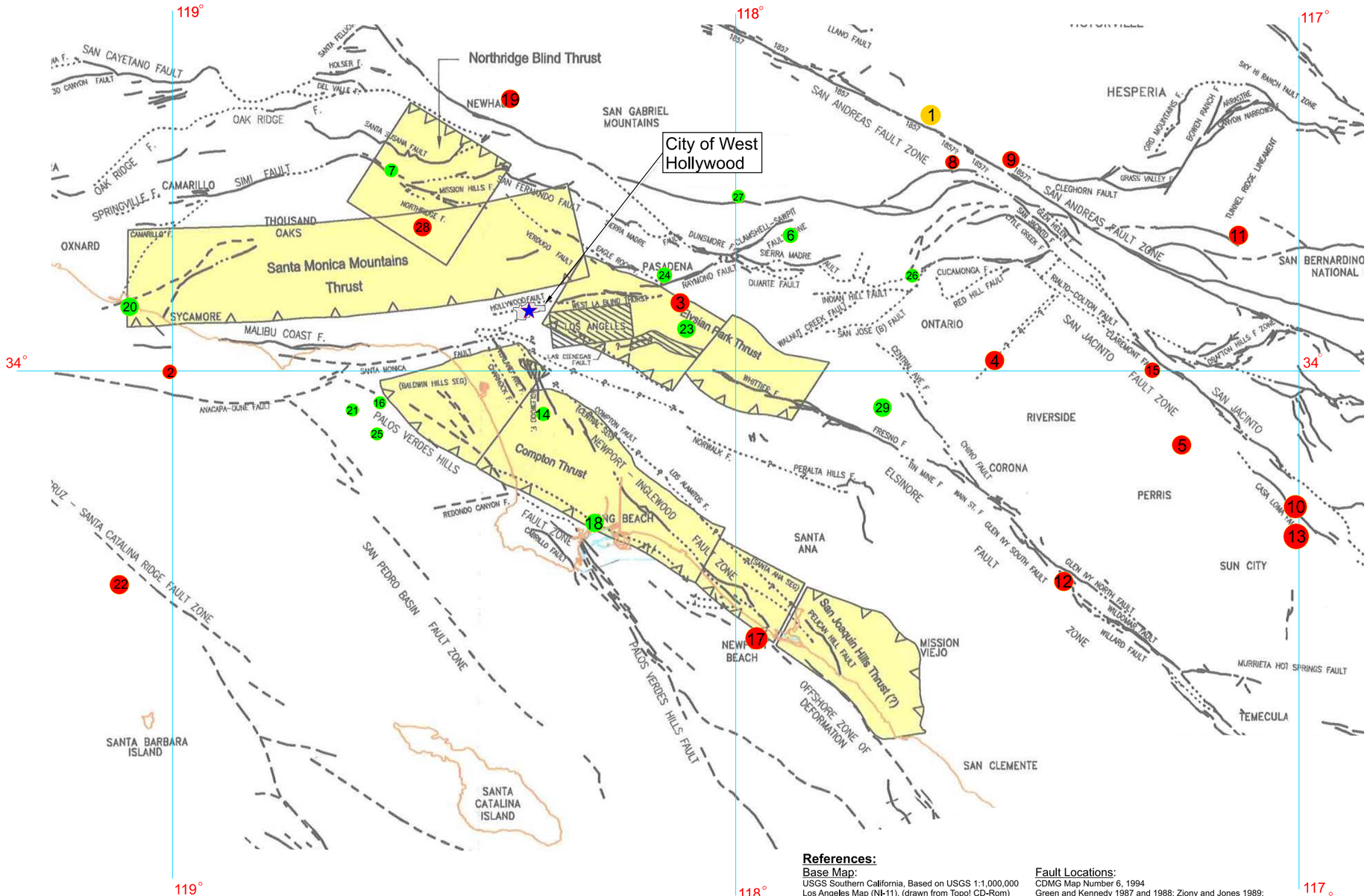
Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is fault ground rupture, also called surface faulting. Common secondary seismic hazards include ground shaking, liquefaction, and subsidence. Each of 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

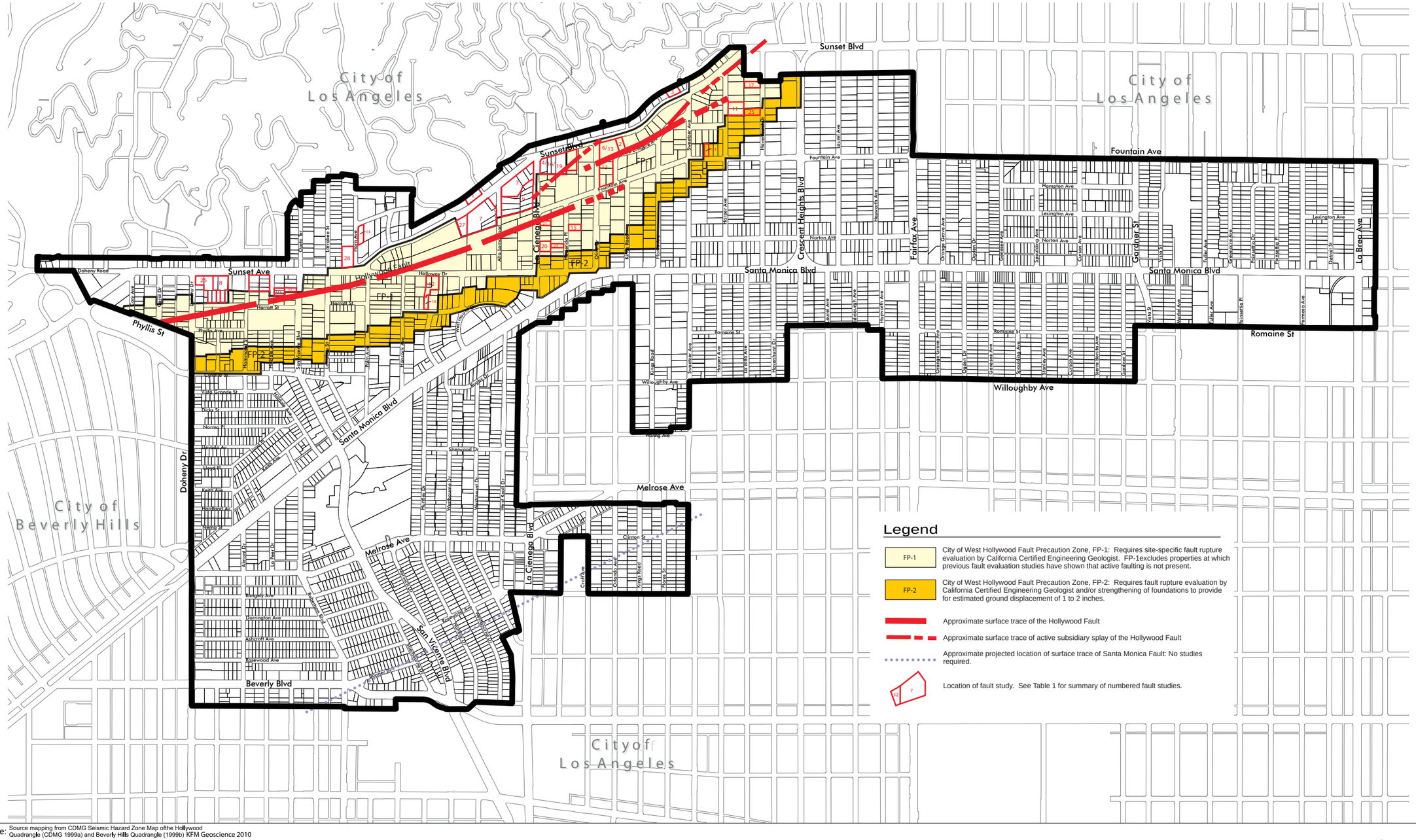
Ground shaking, motion that occurs as a result of energy released during faulting, could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Other 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).

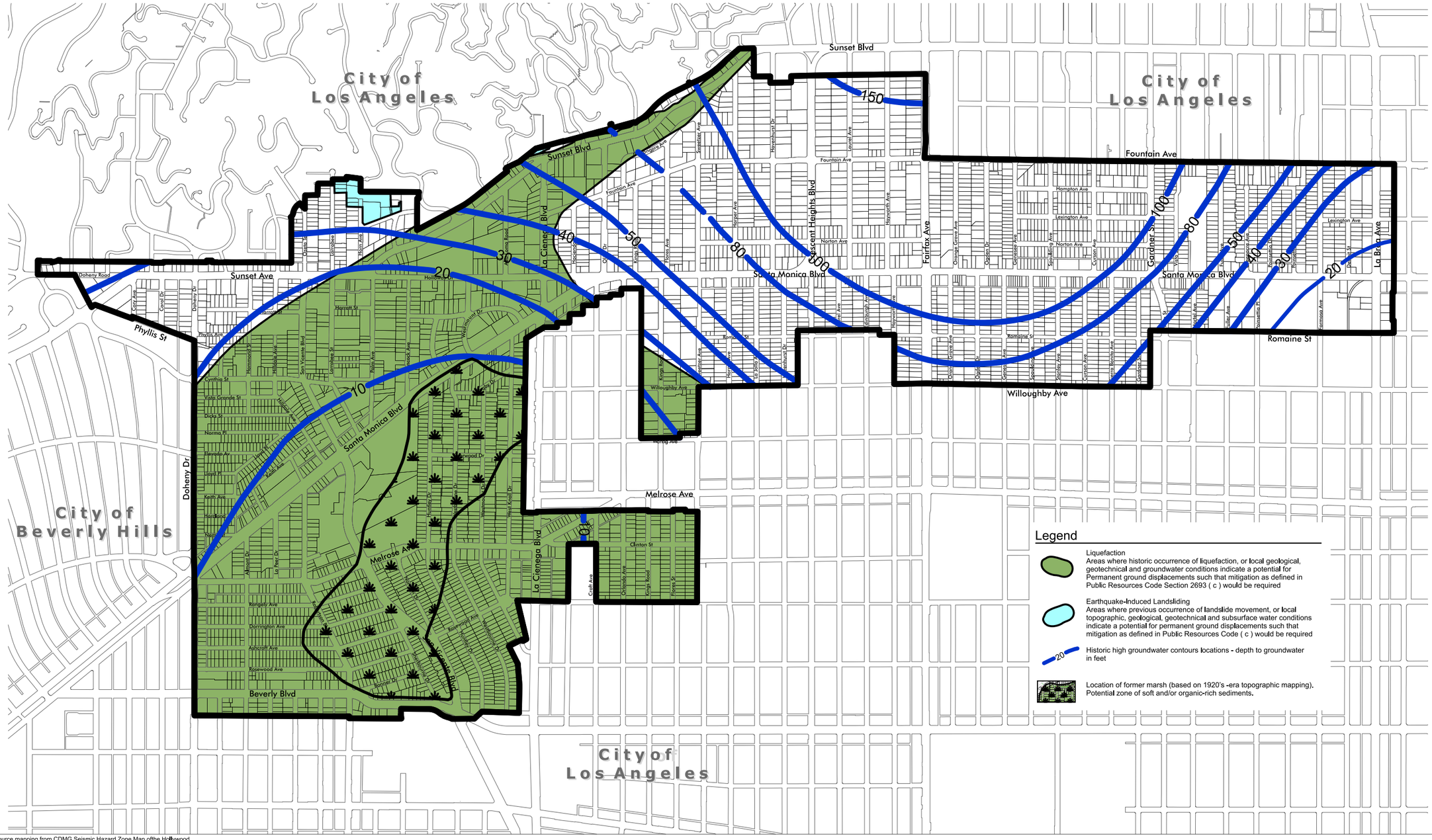
Subsidence, Settlement, and Soil Bearing Capacity

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.

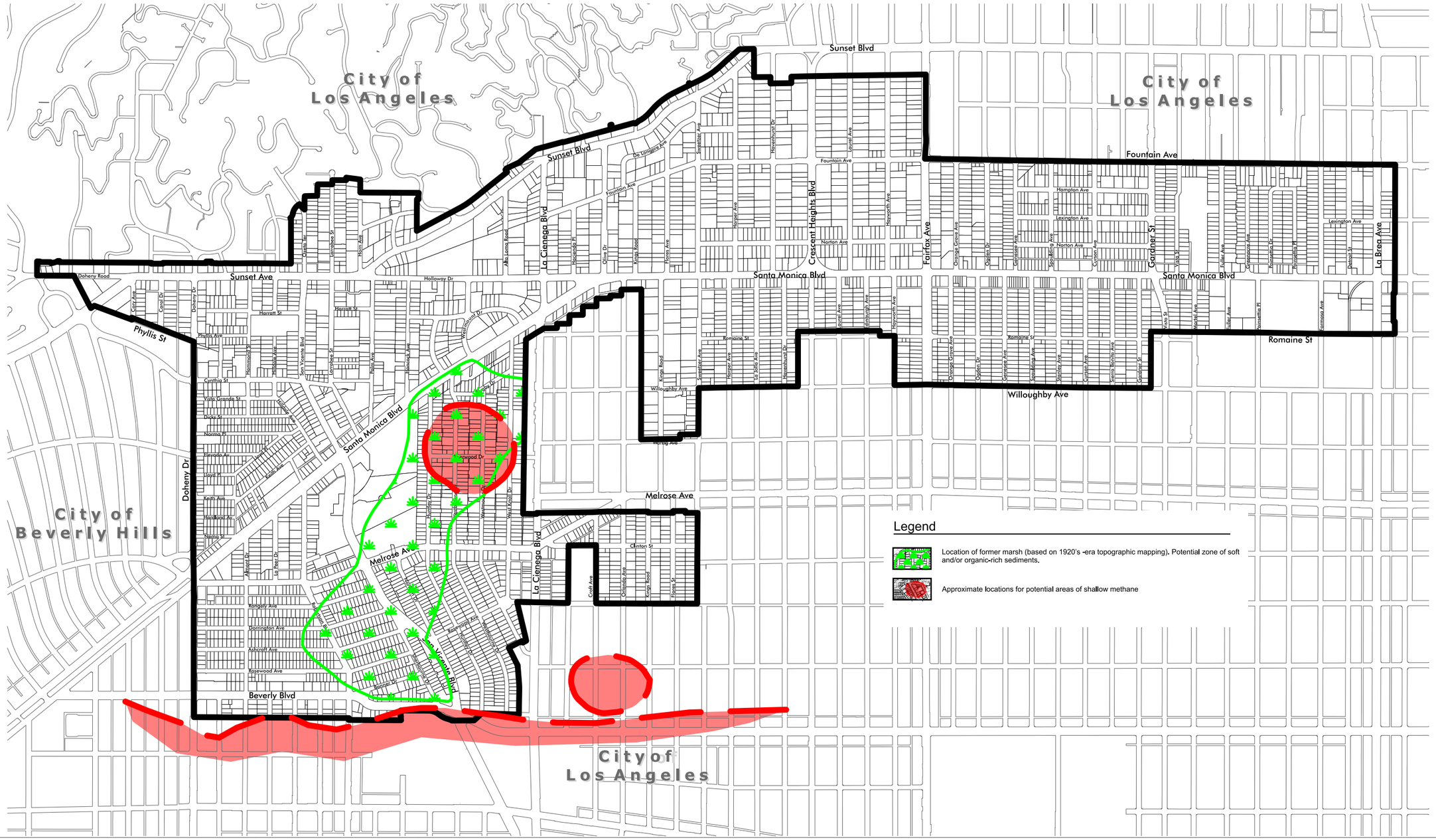
Worker Safety Requirements

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.

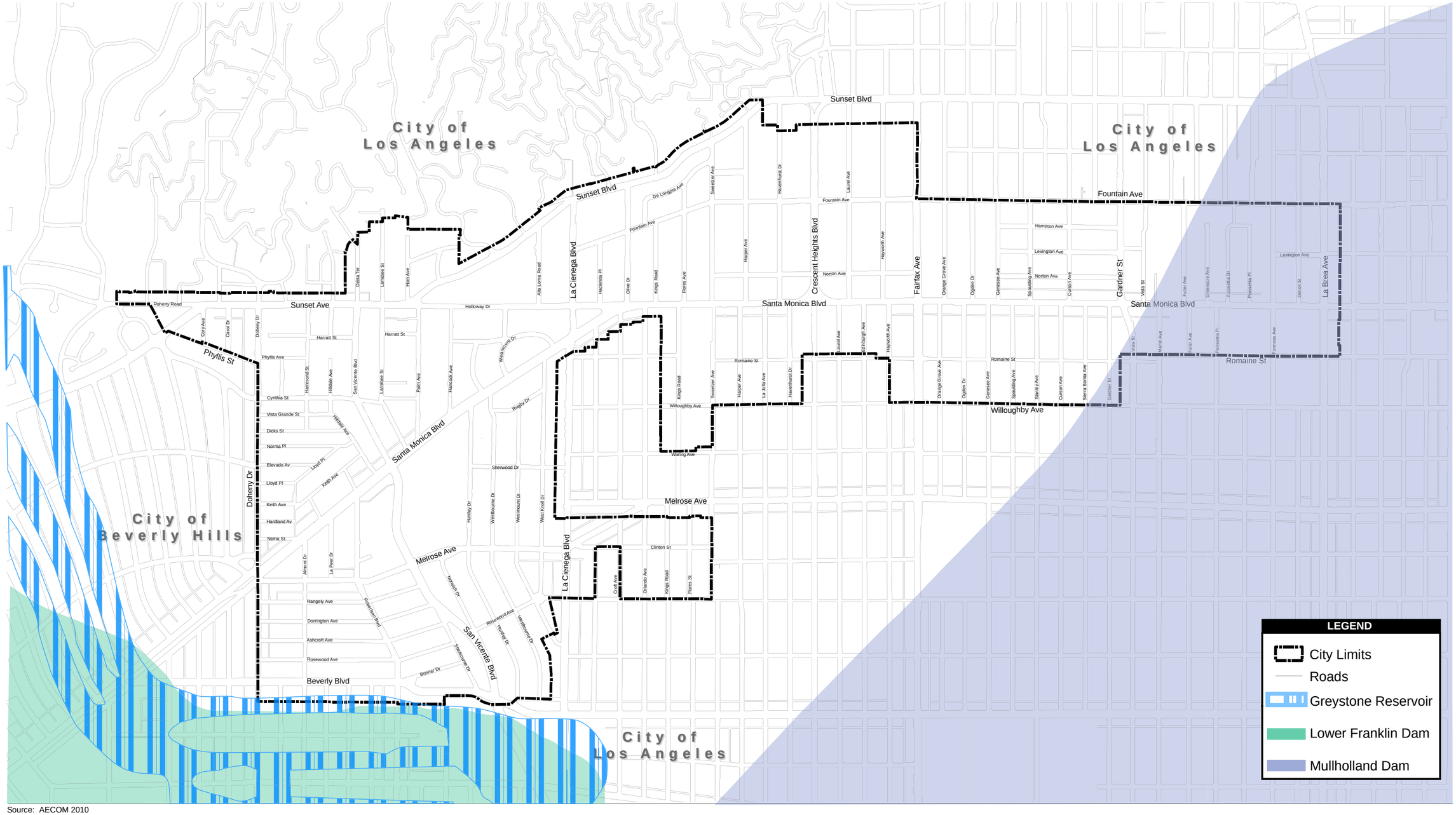
Source: Los Angeles RWQCB 1994

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

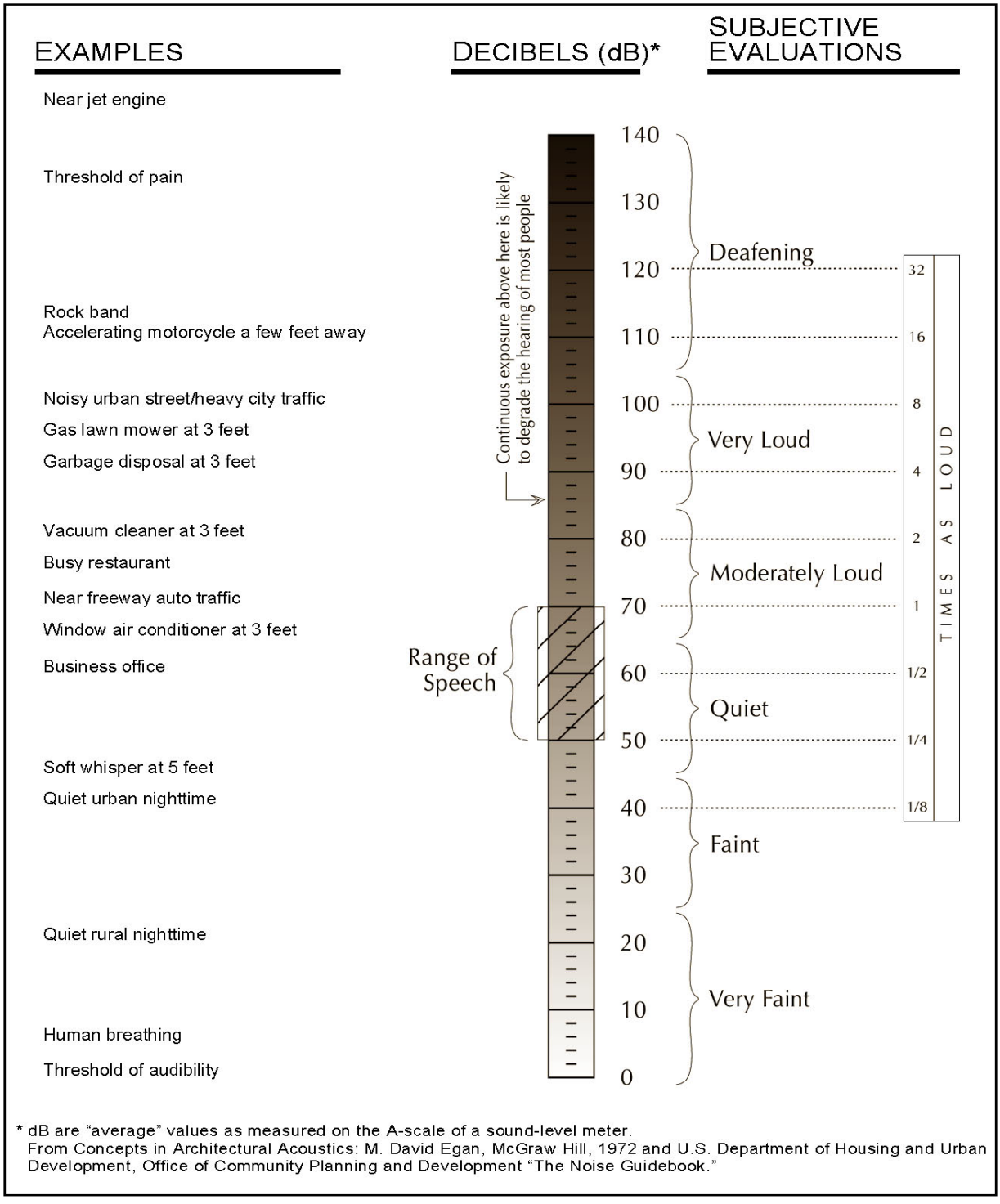


Figure 3.9-1
Common Noise Sources and Levels

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.

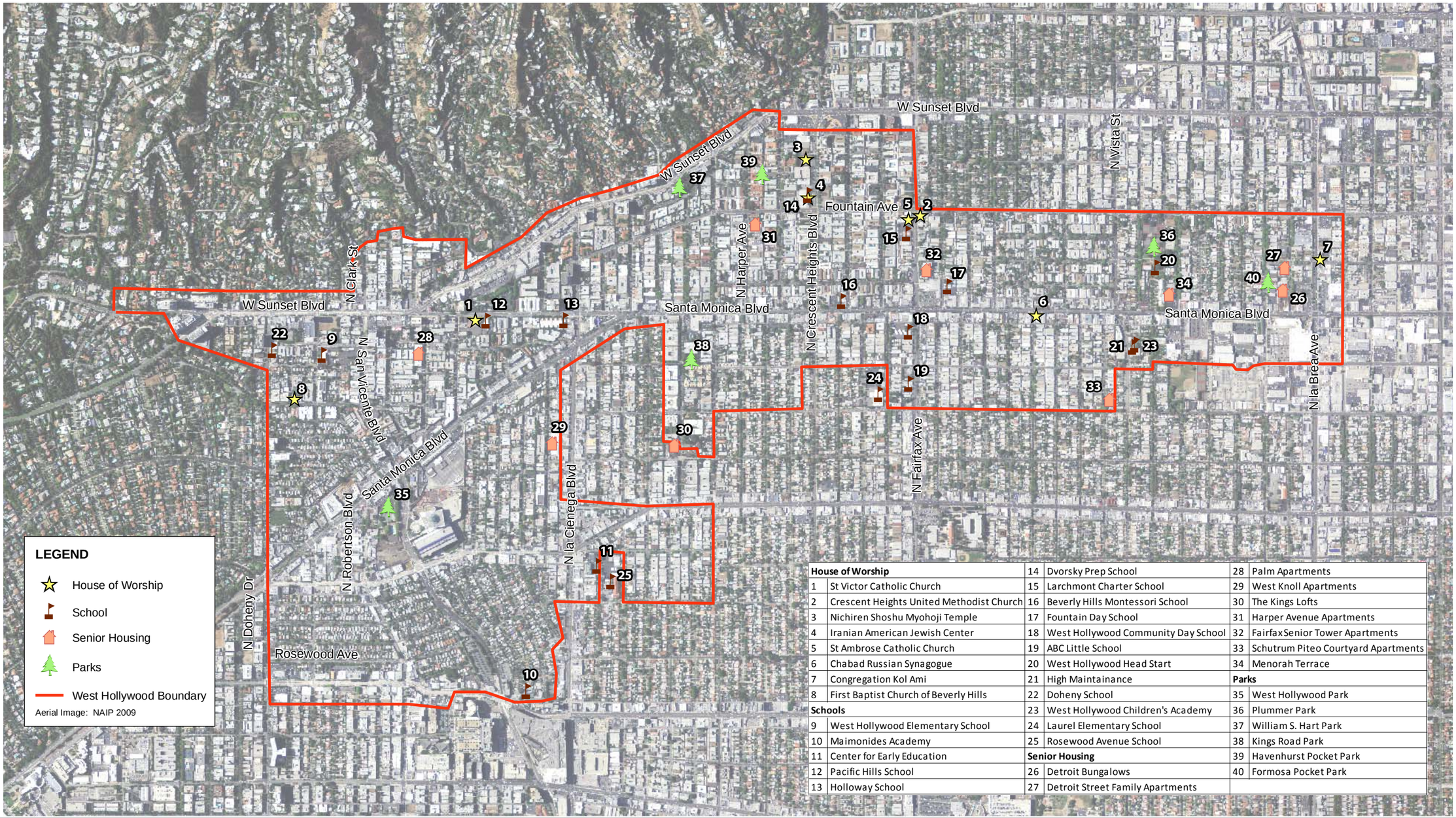
Community noise survey locations are shown in Figure 3.9-3. The L_{eq}, L_{max}, L_{10}, L_{50}, and L_{90} values recorded at each short-term noise measurement location are presented in Table 3.9-1. During the measurements, average daytime ambient noise levels ranged from 68.5 dB to 72.2 dB L_{eq}, 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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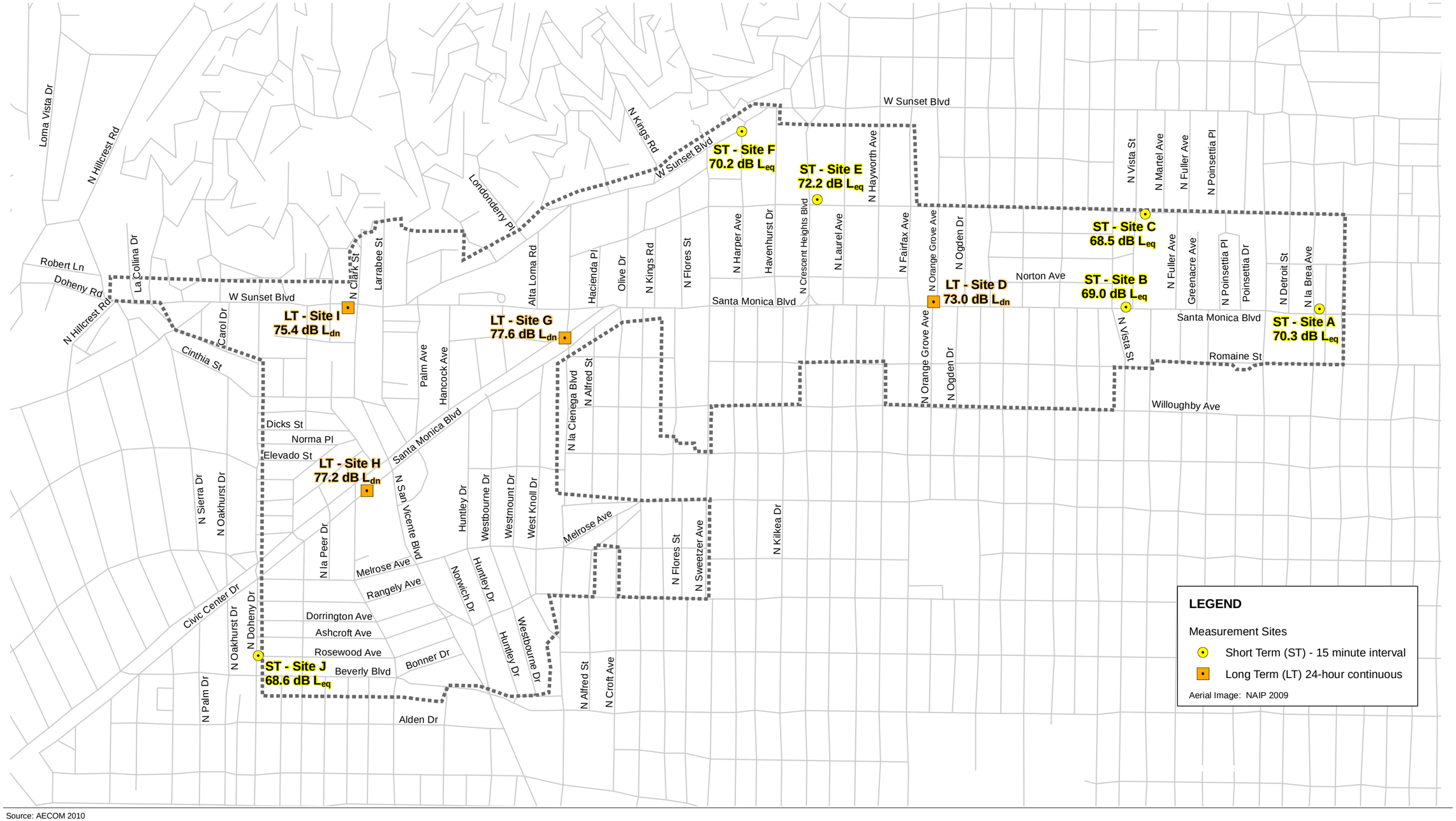

Source: AECOM 2010

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

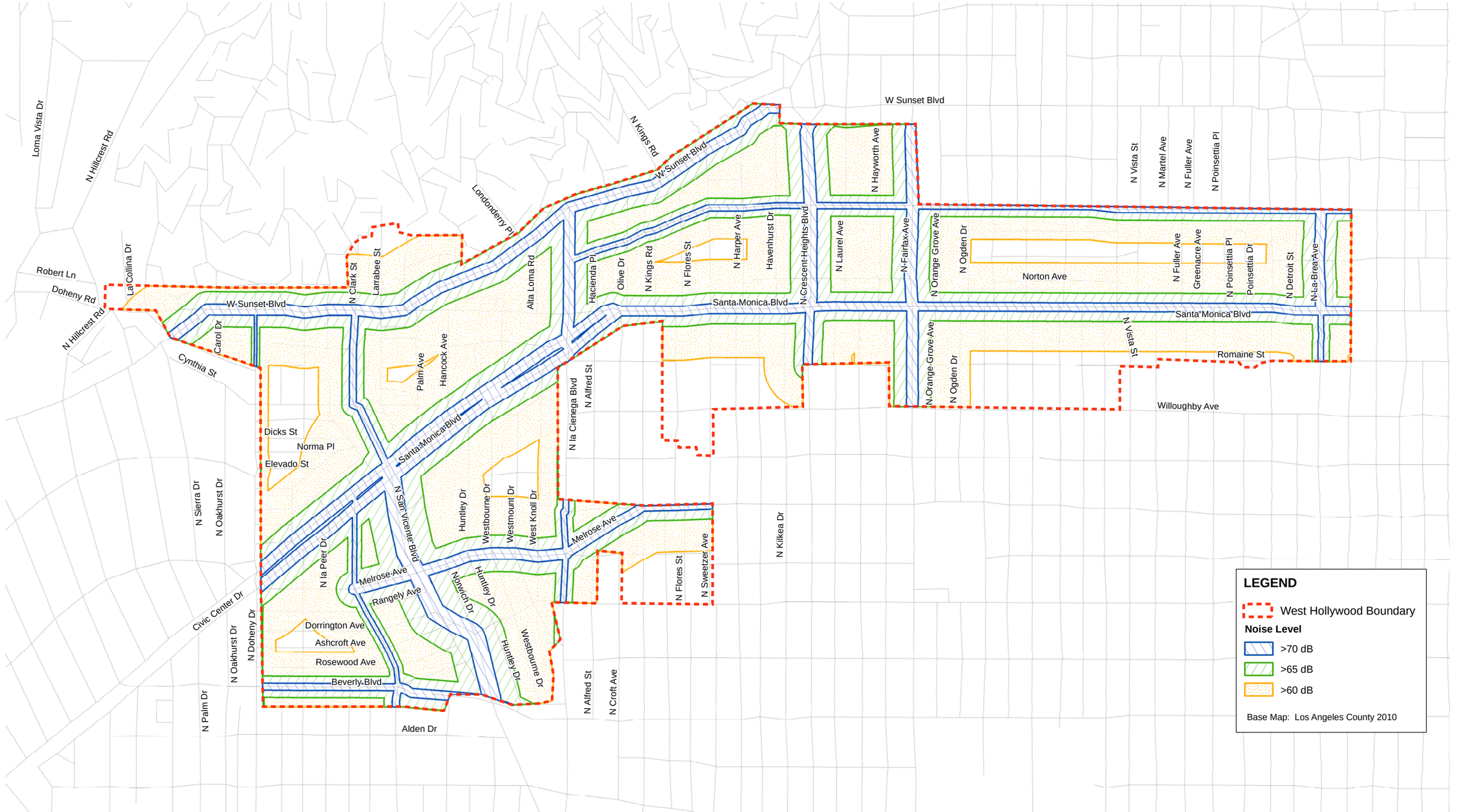
Traffic Noise

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

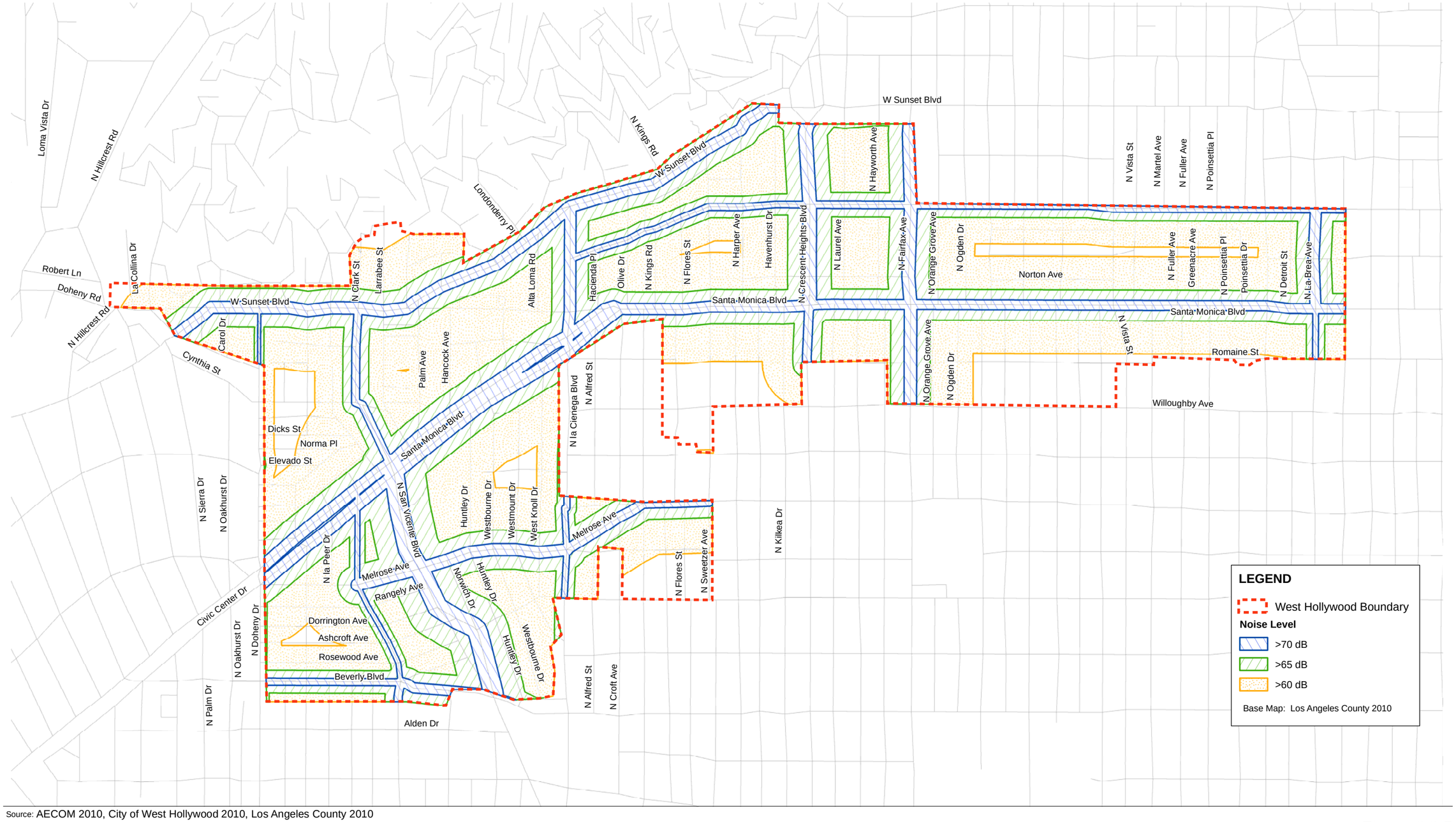
individual development projects. Section 3.14, "Transportation/Traffic," describes future traffic conditions attributed to implementation of the proposed General Plan.

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

paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys and mapping are performed to determine their sensitivity. After reconnaissance surveys, observation of exposed cuts, and possibly subsurface testing, a qualified paleontologist can determine whether the area should be categorized as having high or low sensitivity. In keeping with the significance criteria of the Society of Vertebrate Paleontology (1995), all vertebrate fossils are generally categorized as being of potentially significant scientific value.

A "unique paleontological resource or site" is one that is considered significant under the professional paleontological standards described below.

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).

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 for a research project). Marine invertebrates are generally common; the fossil record is well developed and well documented, and marine invertebrates would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare.

3.10.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

PALEONTOLOGICAL RESOURCES

The City of West Hollywood is completely 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 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.

With implementation of Mitigation Measure 3.10-1, program-level impacts to paleontological 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.

3.10.5 MITIGATION MEASURES

Implementation of the following programmatic mitigation measure will reduce potential impacts to a **less-than-significant** level 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.

3.10-1 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.

3.10.6 SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measure 3.10-1, impacts to paleontological resources would be reduced to a **less-than-significant** level. Also, in the event that resources were encountered, fossil specimens would be recovered and recorded and would undergo appropriate curation.

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3.11 POPULATION AND HOUSING

This section describes and evaluates the potential impacts on population, housing, and employment associated with the proposed General Plan. This section is based on data taken from the U.S. Census Bureau, the California Department of Finance (DOF), and SCAG. Since each of these organizations uses different methods of data collection and calculation, they do not always arrive at precisely the same results. Accordingly, the population, housing, and employment numbers used in this section's analysis may vary, depending upon the source cited. However, the sources are relatively consistent with each other and data from all of them have been incorporated into this analysis. This section is also based on review of the West Hollywood General Plan Baseline Land Use Background Report, May 2008.

3.11.1 EXISTING ENVIRONMENTAL SETTING

The most recent U.S. Census was published in 2000. Ten years have passed since the census data were collected. As data gathering for the 2010 census is ongoing, compiled census data will not be available for this analysis. To allow for meaningful analysis, updated estimates from the above cited sources were used as a supplement. DOF provides annually updated data regarding population, housing and employment. In 2008, SCAG, as part of its mandated planning functions, developed and published population, household, and employment growth projections for each jurisdiction in the region. The most current available SCAG projections were incorporated into the agency's 2008 Regional Transportation Plan Growth Forecast.

The Growth Forecast contains projections for each 5-year increment between 2005 and 2035. The numbers projected by SCAG in 2008 may vary when compared to 2008 DOF estimates of population for the City of West Hollywood. The SCAG 2008 Growth Forecast was used for purposes of future projection, while DOF estimates are used to provide a 2008 baseline for analysis.

U.S. CENSUS 2000

The U.S. Census is taken and published every 10 years and includes population and housing data for the entire United States. Census data are the baseline from which most demographic projections are calculated. As the City of West Hollywood was incorporated in 1984, census data have only been available for 1990 and 2000. In the 2000 U.S. Census, the population of West Hollywood was approximately 35,794 persons, a 1.2% decrease from its 1990 population of 36,118.

DEPARTMENT OF FINANCE

DOF provides annually updated population and housing estimates for cities and counties in California. In January 2008, DOF's estimated population of West Hollywood was 37,348, a 4.6% increase when compared to the 2000 Census baseline. During this same time period, Los Angeles County as a whole experienced a population increase of 8.2%. In 2008, the population of West Hollywood constituted less than 0.4% of the total population of Los Angeles County.

Table 3.11-1 shows the City's population as shown in the decennial censuses over the last 19 years and compares its population changes with those of neighboring cities and Los Angeles County.

Table 3.11-1. Total Population, 1990–2008

Jurisdiction	1990	2000	% Change 1990–2000	2008	2000–2008
West Hollywood	36,118	35,794	-1.2%	37,348	4.6%
Beverly Hills	31,971	33,784	5.7%	35,774	5.9%
Los Angeles City	3,485,398	3,694,820	6.0%	4,022,450	8.9%
Los Angeles County	8,863,164	9,519,338	7.4%	10,301,658	8.2%

Source: U.S. Census 1990, 2000; California Department of Finance 2009b

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

SCAG is the federally designated metropolitan planning organization for the Southern California region, which covers six counties: Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura. West Hollywood is located in Los Angeles County, in the Westside Cities Subregion. In 2008, SCAG developed and published population, household, and employment projections for each jurisdiction in the region in 5-year increments, beginning in 2005 and extending to 2035. Using the 2000 U.S. Census data as its baseline, SCAG's growth forecast projects 11.5% growth in the population of West Hollywood by 2035, numerically an increase of a little more than 4,100 people between 2000 and 2035.

PROJECTIONS

Table 3.11-2 presents population, households, and employment projections through 2035 for the City of West Hollywood taken from SCAG's 2008 Regional Transportation Plan (RTP). The table also includes data for Los Angeles County derived from the same source, for purposes of comparison. According to the 2008 RTP projections, the number of households within the City

limits will increase at a rate of 1.1% to 24,940 by 2035, a net increase of 1,820 households over the 2000 U.S. Census baseline or a rate of 2.0% annually.

Table 3.11-2. SCAG Growth Projections, City of West Hollywood

	2005	2010	2015	2020	2025	2030	2035
Population	37,678	38,223	38,515	38,864	39,197	39,515	39,821
Households	23,415	23,718	24,001	24,298	24,531	24,755	24,940
Employment	31,379	32,185	32,825	33,233	33,714	34,227	34,719
Jobs/Housing Ratio	1.34	1.36	1.37	1.37	1.37	1.38	1.39

Source: SCAG 2008 Growth Forecast

According to SCAG projections, the population in West Hollywood will increase to 39,821 in 2035. Under the proposed General Plan, however, the population at buildout could increase to a total of 44,182, which is a difference of 4,361 over SCAG projections. SCAG projections likely do not consider the growth potential of West Hollywood to the level of specificity identified in the proposed General Plan. Population projections in the proposed General Plan are based on 1.6 persons per household. Development projections in the proposed General Plan include primarily infill development in five commercial subareas. Much of the infill development in the subareas will occur in the form of mixed-use development on previously commercial, residential, and/or underutilized land. Additionally, existing development throughout the planning area that has not reached the potential allowed under the General Plan designations, is also included in future development potential.

SCAG also projects employment to increase approximately 10.6% from 2005 through 2035 to 34,719. In 2010, West Hollywood had 1.36 jobs for every household and is projected to increase to 1.39 jobs per housing unit in 2035 (SCAG 2008). According to detailed growth projections, in 2008, the City actually had 22,911 jobs and 24,573 housing units, for a jobs-to-housing unit ratio of 0.93 (Raimi and Associates 2010). In 2035, proposed General Plan projections indicate an increase of 5,794 jobs to 28,705 jobs. Based on 2035 projected housing units, the jobs-to-housing unit ratio would increase slightly to 0.95 (Raimi and Associates 2010).

Table 3.11-3 shows the number of housing units in the City in 1990, 2000, and 2008. In 2008, the majority (96%) of all housing units in West Hollywood were composed of multi-family housing totaling 23,554 while only slightly over 1,000 housing units were traditional single-family homes. This means that West Hollywood, unlike other jurisdictions in the greater Los Angeles area, is predominantly multi-family and thus more urban in character (West Hollywood 2010). Based on a projected buildout under the General Plan, housing units are projected to increase by 4,274 or approximately 17.4% from 2008 to 2035.

Table 3.11-3. Housing Inventory by Unit Type

Dwelling Type	1990	2000	2008
Single-Family Dwelling	2,517	2,496	1,019
Multi-Family Dwelling	21,244	21,660	23,554
Total	**23,761**	**24,156**	**24,573**

Source: U.S. Census 1990, 2000; Raimi and Associates 2010

It should be noted that the decrease in single-family homes from 2000 to 2008 and the increase in multi-family dwellings during the same time period are primarily related to how single-family and multi-family dwelling units are defined. Different data sources define single-family and multi-family dwelling units differently. Data shown in Table 3.11-3 from 2000 are based on U.S. Census data, while 2008 data are based on data compiled by Raimi and Associates. In actuality, during the 2000–2008 time period, single-family residential units declined by approximately 35, while multi-family units increased by approximately 417.

While discrepancies exist between General Plan projections and SCAG projections, it should be noted that General Plan projections are based on proposed land use changes and are intended chiefly for environmental analysis purposes within this Program EIR. Because the majority of proposed land use changes are designated as mixed-use and multi-family redevelopment projects, the actual population, housing, and employment changes that are generated will ultimately depend on project-specific development within the planning period.

3.11.2 REGULATORY SETTING

FEDERAL REGULATIONS

There are no federal regulations that apply to population, housing, and employment.

STATE REGULATIONS

Regional Housing Needs Assessment

State law requires that all cities and counties provide a certain amount of housing to accommodate the demands of the growing population. The California Department of Housing and Community Development is responsible for determining the statewide housing need, while local governments and councils of governments determine the specific housing needs within their jurisdictions and prepare a Regional Housing Needs Assessment (RHNA). SCAG prepares the RHNA for the County of Los Angeles, of which the City of West Hollywood is a part. The

housing needs identified for a particular city are based on four income categories: very low income, low income, moderate income, and above moderate income households.

SCAG's RHNA for the planning years January 1, 2006, through June 30, 2014, projected a need for the construction of an additional 584 housing units within the City of West Hollywood, allocated as follows: very low income (142 units), low income (91 units), moderate income (99 units), and above moderate income (252 units). Construction of new housing is not mandated by the RHNA, which is intended as a planning tool and a guide to an equitable distribution of housing.

LOCAL PLANS AND POLICIES

Southern California Association of Governments Regional Transportation Plan

A key component of SCAG's Regional Comprehensive Plan that addresses regional issues, goals, objectives, and policies for the Southern California region is the 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 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.

3.11.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

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

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

3.11.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA

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.

Under the proposed General Plan, housing units are projected to increase by more than 4,274 or approximately 17.4% from 2008 to 2035. Most new housing opportunities in the City will occur through infill development and redevelopment, primarily in the five commercial subareas established within the Land Use and Urban Form Element of the proposed General Plan. Most of the City is not anticipated to experience land use change as a result of the proposed General Plan.

Even though the proposed General Plan does not propose new development, the development capacity allowed by the proposed General Plan could result in a moderate increase in population (18.3% over 2008 levels) and housing units (17.4% over 2008 levels). However, the proposed General Plan anticipates and plans for this growth through numerous policies aimed at reducing the impacts associated with population and housing unit growth in the City. In particular, the Infrastructure, Resources, and Conservation Element contains specific policies to manage future growth including the following:

- Supporting city-wide access to water, gas, power and telephone and other telecommunications services.
- Requiring development projects and redevelopment or remodel projects to provide a "will serve" letter or similar proof of the availability of necessary infrastructure and services by outside service providers during the permit review process.
- Requiring development projects to be responsible to pay for their share of the costs of improvements to water, gas, power and other utilities that they necessitate.
- Sharing information, on an ongoing basis, on projected growth in jobs and housing with service providers and regional agencies to ensure that there is sufficient infrastructure capacity to support future population growth in the City.
- Not allowing for the construction of new development until it is demonstrated that there will be sufficient water to supply the development, as determined by the service provider.

Therefore, impacts from population growth are considered **less than significant**. No mitigation is required.

DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING OR PEOPLE

New housing opportunities in the City will occur through infill development and redevelopment primarily in the five commercial subareas within the City. Additional development potential exists where current development has not reached the potential allowed by the existing General Plan designations. However, most of the City is not anticipated to experience land use change as a result of the proposed General Plan.

The proposed Land Use and Urban Form Element of the General Plan contains numerous goals and policies to ensure that infill and redevelopment activities in the commercial subareas and throughout the City address potential displacement, including single-family residential areas. The Housing Element, in particular, contains the following policies:

- Addressing the effects of the vacancy de-control regulation (aka Costa-Hawkins) on the rent stabilized housing stock through local measures and legislative efforts.
- Retaining and maintaining existing affordable rental housing.
- Working to prevent or minimize displacement of existing residents.

- Encouraging the replacement of multi-family housing that is demolished with housing that is affordable to a wide spectrum of households.

- Maintaining a condominium conversion ordinance aimed at preserving the City's rental housing stock, and providing tenant protections for units approved for conversion.

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 will occur through infill, adaptive reuse, or new mixed-use development in the commercial subareas where existing residential units are not the dominant use. Therefore, impacts relating to displacement of a substantial number of housing or people necessitating the construction of replacement housing are **less than significant**. No mitigation measures are necessary.

3.11.5 MITIGATION MEASURES

No mitigation is required because population and housing impacts are less than significant at the program level of analysis.

3.11.6 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.

3.12 PUBLIC SERVICES AND UTILITIES

This section describes the public services and utilities that serve the City of West Hollywood. Specifically, this section includes an examination of police protection, fire protection, schools, libraries, water infrastructure and supply, wastewater service, solid waste service, stormwater and drainage facilities, and electrical and natural gas services. Each subsection includes descriptions of existing facilities, service standards when applicable, potential environmental impacts resulting from implementation of the General Plan, and mitigation measures where appropriate.

3.12.1 EXISTING ENVIRONMENTAL SETTING

POLICE PROTECTION

The Public Safety and Community Services Division of the City Manager's office oversees crime prevention services in West Hollywood. The Division coordinates with the Los Angeles County Sheriff's Department, which contracts with the City to provide police services out of the West Hollywood Sheriffs' Station.

The West Hollywood Sheriff's Station is located at 780 North San Vicente Boulevard in West Hollywood. Figure 3.12-1 shows the location of the Sheriff's station. This station has approximately 136 sworn personnel and 35 civilian personnel serving the City of West Hollywood.

In response to the community's unique demographics, West Hollywood Sheriff's Deputies use innovative and progressive law enforcement programs such as Community-Oriented Policing, Russian-Speaking Community Outreach, Domestic Violence Prevention Programs, and Hate Crimes Enforcement. The West Hollywood Sheriff's station has also created a Community Impact Team that provides specialized services, entertainment policing, and special events staffing.

As part of the Community-Oriented Policing Program, the City operates under the "broken window theory," which holds that broken windows, graffiti, and dirty neighborhoods invite and propagate crime and therefore should be repaired as soon as possible. Citizen involvement is also a vital component in crime prevention. There are several active Neighborhood Watch Groups within the City's 1.9 square miles. Most of those participate in the annual National Night Out Against Crime, an annual citywide event to reinforce safe night life and public gathering. The City of West Hollywood also has an active Sheriff's Volunteer Program and Community

Emergency Response Training composed of volunteer citizens trained to respond to emergencies and natural disasters, particularly providing assistance to the disable and elderly. The City also engages in a number of emergency preparedness outreach programs, such as community fairs, hand-outs, and an emergency mass notification system. West Hollywood firefighters provide public education outreach to schools, residents, seniors, and staff and teach Community Emergency Response Training.

The West Hollywood Sheriff's Station currently has a sworn personnel-to-population ratio of 3.6 sworn personnel to 1,000 population. The current ratio is considered adequate. Growth within the service area of the West Hollywood station and crime trends require that the ratio of police officers to population be periodically reassessed. The Sheriff's Department officer-to-population standard is set by the Sheriff's Contract Law Enforcement Bureau and is based on a city's individual needs (County of Los Angeles Sheriff's Department 2010).

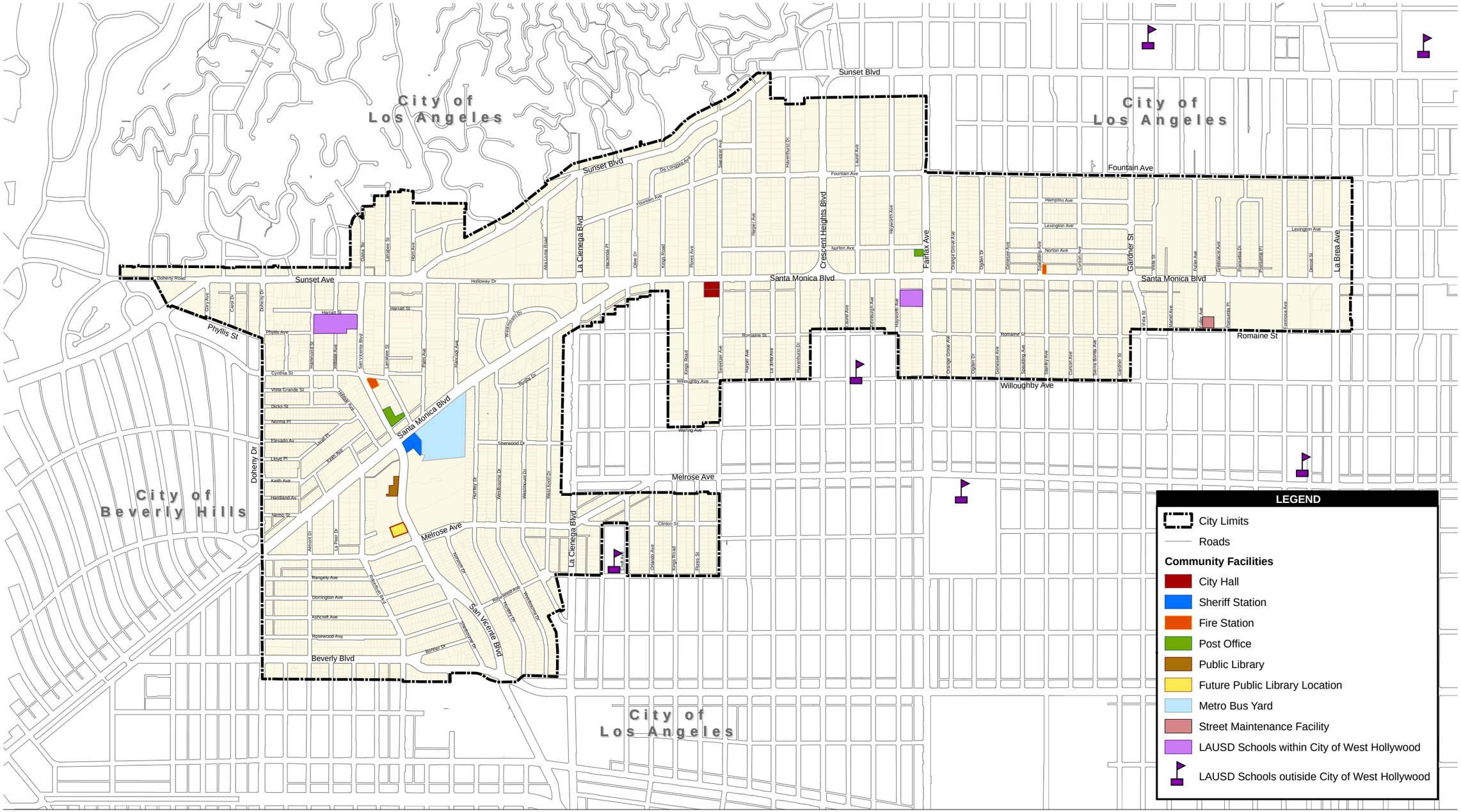
The Uniform Crime Report contains official data on crime that are reported to law enforcement agencies across the country, and then provided to the FBI. It is a summary-based reporting system, with data aggregated to the city, county, state, and other geographic levels. Part I crimes are reported into two categories: violent crimes and property crimes. Violent crimes include murder, forcible rape, robbery, and aggravated assault. Property crimes include burglary, larceny-theft, vehicle theft, and arson. In 2008, there were 1,805 Part I crimes committed in West Hollywood.

The West Hollywood Station's citywide response time to emergency calls for service is 3.4 minutes, and 6.6 minutes for priority calls for service. For routine calls, the station's goal is to respond to calls within 20 minutes. The response times are currently within established norms for emergency and priority calls. At the present time, there are no plans for a new station, new equipment, or increased manpower (County of Los Angeles Sheriff's Department 2010).

The Los Angeles County Sheriff's Department has mutual aid agreements with the City of Los Angeles and the City of Beverly Hills police departments.

FIRE PROTECTION

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 of West Hollywood is located in Battalion 1, which comprises six fire stations (two located within City



Source: City of West Hollywood 2010

1,250 625 0 1,250 Feet

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

Figure 3.12-1
Public Facilities Locations

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boundaries). Table 3.12-1 shows Battalion 1 fire stations. Figure 3.12-1 shows the locations of fire stations serving the City of West Hollywood.

Table 3.12-1. Fire Stations Serving West Hollywood

Battalion 1 Stations	
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

The two stations within West Hollywood are staffed by more than 60 firefighters, a deputy chief, and an assistant chief. The City's contract with Los Angeles County also provides immediate access to the Urban Search and Rescue and HazMat teams, Air Operations, and other sophisticated resources.

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 on the day-to-day provision of fire protection services in the City; Station #7 and Station #8 handle typical response calls within the City. Station #7 houses six personnel who staff a paramedic engine and paramedic squad. Station #8 houses 13 personnel who staff an engine, paramedic squad, and a "light force" that is made up of a truck and engine company.

LACFD generally operates three shifts of 20 personnel out of Fire Stations #7 and #8. LACFD is responsible for emergency medical calls, fire response, and inspection and plan check services.

During 2009, LACFD had an average emergency response time for first arriving units of 3 minutes 55 seconds, and nonemergency response time of 5 minutes 20 seconds.

EDUCATION

Public Schools

The Los Angeles Unified School District (LAUSD) provides public school services to West Hollywood residents for grades kindergarten through 12. Only two public schools, West Hollywood Elementary, at 970 North Hammond Street, and West Hollywood Community Day School, at 1049 North Fairfax Avenue, are within the City boundaries. Other elementary, middle, and high school students attend LAUSD schools at locations in the City of Los Angeles. These include four elementary schools (Laurel, Gardner, Rosewood, and Vine), two middle schools (Bancroft and Burroughs), and two high schools (Fairfax and Hollywood).

Table 3.12-2 indicates the public schools serving the City of West Hollywood, including location, capacity, and enrollment. Figure 3.12-1 shows the location of schools serving the City of West Hollywood.

Table 3.12-2. Public Schools Serving the City of West Hollywood

School	Address	Capacity	2009–2010 Enrollment
Gardner Elementary School	7450 Hawthorne Avenue	618	488
Laurel Elementary School	925 North Hayworth Avenue	438	233
Rosewood Elementary School	503 North Croft Avenue	584	356
Vine Elementary School	955 North Vine Street	826	532
West Hollywood Elementary School	970 North Hammond	398	294
Bancroft Middle School	929 North Las Palmas Avenue	1,601	1,315
Burroughs Middle School	6700 South McCadden Place	2,048	1,962
Fairfax High School	7850 Melrose Avenue	3,600	2,528
Hollywood High School	1521 North Highland Avenue	1,826	1,763

Source: LAUSD 2010

In addition to the public schools mentioned in Table 3.12-2 and illustrated in Figure 3.12-1, there are several affiliated charter schools, magnet schools, and other LAUSD facilities that serve the City of West Hollywood. Enrollment and capacity information was not included for these facilities that did not report any resident attendance (LAUSD 2010).

Private Schools

There are a number of private schools in West Hollywood and in the surrounding area that offer alternative education options for City residents.

LIBRARIES

The West Hollywood Public Library is located at West Hollywood Park on San Vicente Boulevard, as shown in Figure 3.12-1. It is a part of and is operated by the Los Angeles County Library system. The library principally serves City residents, though its users are also drawn from adjacent City of Beverly Hills and the City of Los Angeles areas. The existing facility is approximately 5,000 square feet.

The library collection includes over 95,310 books; 45 magazine and newspaper subscriptions, and over 18,000 audiovisual titles. Special materials include local history materials, Spanish and Russian books, the Ron Shipton HIV Information Center, and a gay and lesbian materials collection.

The City has planned for some time for a new library to be built as a part of the redevelopment of West Hollywood Park. The West Hollywood Park Master Plan, approved by the City Council in 2004, calls for a three-story, 44,000-square-foot building and includes the new library, community meeting rooms, CATV offices and Friends of the West Hollywood Library Bookstore. The library itself will be approximately 32,500 square feet (Worland 2010). Project construction began in May 2009 and is anticipated to be completed by September 2012.

WATER

Water in the City of West Hollywood is supplied by the City of Beverly Hills and the Los Angeles Department of Water and Power (LADWP). Figure 3.12-2 indicates the respective service areas for each of the water providers.

City of Beverly Hills

The City of Beverly Hills provides water service to 368 acres of the western portion of West Hollywood, bounded on the west by Doheny Drive, on the North by Sunset Boulevard, and on the south by Beverly Boulevard. The eastern boundary of the Beverly Hills water service areas varies, as indicated in Figure 3.12-3. A total of 17.8 miles of water lines exist in the portion of West Hollywood served by the Beverly Hills water service area.

The following water discussion is taken from the most recently adopted 2005 City of Beverly Hills Urban Water Management Plan, and the 2009/2010 City of Beverly Hills Capital Improvement Program.

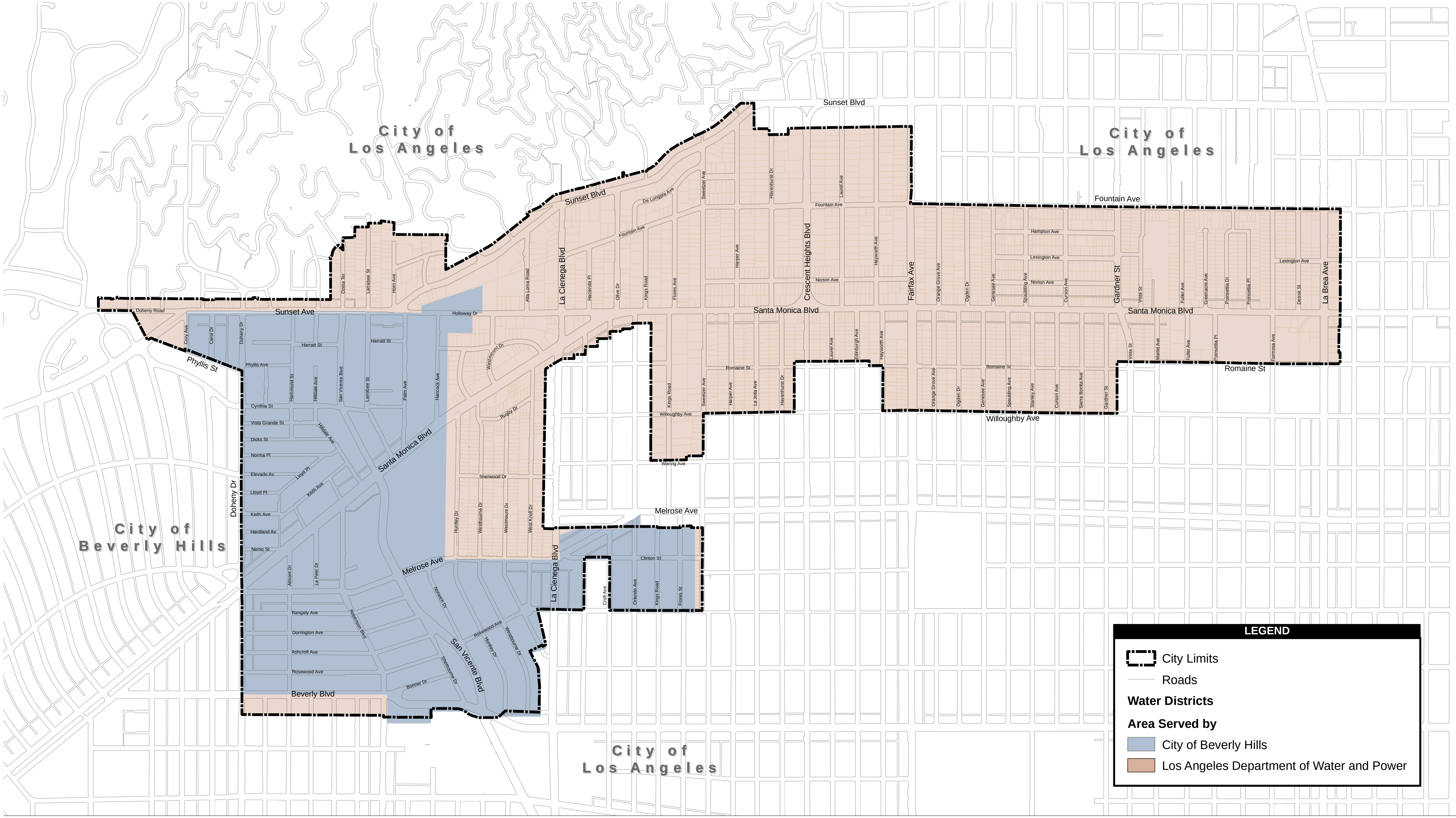
The Water Service Division of the City of Beverly Hills Public Works and Transportation Department operates the water distribution system. The Beverly Hills water distribution system is gravity based and consists of 13 separate pressure zones, two of which supply a portion of the City of West Hollywood. Beverly Hills has 10 water storage reservoirs, including above-ground and below-ground reservoirs, providing a storage capacity of 44.2 million gallons (MG). Beverly Hills' water system includes two emergency interconnections with the LADWP water system. These emergency interconnections are established for emergency water supply for the mutual benefit of both municipalities.

The City of Beverly Hills provided water to the equivalent of approximately 8,000 people in the City of West Hollywood in 2000 (which includes residential, commercial, and other uses as explained below). According to SCAG, the population of West Hollywood in 2000 was 35,851 people. This indicates that Beverly Hills served approximately 22.3% of the West Hollywood population. The City of Beverly Hills Urban Water Management Plan (UWMP) calculates water demand projections based on average gallons per capita per day. This assumption does not express the amount of water actually used by an individual, because it includes all categories of urban water use, including residential, commercial, industrial, fire fighting, and other water uses. Therefore, the Beverly Hills UMWP water calculations include all categories of water use.

The City of Beverly Hills receives approximately 90% of its water supply from imported surface water purchased from the MWD. Based on historic agreements, the City of Beverly Hills has a preferential right to 1.01% of all MWD water. MWD imports its water from the State Water Project (SWP) and the Colorado River. In addition to imported surface water from MWD, the City of Beverly Hills is currently operating four groundwater wells, Nos. 2, 4, 5, and 6, that pump water from the Hollywood Basin. Beverly Hills' reverse osmosis treatment plant, which has a capacity of 3 million gallons per day (MGD), treats all of the groundwater Beverly Hills produces. The plant supplies the City of Beverly Hills water service area with approximately 10% of the average annual consumption, or approximately 1,500 acre-feet per year (AFY).

The City of Beverly Hills beneficially uses approximately 88% of the total annual water supplied to it by MWD. West Hollywood receives the remaining 12% from the City of Beverly Hills.

The City of Beverly Hill's Capital Improvement Program (CIP) allocates ongoing funding to repair and replace water infrastructure in the service area. The 2009/2010 adopted CIP includes funding and programs to replace and/or rehabilitate undersized, deteriorated, or old water mains. In addition, the CIP contains funding and programs to investigate new sources of water and repair and rehabilitate wells to ensure maximum production of the Hollywood Basin.



Source: City of West Hollywood 2010

Figure 3.12-2
Water District Service Areas

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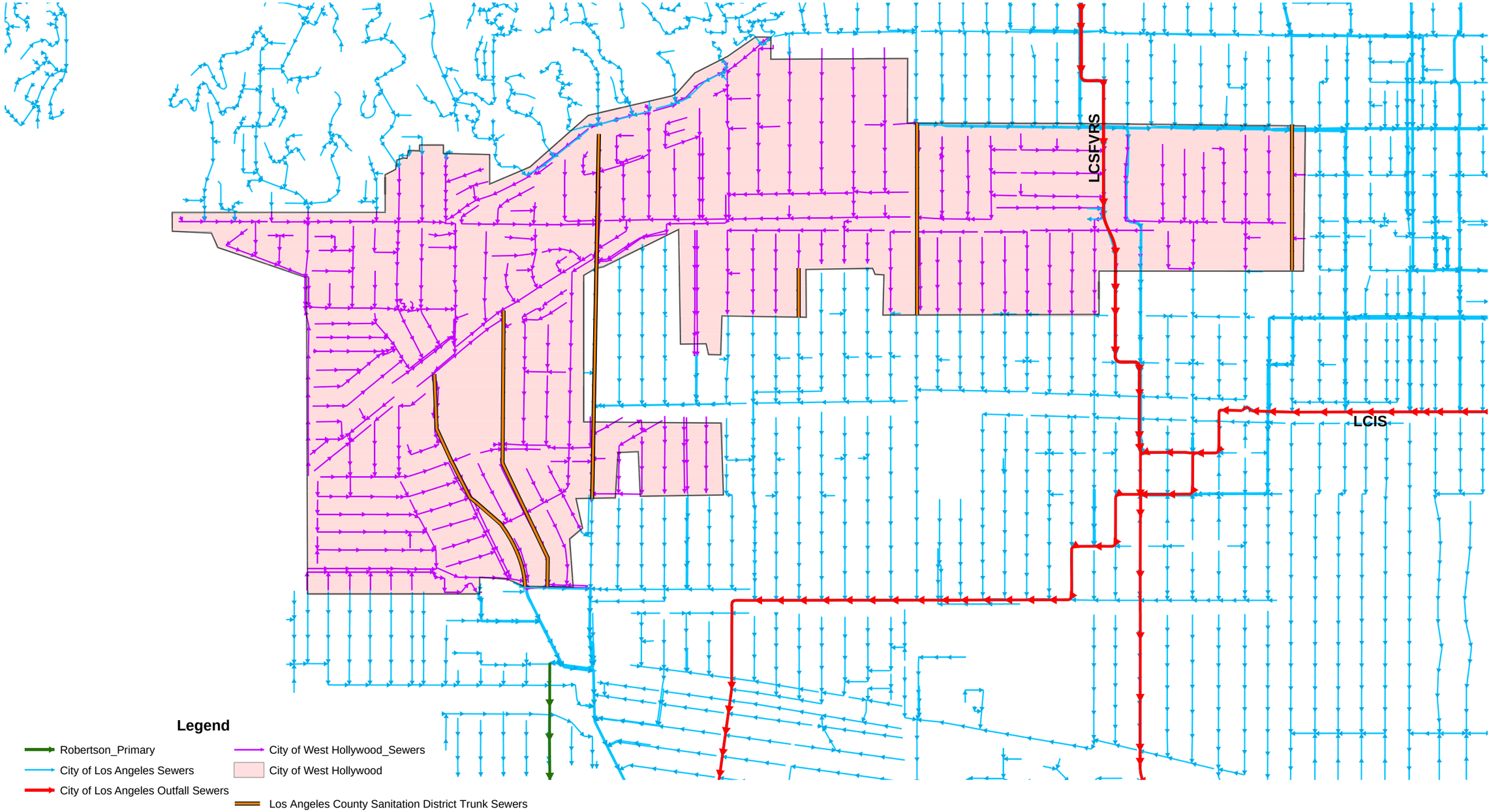

Source: Wastewater Engineering Services Division, Bureau of Sanitation, City of Los Angeles 2010

0 940 1,880 3,760 Feet

Figure 3.12-3
Sewer Lines

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The City of Beverly Hills has drilled an exploratory borehole at a property in West Hollywood to see if a deep well is feasible at this site. Should the West Hollywood borehole prove to be successful, the City of Beverly Hills would begin designing a well at this location. The City of Beverly Hills is also replacing the existing Coldwater Canyon Reservoir with a larger reservoir with almost an additional 1 MG of storage.

Los Angeles Department of Water and Power

LADWP provides water service to approximately 78% of the City of West Hollywood. LADWP water mains within West Hollywood were installed between 1915 and 1975. The major trunk line in Sunset Boulevard was installed in 1916 and a cement mortar line in 1962. While the smaller distribution mains were installed in the 1920s, the majority of the pipe network was installed in 1960 (City of West Hollywood 1988).

The LADWP water service area is larger than the legal boundary of the City of Los Angeles and consists of 295,000 acres of land. LADWP provides water service to Los Angeles, portions of West Hollywood, Culver City, and minor portions adjacent to the Los Angeles City limits.

The following discussion is based on the most recently adopted 2005 LADWP UWMP.

Water Supply

The Los Angeles Aqueduct (LAA), local groundwater, and supplemental water purchased from MWD are the primary sources of water supply for the City of Los Angeles water service area. These three sources have historically delivered an adequate and reliable supply to serve the water service area's needs. Implementation of recycled water projects is progressing and is expected to fill a larger role in Los Angeles' water supply portfolio. Conservation programs have been effective in decreasing water use within LADWP's service area.

Los Angeles Aqueduct

The LAA system extends approximately 340 miles from the Mono Basin to Los Angeles. Water is conveyed the entire distance by gravity alone. There are seven reservoirs in the system with a combined storage capacity of 300,560 acre-feet (AF).

The LAA is fed by runoff from the eastern slopes of the Sierra Nevada. Runoff from this watershed peaks during late spring and summer, after most of the year's precipitation has already occurred. During very wet years, the LAA can provide more than 400,000 AF annually, while

very dry years can produce less than 95,000 AF. From 1995 through 2004, LAA deliveries supplied about half of the City of Los Angeles' water needs.

Local Groundwater

Local groundwater provides approximately 15% of the total water supply for the Los Angeles water service area and has provided nearly 30% of the total supply in drought years. The City of Los Angeles owns water rights in three Upper Los Angeles River Area (ULARA) groundwater basins: San Fernando, Sylmar, and Eagle Rock, as well as the Central and West Coast basins. On average, about 86% (90,755 AFY) of the water service areas' groundwater supply is extracted from ULARA groundwater basins, while the Central Basin provides 14% (15,000 AFY). The City of Los Angeles also owns 1,503 AFY of West Coast Basin groundwater rights. Groundwater entitlements amount to 107,258 AFY.

Metropolitan Water District of Southern California

MWD is the largest water wholesaler for domestic and municipal uses in California. MWD owns and operates the Colorado River Aqueduct (CRA) and is a contractor for water from the SWP. The City of Los Angeles purchases water from MWD to supplement its supplies from local groundwater, the LAA, and recycled water. The City of Los Angeles is one of 26 MWD member public agencies.

LADWP has historically purchased MWD water to make up the deficit between demand and other City supplies. The City of Los Angeles has made significant investments in MWD and will continue to rely on the wholesaler to meet its current and future supplemental water needs.

MWD's basic apportionment of Colorado River water is 503,000 AFY. MWD began receiving water from the SWP in 1972. MWD is the largest contractor for water from the SWP, holding a contract for 2.01 million AFY of the project's 4.23 million AFY ultimate delivery capacity. Variable hydrology and environmental issues in the San Francisco Bay/Sacramento-San Joaquin River Delta (Bay-Delta) can reduce the quantity of water that the SWP delivers to MWD. MWD projects a minimum dry-year supply from the SWP of 650,000 AFY, and average deliveries of 1.5 million AFY. These amounts do not include water from transfer and storage programs along the SWP.

MWD's goal is to receive a minimum of 650,000 AF during dry years from the SWP. MWD's policy objective includes receiving an average 1.5 million AFY of supply, exclusive of transfers and storage programs along the SWP. Additional transfer and storage programs that are current

or under development are projected to yield up to an additional 445,000 AFY into MWD's service territory.

Water Recycling

Almost 65,000 AFY of the City of Los Angeles's wastewater is recycled annually. Approximately 1,950 AFY of recycled water is used for municipal and industrial (M&I) purposes. Recycled water used for M&I purposes reduces demands for imported water supplies for the LADWP service area. Another 28,000 AFY of recycled water is also used for environmental enhancement and recreation in the Sepulveda Basin. Finally, the City of Los Angeles delivers approximately 34,000 AFY of secondary-treated wastewater sold from the Hyperion Treatment Plant (HTP) to West Basin Municipal Water District, which then provides further treatment to meet demands within its service area.

LADWP is expanding its recycled water program for irrigation in the East and South Valley areas and Central City area, which will be supplied by the Tillman Water Reclamation Plant and the Los Angeles/Glendale Water Reclamation Plant. A recycled water project also exists near Los Angeles International Airport.

Table 3.12-3 summarizes the LADWP water service area's existing, planned, and potential recycled water for nonpotable municipal and industrial purposes.

Table 3.12-3. Recycled Water Supplies for Municipal and Industrial Purposes within LADWP Service Area (AFY)[1]

	Year					
	2005	**2010**	**2015**	**2020**	**2025**	**2030**
Existing	1,950	1,950	1,950	1,950	1,950	1,950
Planned	-	15,000	18,000	20,000	25,000	29,000
Subtotal	**1,950**	**16,950**	**19,950**	**21,950**	**26,950**	**30,950**
Potential	-	-	-	20,050 to 34,150	15,050 to 29,150	11,050 to 25,150
Total with Potential[2]	-	-	-	**42,000 to 56,100**	**42,000 to 56,100**	**42,000 to 56,100**

[1] These recycled water supplies offset the demand for imported water within LADWP's service area but do not include recycled water used for environmental benefits or delivered to West Basin MWD.

[2] Represents potential supply with the implementation of City of Los Angeles' Integrated Resource Plan (IRP). The IRP utilizes a unique approach of technical integration and community involvement to guide water resources policy decisions and facilities planning. The Los Angeles IRP recognizes the interrelationship of water, wastewater, and runoff management in forming a future vision for water resources activities and functions. The IRP alternatives examine ways to decrease potable water needs by expanding the recycled water program and encouraging rainwater harvesting; increase water efficiency by installing smart irrigation devices that reduce irrigation demands; and increase groundwater resources by using wet weather runoff to recharge the aquifer.

Source: LADWP 2005

WASTEWATER

Within the City of West Hollywood, the City's sewer system consists of 39 miles of gravity piping. This gravity sewer system includes over 850 pipe reaches and manholes, providing local sewer service to every parcel within the City. Approximately 75% of the Citywide sewer system was constructed in the 1920s; the other 25% was constructed in the 1960s. The City has an annual assessment for a sewer service charge. This funds the ongoing operation and maintenance of the sewer system. These services include routine cleaning, root and grease control, and spot repairs, as well as 24-hour emergency call-out service for line blockages. The City is under contract with the County of Los Angeles to provide routine and emergency sewer maintenance services. Also, the City uses private contractors for specialized sewer maintenance services such as root control and video inspection.

The City of West Hollywood requires developers to pay a wastewater mitigation fee to offset any net increases in wastewater flow from new construction. The fee is based on net sewage unit of proposed land use for projects with new construction (City of West Hollywood 2009).

In addition to routine maintenance, the City of West Hollywood budgets for capital improvements to provide capacity upgrades to accommodate the increased sewage generation. Increased demand for sewer capacity results from both new development as well as revitalization of existing areas within the City. In 1992, the City prepared a comprehensive Master Plan of Sewers. One component of the Master Plan included a computer model to analyze the operation and capacity of the sewer system under current conditions and buildout based on existing General Plan data. In 2000, the Master Plan and computer model were updated to reflect the Sunset Specific Plan. The Master Plan and computer model identify the following sewer segments that likely will require improvements if parcels build out to the maximum potential allowed per the General Plan within the next 20 years:

- Formosa Avenue Area: Development along Santa Monica Boulevard and Formosa Avenue could encounter capacity deficiencies for sewer lines located in Formosa Avenue as well as deficiencies in the downstream sewer lines owned by the City of Los Angeles. Sewer capacity could be gained by construction of a new segment of sewer to bypass deficient segments of existing downstream sewer.
- Santa Monica Boulevard Area, between La Cienega Boulevard and Sweetzer Avenue: Potential capacity deficiencies could occur for the sewer lines in Santa Monica Boulevard between Sweetzer Avenue and Kings Road, as well as a sewer line running parallel to Santa Monica Boulevard in an alley between Kings Road and La Cienega Boulevard. In

2000, the City installed vinyl liners inside some of these sewer lines. With the new liners, the smoother pipe walls could create a slightly greater flow capacity.

- Melrose Avenue area: Potential capacity deficiencies could occur for portions of the sewer lines in Melrose Avenue. In a worst case scenario, the Master Plan identifies the need for replacement of 625 linear feet of 8-inch-diameter pipe with an equal amount of 10-inch-diameter pipe to mitigate the impacts.

Because portions of the City's sewer system are nearing 90 years in age, the City has a program of cyclic repairs, in addition to the routine maintenance program. This includes repair of structural defects when identified through video and manhole inspection (cracked and broken pipes). Since the mid 1990s, the City has installed vinyl liners to resolve structural deterioration to sewers and manholes in portions of Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, Robertson Boulevard, and some neighborhood streets. By inspecting 10% of the City's sewer network each year, deficient sites can be identified for vinyl lining projects that would be implemented approximately every 4 years.

Sewer infrastructure within the City is made up of City-owned local sewers and County-owned trunk sewer lines. The County trunk sewers then discharge into a number of City of Los Angeles sewers. Figure 3.12-3 shows all the locations where County sewers feed into City of Los Angeles sewers. In general, all sewer flows in the City of West Hollywood feed into one of the following locations: Robertson Primary, La Cienega Interceptor Sewer (LCIS), and La Cienega San Fernando Valley Relief Sewer (LCSFVRS) (City of Los Angeles 2010b).

The City of West Hollywood wastewater feeds into the City of Los Angeles sewer system at 42 locations. Based on existing gauging information from 2007 through 2009, the capacity of the main primary sewers is as follows:

- Robertson Primary: The Robertson Primary has several flow gauge stations that have recorded depth of flow/diameter of sewer pipe (d/D) of 58–59% full. Based on the planning window of the proposed General Plan, currently no projected relief projects are required.
- LCIS: The LCIS has several flow gauge stations that have recorded d/Ds ranging from 5–17% full. Based on the planning window of the proposed General Plan, currently no projected relief projects are required.

- LCSFVRS: The LCSFVRS has a flow gauge station that has recorded d/Ds of 50% full. Based on the planning window of the proposed General Plan, currently no projected relief projects are required (City of Los Angeles 2010b).

The City of Los Angeles has a contract with Sanitation District No. 4 of Los Angeles County (Sanitation Districts) to receive sewage generated in West Hollywood and transport that sewage to the City of Los Angeles Sanitation Bureau's trunk, interceptor, and outfall sewer system, which convey wastewater to the HTP in the Playa Del Rey area of the City of Los Angeles.

The Sanitation Districts own, operate, and maintain the large trunk sewers that connect to the City of Los Angeles' regional wastewater conveyance system. Per the Sanitation Districts, no deficiencies currently exist in the Sanitation Districts' facilities that serve the City of West Hollywood (Sanitation Districts 2010).

Sanitation District trunk sewers that serve the City of West Hollywood are described in Table 3.12-4. As indicated in the table, none of the regional trunk sewers are at or near capacity.

Table 3.12-4. Regional Trunk Sewers and Capacity

Name	Location	Size (inches)	Design Capacity (MGD)	Peak Flow (MGD)	Last Measured
Sherman Trunk Sewer	In Huntley Drive at Santa Monica Boulevard	12	3.7	0.7	2009
Sherman Relief Trunk Sewer	In San Vicente Boulevard at Santa Monica Boulevard	18	4.1	2.0	2009
La Cienega Boulevard Trunk Sewer	In La Cienega Boulevard at Santa Monica Boulevard	12	4.9	1.2	2009
Waring Avenue Trunk Sewer	In Havenhurst Drive at Romaine Street	8	1.2	0.1	2002
Fairfax Avenue Trunk Sewer	In Fairfax Avenue at Fountain Avenue	8	2.0	0.3	2009
Gardner Avenue Trunk Sewer	In Gardner Street at Hampton Avenue	10	2.1	0.3	2009
La Brea Avenue Trunk Sewer	In La Brea Avenue at Lexington Avenue	9	1.6	0.1	2009

Source: County Sanitation Districts 2010

The HTP, which receives wastewater from West Hollywood, processes approximately 340 MGD. The dry weather capacity is 450 MGD and 850 MGD wet weather capacity (City of Los Angeles Bureau of Sanitation 2010).

West Hollywood does not have a specific wastewater discharge entitlement with HTP. Previously, Sanitation District No. 4 (i.e., the City of West Hollywood and small portions of the Cities of Beverly Hills and Los Angeles) had a specific entitlement for a wastewater discharge of approximately 6.6 MGD and paid fees for this amount regardless of usage. Under the new system, Sanitation District No. 4 pays for the equivalent of actual flow on an annual basis, which is approximately 5 MGD. As wastewater discharge demand increases with implementation of the General Plan, new wastewater connections would pay connection fees for the increased flow. Thus, there is no theoretical limit on how much flow an agency (such as Sanitation District No. 4) can discharge (Sanitation Districts of Los Angeles County 2010c).

STORM DRAIN SYSTEM

The storm drain infrastructure in the City is owned and operated by the City of West Hollywood or the County of Los Angeles. The Los Angeles County Flood Control District maintains the backbone flood control system, a network of catch basins and underground storm drain pipes. The City owns and maintains a few catch basins and small storm drain pipes that directly flow into the Los Angeles County Flood Control District system. On an annual basis, the City performs maintenance to clean catch basins (storm drain inlets); the City also stencils no-dumping logos, and installs debris excluder devices to prevent entry of trash into the storm drains.

ENERGY

Electricity

Southern California Edison (SCE) provides electricity to West Hollywood residents and businesses. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across Central and Southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in West Hollywood.

SCE's only Southern California energy generation facility is the San Onofre Nuclear Generating Station, which is owned in partnership with San Diego Gas & Electric and the City of Riverside. In addition to these company-owned facilities, SCE's other electrical energy generation sources include natural gas, coal, nuclear, renewable energy (geothermal, small hydroelectric, solar, and wind), and large hydroelectric facilities.

SCE distributes electricity purchased through the California Power Exchange, which is the electricity marketplace for approximately 80% of California's electricity customers. The California Independent System Operator coordinates the scheduling and dispatch of electricity that is bought and sold through the Power Exchange, which is essentially a statewide electricity generation and distribution grid.

In 2008, total electricity consumption within the City of West Hollywood amounted to 335,380,279 kilowatts per hour (kWh) (SCE 2009).

Natural Gas

The Southern California Gas Company, a division of Sempra Energy, provides the City with natural gas service. The company's service territory encompasses approximately 20,000 square miles and more than 500 communities. A gas company service yard is within the City limits, adjacent to the West Hollywood Gateway Center on Formosa Avenue at Romaine Street.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2008, California customers received 46% of their natural gas supply from basins located in the Southwest, 19% from Canada, 22% from the Rocky Mountains, and 13% from basins located within California.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, and Mojave Pipeline. Most of the natural gas transported via the interstate pipelines, as well as some of the California-produced natural gas, is delivered into SoCalGas's intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" natural gas pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered into the local transmission and distribution pipeline systems, or to natural gas storage fields. The California Public Utilities Commission has regulatory jurisdiction over 100,000 miles of utility-owned natural gas pipelines, which transported 79% of the total amount of natural gas delivered to California's gas consumers in 2008 (California Public Utilities Commission 2010).

Total natural gas consumption in 2008 in the City of West Hollywood amounted to 16,940,221 therms (SoCalGas 2009).

SOLID WASTE

The City of West Hollywood contracts with a private company for the collection, transport, and disposal of solid waste and recyclables from all business and residential uses in West Hollywood.

Waste generated within the City is driven to a materials recovery facility near the City of Industry and then disposed of primarily in the Puente Hills Landfill in unincorporated Los Angeles County, next to the City of Whittier in the San Gabriel Valley. The Puente Hills Landfill has a currently permitted site capacity of 74 million cubic yards. As of 2009, 38.8 million cubic yards had been used, with a remaining capacity of 35.2 (48%) million cubic yards. Estimated closure date is October 31, 2013. The maximum daily permitted capacity is 13,200 tons per day.

In 2008, approximately 35,400 tons of municipal solid waste were generated by West Hollywood residents and disposed of primarily in the Puente Hills Landfill (CalRecycle 2010a). This represents a decrease from approximately 38,478 tons disposed of in 2007, 51,926 tons disposed of in 2006, and 45,132 tons disposed of 2005 (Calrecycle 2010a).

The Puente Hills Landfill is scheduled to close in 2013. After closure, solid waste will be transferred by rail from Puente Hills to the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Mesquite Regional Landfill is located on 4,245 acres of land in Imperial County. The landfill will provide capacity for approximately 600 million tons of residual municipal solid waste (approximately 100 years of capacity).

The Eagle Mountain Landfill has a total capacity of 708 million tons and is currently permitted to accept up to 460 million tons. Initially, up to 10,000 tons per day of municipal solid waste may be disposed at the site. The property totals 4,643 acres and the landfill footprint will eventually encompass 2,164 acres of the property. The eventual operation of the Eagle Mountain Landfill is contingent upon successful resolution of pending federal legislation (Sanitation Districts of Los Angeles County 2010a).

Senate Bill (SB) 1016 requires that the 50% diversion requirement mandated by Assembly Bill (AB) 939 be measured in terms of pounds per person per day, instead of by volume or as an aggregate measure separate from population. CalRecycle sets a target for resident and employee per capita per day disposal rates. The target for residents is 5.8 and 7.7 for employees. In 2007 and 2008, the per capita disposal rate per day per resident in West Hollywood was 5.6 and 5.2 per employee. In the same years, the per capita per day disposal rates per employee in West

Hollywood, measured 6.8 and 6.2, respectively (CalRecycle 2010b). West Hollywood was below both the resident and employee targets set by CalRecycle for both 2007 and 2008.

3.12.2 REGULATORY SETTING

Regulations exist at local, state, and federal levels that guide the development and enforcement of codes to adequately provide public services and facilities to City residents and businesses. These regulations include but are not limited to the following described below.

FEDERAL REGULATIONS

Uniform Fire Code

The Uniform Fire Code (UFC) is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The UFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The UFC and the Uniform Building Code (UBC) use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the UFC employs a permit system based on hazard classification.

National Pollutant Discharge Elimination System

West Hollywood is under the jurisdiction of the Los Angeles RWQCB Region 4, which implements the NPDES permit for the County of Los Angeles. The NPDES permit, a requirement under the Clean Water Act, addresses pollution from urban runoff that impacts water quality of receiving waters (such as streams and lakes). Under the NPDES permit, West Hollywood must implement measures to reduce urban runoff during all phases of development: planning, construction, and existing uses. Requirements include incorporating BMPs to reduce runoff from construction and current uses, reporting any violations to the Los Angeles RWQCB, and education regarding the negative water quality impacts of urban runoff.

STATE REGULATIONS

California Fire Code

The California Fire Code (CFC) and Office of the State Fire Marshall provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The

CFC also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

Senate Bill 610 and Senate Bill 221

SB 610 and SB 221, amended into state law effective January 1, 2002, improve the linkage between certain land use decisions made by cities and counties and water supply availability. The statutes require detailed information regarding water availability and reliability with respect to certain developments to be included in the administrative record to serve as evidentiary basis for an approval action by the City or County on such projects.

Under SB 610, a water supply assessment must be furnished to local government for inclusion in any environmental documentation for certain types of projects, as defined in Water Code Section 10912 [a] and subject to CEQA. A fundamental source document for compliance with SB 610 is the UWMP. The UWMP can be used by the water supplier to meet the standard for SB 610.

SB 221 applies to the Subdivision Map Act, conditioning a tentative map on the applicant to verify that the public water supplier has sufficient water available to serve the proposed development.

The General Plan is not subject to either SB 610 or SB 221 because the Plan itself does not grant entitlements; instead, it provides a planning framework for future development in the planning area. However, as individual projects are implemented under the General Plan, they will be reviewed for compliance with the requirements of SB 610 and/or SB 221. Adequate water availability must be demonstrated, as required.

Senate Bill 50

SB 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered "full and complete mitigation" of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional school facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts.

Urban Water Management Plans

Urban water purveyors are required to prepare and update an UWMP every 5 years. The City of Beverly Hills and LADWP, which provide water service to West Hollywood, updated their UWMPs in 2005. Both agencies are currently in the process of updating their UWMPs for the 2010–2015 period. The UWMPs address water supply, treatment, reclamation, and water conservation, and contain a water shortage contingency plan.

Integrated Waste Management Program

The Integrated Waste Management Act of 1989 (AB 939) was passed because of the increase in the waste stream and the decrease in landfill capacity. As a result, the California Integrated Waste Management Board (CIWMB) (now known as Department of Resources Recycling and Recovery or CalRecycle) was established. A disposal reporting system with CIWMB oversight was established, and facility and program planning was required. AB 939 mandates a reduction of waste disposal. Jurisdictions were required to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

In 2007, the Legislature amended the California Integrated Waste Management Act through SB 1016 to ensure that the measurement system for diversion progress is more accurate and timely. To achieve this, SB 1016 transitions from a diversion-based measurement to a disposal-based measurement system that adjusts for growth using a jurisdiction's annual population figure as reported by DOF.

Each year, jurisdictions are required to submit an annual report to the CIWMB to report diversion progress and program implementation. From this report the CIWMB generates a jurisdiction's diversion rate, using a set of adjustment factors, to determine whether a jurisdiction is maintaining a 50% or greater diversion rate as required by AB 939. SB 1016 does not change the diversion goals of AB 939. Rather, SB 1016 changed the way diversion progress is measured and reported during the annual report process.

SB 1016 uses the CIWMB's disposal reporting system (DRS) and population as reported by DOF as the two factors for determining a jurisdiction's progress in meeting AB 939 diversion mandates. The disposal reporting number used to determine compliance is reported as a per capita disposal rate, where per capita disposal is defined as total annual disposal divided by total population.

SB 1016 establishes each jurisdiction's per capita disposal equivalent by calculating a jurisdiction's per capita disposal had it had been at exactly 50% diversion during the reporting period of 2003 to 2006 (the 'base period' for purposes of SB 1016). An increase in per capita disposal in subsequent years would indicate that a jurisdiction has allowed disposal amounts to increase faster than population. The CIWMB would then begin to examine a jurisdiction's program implementation and recommend that the jurisdiction enhance program development. Each jurisdiction or regional agency will continue to submit their Electronic Annual Report to the CIWMB each year on or around March 1. Under SB 1016, the compliance and enforcement that a jurisdiction could incur is the "compliance order" for failing to maintain the diversion requirement and "civil penalties" for failing to meet the requirements stipulated in the compliance order. If a jurisdiction fails to implement the plan of correction as contained in a compliance order, civil fines could be levied of up to $10,000.00 per jurisdiction per day.

Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle is the new home of California's recycling and waste reduction efforts. Officially known as the Department of Resources Recycling and Recovery, CalRecycle is a new department within the California Natural Resources Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling.

3.12.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

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

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
    - Police Protection
    - Fire Protection
    - Schools
    - Libraries
    - Other Public Facilities

- Exceed wastewater treatment requirements of the applicable RWQCB;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Result in insufficient availability of water supplies to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate waste materials that would exceed the permitted capacity of local landfills or fail to comply with federal, state, and local statutes and regulations related to solid waste; or
- Violate federal, state, and local statutes and regulations related to solid waste.

Although not included in Appendix G of the CEQA Guidelines, the following would also be considered a significant impact if implementation of the General Plan would:

- Create demand for electricity or natural gas service that would require the construction of facility improvements that could cause significant environmental impacts.

3.12.4 Analysis of Environmental Impacts

Development of land use 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.

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. In particular, intensification of

development and additional population in the commercial subareas would lead to an increased demand for police services in these areas. This is a **potentially significant** impact.

Even though the City does not use an officer-to-population ratio standard to measure the adequacy of policing levels in the City, the City would need approximately 23 new sworn personnel and approximately 8 civilian personnel to maintain West Hollywood's current sworn officer-to-population ratio of 3.6 sworn personnel for every 1,000 population. This figure is based on the net population increase of approximately 6,834 persons anticipated at buildout of the proposed General Plan. Additionally, the existing West Hollywood Sheriff's Station facility occupies 20,000 square feet and provides 120 parking spaces. Approximately 250 employees, reserves, and volunteers occupy the facility at various times. At the present time, there are no plans for a new station, new equipment, or increased manpower (County of Los Angeles Sheriff's Department 2010).

According to the Federal Bureau of Investigation, the 2004 average full-time law enforcement officer-to-population ratio for cities in the Western United States is 1.7 officers per 1,000 population. For cities with populations of 25,000 to 49,999 population, which is comparable to West Hollywood, the ratio is 1.4 (Department of Justice 2010). As noted, the City of West Hollywood far exceeds these average ratios by providing 3.6 sworn officers per 1,000 population.

The General Plan update proposes policies to provide adequate law enforcement for the protection of the community. Policies proposed in the Safety and Noise Element include the following:

- Continuing to provide sufficient law enforcement, 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 and police resources needed during an emergency.
- Using urban design features to enhance public safety, to facilitate "eyes on the street" and to create defensible space in project design. To achieve improved public safety in project design, the City should utilize best practices in lighting, vegetation, active public spaces, and visual transparency in the urban landscape.

- Continuing to utilize community policing to improve public safety and involve the community in working to improve the overall safety of West Hollywood.
- Contracting with Los Angeles County for the provision of police services and remain part of the Consolidated Fire Protection District of the County of Los Angeles for fire/emergency services, and 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 law enforcement and 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.
- The City utilizes the Public Safety Commission to facilitate communication among public safety service providers and the West Hollywood community.

With adherence to and implementation of the proposed General Plan policies, and implementation of Mitigation Measures 3.12-1 through 3.12-8, program-level impacts to police protection would be **less than significant**.

Pursuant to Section 15145 of CEQA, analysis of the physical changes in the City that may occur from future construction or expansion of police stations and/or police facilities would be speculative and no further analysis of the impact is required at this time. However, construction of police facilities would be subject to CEQA. If project-level significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

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 department. In particular, intensification of development and additional population primarily within the five commercial subareas would lead to increased demand for fire protection services in these areas. This is a **potentially significant** impact.

Per the LACFD, development of all proposed projects must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. Specific fire and life safety requirements, including compliance with the fire code standards, would be ensured through the plan check process and fire review phase prior to the issuance of building permits.

The proposed General Plan contains numerous fire protection policies, which include providing adequate fire protection for the community as discussed above in the analysis of Police Protection.

With adherence to and implementation of the proposed General Plan policies and implementation of Mitigation Measures 3.12-1 through 3.12-6, program-level impacts to fire protection would be **less than significant**.

Pursuant to Section 15145 of CEQA, analysis of the physical changes in the City, which may occur from future construction or expansion of fire stations, would be speculative and no further analysis of the impact is required at this time. However, construction of fire stations would be subject to CEQA. If project-level significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

EDUCATION

Development of land use uses by 2035 pursuant to the proposed General Plan could result in an increase of an estimated 4,274 dwelling units. 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. The majority of new development would occur as infill and redevelopment in the already developed five commercial subareas. All new development would be multi-family residential units or mixed-use development and would be expected to have lower generation rates for schoolchildren than single-family residential development.

Generation rates used by LAUSD to estimate the impact on district schools resulting from new residential development within its jurisdiction are listed in Table 3.12-5.

Table 3.12-5. Student Generation

Dwelling Unit Type	Proposed Dwelling Units	Education Level	Generation Factor	Students Generated
Multi-Family	4,274	Elementary	0.1966	840
		Middle	0.0935	400
		High	0.1106	522
Total Students Generated from Implementation of General Plan				**1,762**

Source: LAUSD 2010

Based on LAUSD's student generation rates provided in Table 3.12-5, an estimate of 1,762 new students could be generated in West Hollywood by implementation of the proposed General Plan. Assuming that current enrollment rates remain constant over the span of the General Plan, it is not anticipated that capacity at any of the schools serving the City of West Hollywood would be exceeded in the future. As indicated in Table 3.12-2 in Section 3.12.1, all schools serving the City of West Hollywood are below capacity.

Because the schools used by West Hollywood are operated by LAUSD and others, the City does not control school programming or facilities.

With adoption of SB 50 and Proposition 1A in 1998, school districts that meet certain requirements now have the option of adopting alternative school fees, also known as Level 2 Fees and Level 3 Fees (PRC Sections 65995.5, 65995.6, and 65995.7). In general, alternative school fees, which are calculated for each school district, apply solely to residential construction within a school district. Therefore, LAUSD and the City will require developers to provide for adequate educational facilities, to the extent allowed by law. Current developer fees assessed for residential development are $3.87 per square foot and $0.47 per square foot for commercial development.

Pursuant to Section 15145 of CEQA, analysis of physical changes in the City that may occur from future construction or expansion of schools would be speculative and no further analysis of the impact is required at this time. The environmental effects of expansion, construction, and operation of additional school facilities would be evaluated under CEQA by LAUSD in its efforts to plan for construction of new schools or expansion of existing facilities, if applicable. LAUSD continually evaluates demand, capacity, and plans for facility needs. If project-level

significant impacts are identified, applicable mitigation measures will be placed on the project as conditions of approval.

LIBRARIES

Implementation of the proposed General Plan would add additional population in the City of West Hollywood increasing the demand for library services.

As indicated in Section 3.12.1, a new West Hollywood Library is under construction as part of the redevelopment of West Hollywood Park. The library will replace the existing 5,000-square-foot library. The library itself will be approximately 32,500 square feet (Worland 2010). Project construction began in May 2009 and is anticipated to be completed by September 2012. The impacts of the redevelopment of West Hollywood Park, including library construction, have been previously evaluated in the West Hollywood Park Master Plan Mitigated Negative Declaration (City of West Hollywood 2004). Therefore, no additional analysis is required in this EIR.

The City has not adopted service standards for library facilities. However, the Los Angeles County Library system has minimum service requirements for new facilities. Table 3.12-6 compares the Los Angeles County requirements and the service goals set for the new West Hollywood Library.

Table 3.12-6. Library Service Standards

Library Standards	Los Angeles County Minimum Guidelines	West Hollywood Library (under construction)	2035
Square feet of library space per capita	0.50	0.88	0.74
Technology workstations per 1,000 residents	1.00	1.30	Unknown
Reader seats per 1,000 residents	2.50	5.20	Unknown
Meeting room seats per 1,000 residents	2.00	4.50	Unknown
Volumes per capita	2.75 to 3.00	4.40	Unknown

Source: Worland 2010 and AECOM 2010

As indicated in the table, the new West Hollywood Library would exceed the minimum standards set by the County of Los Angeles. Based on the buildout population of the General Plan, the library would continue to exceed minimum requirements for square feet of library space per capita. Technology workstations, reader seats, meeting rooms, and volumes per capita are currently unknown. Upon completion in 2012, the City of West Hollywood Library would be almost six times as large as the existing facility and would exceed the Los Angeles County library guidelines for minimum square feet of library per capita. Additionally, the environmental

impacts of construction of the West Hollywood Library have already been analyzed in the West Hollywood Park Master Plan Mitigated Negative Declaration. Therefore, impacts would be **less than significant**.

WATER

Water Infrastructure Impact

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 could result in an increase in the need for new water infrastructure.

New development and redevelopment pursuant to the General Plan would be primarily located within five commercial subareas of West Hollywood where water infrastructure already exists. Portions of three of the commercial subareas are located within the water service area of the City of Beverly Hills. As indicated in Section 3.12.1, water lines already exist in this service area. In addition, the City of Beverly Hill's CIP allocates ongoing funding to repair and replace water infrastructure in the service area. The 2009–2010 adopted CIP includes funding and programs to replace or rehabilitate undersized, deteriorated, or old water mains.

Both the City of Beverly Hills and LADWP would be required to review development proposals, in consultation with the City of West Hollywood, for consistency with water infrastructure requirements established in development plans and agreements, and to ensure that sufficient water infrastructure capacity is available to serve new development prior to approval of the project.

The proposed General Plan contains policies to ensure adequate water infrastructure is available to serve new development in West Hollywood. Proposed water infrastructure policies include requiring new development to demonstrate sufficient access to necessary infrastructure and services, such as water, provided by outside service providers; requiring new development to pay for the costs of improvements to water infrastructure that it necessitates; and requiring the City to work with service providers to ensure that system capacity keeps up with the potential demand for additional growth in West Hollywood.

Pursuant to section 15145 of CEQA, the specific environmental impact of constructing new water infrastructure in the City of West Hollywood cannot be determined at the General Plan level of analysis because no specific water infrastructure construction projects are proposed as

part of the General Plan program and analysis would be speculative; however, like the development of other land uses allowed under the General Plan, individual development projects would be required to evaluate the potential impacts of the proposed project in accordance with CEQA. In addition, various policies and programs included in the General Plan address the potential impacts associated with the construction of new water infrastructure. Therefore, impacts are **less than significant**.

Water Supply Impact

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. This is a **potentially significant** impact.

Water in the City of West Hollywood is supplied by the City of Beverly Hills and LADWP.

City of Beverly Hills

The following water discussion is taken from the 2005 City of Beverly Hills UWMP, except where noted. Water use data from 2006 through 2009 were obtained from the City of Beverly Hills in April 2010.

The Beverly Hills UWMP indicates that water use in the City of Beverly Hills service area depends on land use, population, types of water fixtures, water loss, irrigation, and availability. Changes in water demand are affected by changes in the type and intensity of land uses, household size, population growth, landscape areas, rainfall, and conservation efforts. In making projections regarding future water supply and demand, the Beverly Hills UMWP relies on historic water production patterns in the Beverly Hills water service area.

The projected water demand shown in the UWMP for the water service area was calculated by collecting water use and population data for a 10-year period beginning in 1996 and ending in 2005 and developing a per capita per day water demand rate. The water demand rate was calculated to be 275.5 gallons per capita per day (gpcd) based on this methodology, which includes a safety factor of approximately 2.5%.

According to MWD, per capita water use does not express the amount of water actually used by an individual, because it includes all categories of urban water use, including residential, commercial, industrial, fire fighting, and others. However, per capita water use can be a useful measure of how water use within a particular region is changing over time. In MWD's service area (which includes the City of Beverly Hills) per capita water use fell from a high of 219 gpcd in 1989 to a low of 171 gpcd in 1991, at the time of water-use restrictions. Since that time, per capita use has varied between 176 and 193 gpcd, which is well below the predrought levels (MWD 2005).

As indicated in the City of Beverly Hills UWMP and as discussed above, water demand depends on a variety of factors. The built environment differs in the City of West Hollywood from that of the City of Beverly Hills. Much of the City of West Hollywood area served by Beverly Hills water service contains multi-family buildings with more limited landscape areas. In general, these types of uses need less water than the large-lot single-family homes typically found in Beverly Hills. Furthermore, water use data for the portion of the City of West Hollywood served by Beverly Hills indicate that water use for the City of West Hollywood is considerably lower than 275.5 gpcd. Table 3.12-7 shows the actual water use in that portion of the City of West Hollywood served by Beverly Hills. As indicated, water use from 2006 through 2009 declined from approximately 143 gpcd in 2006 to 129 gpcd in 2009.

Table 3.12-7. Actual Water Demand 2006 through 2009, Portion of City of West Hollywood Served by City of Beverly Hills

Water Use	Year			
	2006	**2007**	**2008**	**2009**
Undefined (hundred gpy)	569	1,691	2,184	2,162
3 units (hundred gpy)	868	935	1,346	2,035
Commercial (hundred gpy)	1,375,069	1,234,061	1,111,328	1,146,539
Industrial (hundred gpy)	85,562	82,346	82,084	63,906
Municipal (hundred gpy)	179,794	194,553	177,146	180,774
Private-fire (hundred gpy)	7,391	7,787	0	0
R-double (hundred gpy)	271,318	282,292	288,045	284,529
R-multi (hundred gpy)	1,548,490	1,504,968	1,441,279	1,456,225
R-single (hundred gpy)	695,673	714,195	677,234	620,674
Total Water Use (hundred gpy)	4,164,734	4,022,828	3,780,646	3,756,844
Total water use (gpd)	**1,141,023**	**1,102,145**	**1,035,794**	**1,029,272**
gpcd (based on 8,000 people)	142.6	137.8	129.5	128.7
Average gpcd 2006–2009	**134.6**			

gpy = gallons per year; gpd = gallons per day; gpcd = gallons per capita per day
Source: City of Beverly Hills 2010

The City of Beverly Hills provided water to approximately 8,000 people in the City of West Hollywood in 2000. According to SCAG, the population of West Hollywood in 2000 was 35,851 people. This indicates that the City of Beverly Hills served approximately 22.3% of the West Hollywood population. The UWMP assumes the same percentage (22.3%) to calculate water demand for future years.

Water demand assumptions are based on SCAG projections of future population. The UWMP assumes that the City of West Hollywood would have approximately 39,609 people in the year 2030 (no projections were done for 2035). The proposed West Hollywood General Plan indicates that the City of West Hollywood would have approximately 44,182 people in 2035. Therefore, a conservative estimate indicates that the UWMP does not account for approximately 1,020 people (44,182 – 39,609 = 4,573 * 22.3% = 1,020). Based on the actual highest water use from 2006 through 2009, at 143 gpcd (to ensure a conservative estimate of demand), approximately 145,450 gallons or 0.45 AF per day, or 163 AFY additional water supply would be needed to serve population growth in West Hollywood that was not anticipated in the Beverly Hills UWMP. Table 3.12-8 indicates the total water supply and demand in the City of Beverly Hills in 5-year increments through the year 2030. Additionally, Table 3.12-8 indicates that, even considering the additional water demand from implementation of the West Hollywood General Plan not anticipated in the Beverly Hills UWMP, there would be a surplus of 53 AFY of water available in 2030.

Table 3.12-8. Water Supply and Demand, City of Beverly Hills (AFY)

	Year				
	2010	**2015**	**2020**	**2025**	**2030**
Local Wells	1,500	1,500	1,500	1,500	1,500
MWD	13,380	13,380	13,380	13,380	13,380
Total Supply	14,880	14,880	14,880	14,880	14,880
Total Demand	13,668	13,927	14,044	14,426	14,661
Difference	**1,212**	**953**	**836**	**454**	**219**
Additional water demand for West Hollywood not anticipated in UWMP	**-**	**-**	**-**	**-**	**163**
Difference					**53**

Source: City of Beverly Hills 2005; AECOM 2010

The City of Beverly Hills currently imports approximately 90% of its water from MWD. The City of Beverly Hills has a preferential right of 1.01% of MWD water. MWD has prepared a UWMP that addresses the reliability of its supplies. The City of Beverly Hills received 100% of its water supply from MWD from 1976 to 2003. In 2003, Beverly Hills supplemented its

imported supply with local groundwater, which now makes up approximately 10% of the City of Beverly Hills' total water supply.

To determine the water supply reliability for the City of Beverly Hills service area from the MWD, existing and projected supplies and demands for MWD water using three different scenarios are compared: multiple dry, single dry, and normal (average) years.

Table 3.12-9 shows a comparison between the supply and demand of MWD water during multiple dry, single dry, and average water years for 2010, 2015, 2020, 2025, and 2030. As shown, the projected supply exceeds the projected demand in all cases.

Table 3.12-9. MWD Projected Water Supply and Demand Comparison (AFY)

	Year				
	2010	**2015**	**2020**	**2025**	**2030**
Multiple Dry Year					
Supply	2,619,000	2,834,000	2,841,000	2,827,000	2,827,000
Demand	2,376,000	2,389,000	2,317,000	2,454,000	2,587,000
Difference	**243,000**	**445,000**	**524,000**	**373,000**	**240,000**
Single Dry Year					
Supply	2,842,000	3,101,000	3,102,000	3,078,000	3,078,000
Demand	2,293,000	2,301,000	2,234,000	2,363,000	2,489,000
Difference	**549,000**	**800,000**	**868,000**	**715,000**	**589,000**
Average Water Year					
Supply	2,668,000	2,600,000	2,654,000	2,654,000	2,654,000
Demand	2,040,000	2,053,000	1,989,000	2,115,000	2,249,000
Difference	**628,000**	**547,000**	**665,000**	**539,000**	**405,000**

Source: City of Beverly Hills 2005

As indicated in the LADWP UWMP, MWD has implemented a variety of projects and programs designed to reduce its dependency on imported water during droughts. These have included (1) providing financial incentives for local projects and conservation; (2) increased surface storage via Diamond Valley Lake and use of the SWP terminus reservoirs; (3) groundwater storage programs in Central Valley, Imperial Valley, and Coachella Valley; (4) short- and long-term water transfers; and (5) local groundwater storage programs with participating member agencies. MWD's integrated resource plan (IRP) calls for further expanding all of these alternative supplies. MWD is also planning for the development of a 500,000-AF buffer supply to mitigate for any shortfall in future supply development. Implementation of MWD's IRP will provide sufficient water to its member agencies (which includes the City of Beverly Hills) even during critically dry events from now until at least 2025 (LADWP UWMP 2005).

Based on the information in the City of Beverly Hills UWMP and information from MWD, the City of Beverly Hills water service area appears to have adequate access to water supply.

Additionally, the City of Beverly Hills recently amended its General Plan, which included goals and policies to continue to implement water conservation measures to limit water consumption and meet the current and projected future daily and peak water demands, which are designed to increase reliability. The City of Beverly Hills also has a drought-resistant plant ordinance to further reduce water demand, and, as a member of the California Urban Water Conservation Council, has a demonstrated commitment to efficient water use by integrating urban water conservation BMPs into the planning and management of California's water resources (City of Beverly Hills 2009).

Furthermore, the Beverly Hills water distribution system includes 10 reservoirs that together are capable of delivering up to 46,336 AFY of water into the City of Beverly Hills' system at 80% operation and the expansion of the Coldwater Canyon Reservoir is currently underway. Therefore, as additional water becomes available to serve the City of Beverly Hills, there is ample storage for that water, and no additional facilities would be required (City of Beverly Hills 2009).

However, uncertainty exists for the long-term supply of water to the City of Beverly Hills and for all of California. Uncertain climate change impacts and variable hydrology and environmental issues in the Bay-Delta could reduce the quantity of water that the SWP delivers to MWD, and in turn to the City of Beverly Hills water service area (including the City of West Hollywood), among other issues.

Since the City of Beverly Hills UWMP was adopted in 2005, considerable research, planning, and analysis have been conducted to study the impacts of climate change on California, including water supply. Although the potential effects of climate change are evaluated in this EIR, the Beverly Hills UWMP did not address the potential effects of climate change on water supply.

Additionally, restrictions on Bay-Delta pumping related to the listing of endangered species, hydrology constraints, and several years of drought contribute to long-term uncertainty in water supply. Operational constraints with the SWP will likely continue until a long-term solution to problems in the Bay-Delta is implemented.

Because long-term water supply is uncertain, compliance with the guidance provided by the California Supreme Court's decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* requires an explanation of how the long-term demand for adequate water supplies is likely to be met with other water source options. The following description of other water source options, the potential environmental impacts of exploiting those sources, and how those impacts are to be mitigated is required by the Vineyard Case.

City of Beverly Hills Service Area Alternative Water Sources

Recycled Water

All wastewater flows from the City of Beverly Hills water service area (not including stormwater) are collected by the City and delivered to the City of Los Angeles for treatment at that agency's HTP. There are no wastewater recycling plants within the vicinity of Beverly Hills. The closest tertiary treatment plant is located 20 miles from Beverly Hills and the closest pipeline from that plant is 15 miles from Beverly Hills. As of the UWMP date in 2005, no plans exist for a wastewater treatment plant due to engineering and financial issues such as discharge lines and second infrastructure for reclaimed water. Recycled water is an additional source of water that may be a potential supply in future years. There is no identified land within Beverly Hills that could be used to site a wastewater treatment plant, and the cost to install a dual system has been determined economically infeasible at the current time.

Desalinated Water

The City of Beverly Hills is not located adjacent to the ocean and does not have any plans for either a local or regional desalination facility. The City of Beverly Hills could participate in a regional desalination facility that supplied treated water to MWD's distribution system, but MWD does not currently have any plans for such a facility in which Beverly Hills could participate.

As noted in the discussion above, the City of Beverly Hills does not have plans for alternative water supplies as of the 2005 UWMP. However, also as discussed above, MWD, which supplies 90% of the water to the City of Beverly Hills, has implemented a variety of projects and programs designed to reduce its dependency on imported water during droughts, which would be considered alternative supply sources. These alternative sources explored by MWD, as well as potential environmental impacts and mitigation measures, are summarized within the discussion below on LADWP Service Area Alternative Water Source Options because the LADWP contains that discussion.

Los Angeles Department of Water and Power

The following discussion is based on the 2005 LADWP UWMP.

Demographic projections in the Los Angeles UWMP were obtained for the LADWP service area from MWD utilizing a land-use-based planning tool that allocates projected demographic data from SCAG into water service areas for their member agencies. MWD's demographic projections use data reported in SCAG's 2004 Regional Transportation Plan (RTP).

From 1985 through 2004, water use in the LADWP service area peaked in 1989 at 750,000 AFY and reached a low point of 557,000 AFY in 1991. During the same time period, average demand was approximately 644,000 AFY. Because of LADWP's aggressive long-term conservation measures, water use in 2005 is equal to the annual use of about 20 years ago, despite a growth in population of more than 750,000 people.

During the 1980s, per-person use averaged over 180 gpcd. Due to the drought and economic recession, per-person use decreased to about 145 gpcd in the early 1990s. Since 1996, per-person use has been averaging approximately 155 gpcd. The annual water savings of about 15% between today's per-person use and that which occurred during the 1980s is attributed to long-term conservation measures implemented by the City of Los Angeles.

Table 3.12-10 indicates the projected water demand in the LADWP service area through the year 2030, based on SCAG demographic data.

Table 3.12-10. Projected Water Demand LADWP Water Service Area (AFY)

Water Demand Condition	Year				
	2010	2015	2020	2025	2030
Multiple Dry	717,000	739,000	766,000	792,000	813,000
Single Dry	717,000	739,000	766,000	792,000	813,000
Average (Normal)	683,000	705,000	731,000	755,000	776,000

Source: LADWP 2005

The proposed West Hollywood General Plan indicates that the City of West Hollywood would have approximately 44,182 people in 2035. Because the City of Beverly Hills provides water to approximately 22.3% of the City of West Hollywood, LADWP provides water to 77.7% of West Hollywood. A conservative estimate assumes that the LADWP UWMP does not account for any growth in the City of West Hollywood associated with implementation of the proposed General Plan. Since current (2008) population in the City of West Hollywood is 37,348, the LADWP

UWMP would not account for approximately 6,834 people (44,182 – 37,348 = 6,834 * 77.7% = 5,310).

Therefore, to estimate the additional water supply needed to serve the population growth not anticipated in the LADWP UWMP, a factor of 155 gpcd is used, based on the average water use in the LADWP service area since 1996. At 155 gpcd, approximately 823,050 gallons or 2.5 AF per day, or 922 AFY of additional water supply would be needed to serve population growth in West Hollywood that was not anticipated in the LADWP UWMP.

Water Service Reliability Assessment for 2030

LADWP's surface water supplies from the Los Angeles Aqueduct, MWD's Colorado River Aqueduct, and the SWP vary substantially due to hydrology. To mitigate against the variability of surface supplies, LADWP has made significant investments in groundwater, recycled water, and water conservation. These supplies and demand management provide a "hedge" against droughts and variability of surface water. Table 3.12-11 describes the supply sources for the year 2030.

Table 3.12-11. LADWP Service Reliability Summary for Year 2030

Supply	Average Year Supplies	Dry Year
Los Angeles Aqueducts	31%	10%
MWD Imported Supply	20–34%	39–54%
Groundwater	12%	14%
Existing and Planned Recycled Water*	3%	3%
Other Planned Supply**	6%	6%
Existing Conservation	14%	13%
Potential Conservation***	6%	7%
Potential Supply	8%	8%
Total 2030 Supply	**897,200 AFY**	**934,200 AFY**

* For nonpotable municipal and industrial purposes.
** Includes seawater desalination and water transfer.
*** Potential conservation may include smart irrigation and other measures, while potential supplies may include additional recycled water, additional seawater desalination, and beneficial reuse of urban runoff. However if these potential conservation measures and supplies are not developed due to cost, technology, and/or customer acceptance, greater reliance on MWD would be needed.
Source: LADWP 2005

To determine the overall service area reliability, LADWP defined three hydrologic conditions: average (or normal weather), single dry year (such as a repeat of the 1976–77 drought), and multiyear drought (such as a repeat of the 1987–92 drought).

Under average weather conditions, approximately 66% of the total supply (estimated to be 897,200 AF) is from existing and planned locally developed supplies, including the Los Angeles Aqueduct and conservation. The potential supplies and additional potential conservation represent 14%. The remaining 20% of supply is imported water from MWD. Should the potential supplies not be developed due to cost, technology, regulatory compliance, and/or customer acceptance issues, then the MWD portion of supply would represent 34%. During a dry year, existing and planned locally developed supplies represent 46% of the total supply (estimated to be 934,200 AF); while 15% is potential supplies and conservation. The remaining 39% is imported water from MWD.

Based on the LADWP UWMP, in 2030 projected water demand would be 813,000 AFY in dry years, while supply available is projected at 934,200 AFY. The difference is a surplus of 121,200 AFY. During an average water year, demand in 2030 is projected at 776,000 AFY, while total supply available is projected at 897,200 AFY. The difference is a surplus and is also 121,200 AFY.

According to the LADWP UWMP, under the hydrologic conditions throughout the 25-year projection period (through 2030), LADWP's supply portfolio is expected to be reliable, with adequate supplies available to meet projected demands in the LADWP water service area.

Based on the information in the LADWP UWMP, LADWP appears to have adequate access to water supply. However, uncertainty exists in the long-term supply of water to LADWP and for all of California. Uncertain climate change impacts and variable hydrology and environmental issues in the Bay-Delta could reduce the quantity of water that the SWP delivers to MWD, and in turn to the LADWP, among other issues.

The LADWP UWMP analyzed the effects of climate change on water supplies and identified strategies and alternative water sources to reduce potential impacts to water supply. Various regional climate models have reached the general conclusion that rises in greenhouse gases will cause temperatures to increase. Temperature increases may (1) reduce snowpack levels, with possibly greater impacts at lower mountain elevations; (2) shift to an earlier period the timing of spring runoff; (3) increase water demands for outdoor watering; and (4) change precipitation falling as rainfall rather than snow, thereby reducing the natural reservoir storage that snowpack provides. This could lead to a reduction in water supply available to LADWP. This could also result in reduction in water supply to West Hollywood, as West Hollywood receives water from LADWP. However, the effect of climate change on long-term water supply is currently not known and contributes to the uncertainty of the long-term supply of water. Additionally,

restrictions on Bay-Delta pumping related to the listing of endangered species, hydrology constraints, and several years of drought contribute to long-term uncertainty in water supply for any areas served by the Bay-Delta. Operational constraints with the SWP will likely continue until a long-term solution to problems in the Bay-Delta is implemented.

LADWP Service Area Alternative Water Source Options

Because long-term water supply is uncertain, compliance with the guidance provided by the California Supreme Court's decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* requires an explanation of how the long-term demand for adequate water supplies is likely to be met with other water source options. This discussion describes other water source options that may be available to help address any potential uncertainty of long-term water supply to the southern California region. It is important to note that the following discussion is included in this Program EIR to comply with the guidance provided by the California Supreme Court's decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, which requires an explanation of how the long-term demand for adequate water supplies is likely to be met with other water source options.

It is also important to note that the potential impacts of the other water source options identified in the following discussion and the mitigation for those potential impacts do not represent direct impacts of, or necessary mitigation for, the proposed West Hollywood General Plan. Instead they are provided in accordance with guidance under the California Supreme Court decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*.

As indicated in the LADWP UMWP, LADWP is actively investigating alternative supply options including water transfers, seawater desalination, and beneficial reuse of urban runoff. Such options, with proper planning, can supplement existing supplies and contribute toward future demand under various conditions. The following potential water source options supplement the potential water supplies shown as a supply source in Table 3.12-11.

Water Transfers

LADWP is planning to acquire water through transfers. LADWP is working with multiple agencies to finalize an agreement for construction of a turnout to deliver water from the California Aqueduct into the LAA.

MWD has consented to the transfer of water into its service territory. LADWP's current goal is to transfer up to 40,000 AFY once the turnout facilities are in place. Regionally, MWD has been

active with water transfers, seeking and implementing agreements and cooperative arrangement opportunities to supplement Southern California's water supply.

Sea Water Desalination

Seawater desalination is the process of removing salts and other impurities from seawater to produce potable water. With increasing demand for water and limited new supply options, the future value of seawater desalination as a part of California's water supply portfolio has become apparent. Within Southern California, up to 133 MGD of seawater desalination production capacity is possible by the year 2015. While this production represents less than 5% of the region's total water supplies, it is considered by water planners as an important part of the region's water supply portfolio.

Enhanced Local Groundwater Basin Production

Three groundwater basins exist near or within LADWP's service area that have additional groundwater potentially available. The Hollywood Basin, La Brea subarea of the Central Basin, and Santa Monica Basin are unadjudicated basins, where water rights have not been legally established.

The Hollywood Basin yields approximately 3,500 AFY. Groundwater extracted from this basin is used by the City of Beverly Hills. With financial assistance from MWD, Beverly Hills commenced operation of a 1,270-gallon-per-minute groundwater treatment facility in 2003 that processed water from the 15-square-mile basin to assist in fulfilling its municipal water needs (LADWP UWMP 2005).

The Santa Monica Basin is composed of the Coastal, Charnock and Crestal subbasins. The Coastal and Charnock subbasins are utilized by the City of Santa Monica for its municipal water supply. Currently, there is no pumping activity at the Crestal subbasin. Although the potential yield of the Crestal subbasin is estimated to be approximately 3,000 AFY, extensive water contamination would require substantial treatment prior to use.

The groundwater in the Hollywood, La Brea, and Santa Monica basins exhibits poor water quality and would require significant treatment prior to distribution. At this time, the relatively high costs involved with developing these supplies make them economically unattractive. LADWP continues to follow the progress of studies relating to these and other basins and will pursue this supplemental source of water supply when economically feasible.

Beneficial Reuse of Urban Runoff

Urban runoff is a relatively untapped alternative water supply for the LADWP water service area. By managing runoff and beneficially reusing it, dependence on imported water can be reduced.

Both dry and wet weather runoff can be beneficially used. Dry weather runoff is any runoff that occurs in the absence of rainfall, while wet weather runoff is any runoff that occurs as a direct result of rainfall. Wet weather runoff represents a significantly larger volume of water than dry weather runoff.

The beneficial use option for dry weather runoff consists of capturing runoff, treating it, then reusing it. For dry weather flow, most of the runoff could potentially be diverted directly to beneficial use, particularly during the summer months when demands for nonpotable water are high (due to the higher irrigation demands in the summertime). The level of treatment of the runoff before being beneficially used would be determined by the ultimate use of the water.

Additionally, a portion of recycled water demand could be supplied by treated runoff. The most common use of the nonpotable water would be for irrigation, which means demand for beneficial reuse water would be the highest during the dry season. The dry weather runoff available for reuse throughout the LADWP water service area is estimated at 97 MGD (approximately 26,000 million gallons per year).

Wet weather beneficial reuse consists of the use of cisterns, treatment and beneficial reuse, neighborhood recharge, and regional recharge. Cisterns are water conservation devices that store diverted runoff from roof areas and other impervious surfaces. This stored runoff can provide a source of chemically untreated water for gardens and compost that is free of most sediment and dissolved salts. Because residential irrigation can account for up to 40% of domestic water consumption, water conservation measures will be utilized to reduce demands, especially during summer months. The effect of installing cisterns at all residences in the City of Los Angeles would result in the potential maximum capture of approximately 440 MG in cisterns for each design storm event of 0.45 inch. This provides a substantial amount of water conservation and reduction in potable water demands.

Treatment and beneficial reuse of wet weather runoff greatly depends on the seasonal storage capacity. Wet weather runoff would need to be stored until the demand exists, which could be done through a regional and/or a localized approach. A regional approach to seasonal storage

could include the use of out-of-service reservoirs. A localized approach would be to construct distributed underground storage facilities, locally located in open spaces, parks, schools, etc. The potential storage volume is 19,000 MG of water.

Neighborhood recharge involves installing recharge facilities in portions of vacant urban lots, abandoned alleys, and parklands, where the soil is highly permeable. The maximum runoff that could potentially be managed by recharge facilities would be 550 MGD.

Regional recharge considers recharge of captured wet weather runoff into the Valley groundwater basin. Based on the assumption to recharge only in the eastern part of the Valley, only flows from the Valley are being considered. The total runoff generated in the Valley from the 0.45 inch storm event is 4,000 AF (1,300 MG) for the watershed, and 2,900 AF (750 MG) for the City of Los Angeles only. This amount could potentially be conserved and used to augment groundwater recharge. These amounts account for the runoff from the 0.45-inch storm only. As this represents approximately 25% of the total annual runoff generated in the City of Los Angeles, there is more runoff available to recharge. Once the capture, storage, and diversion facilities are in place, flows from storms that exceed 0.45 inch could be diverted as well.

Graywater

Graywater is untreated household waste water that has not come into contact with toilet waste. It includes used water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines and laundry tubs. Graywater may be reused for other purposes, especially landscape irrigation.

The Graywater Systems for Single-Family Residences Act of 1992 legally incorporated the use of graywater as part of the California Plumbing Code. In September 1994, the City of Los Angeles approved an ordinance that permitted the installation of graywater systems in residential homes. Unlike recycled water that must comply with regulatory health standards, graywater does not need to comply. The potentially high cost of installation and maintenance and lack of widespread public interest have limited implementation of graywater systems.

Table 3.12-12 summarizes the alternative water supplies being explored by LADWP. Not every option discussed above is quantified and included in the table. Therefore, additional water supplies not summarized below could become available if developed.

Table 3.12-12. Alternate Water Supplies Being Explored by LADWP

Alternative Water Supply	Potential Water Yield (AFY)
Smart Irrigation	25,000
Urban Runoff Plants	5,000
Cisterns[1]	8,000
Neighborhood Recharge[2]	12,000
Regional Recharge[3]	10,000
Seawater Desalination[4]	25,000
Water Transfer	40,000

[1] Capturing and reusing stormwater on-site for schools and government only.
[2] Groundwater recharge of stormwater for open spaces, parks, and abandoned alleys on land where the soil is highly permeable.
[3] Groundwater recharge of stormwater in the East Valley using existing recharge system.
[4] Yield shown here is based on LADWP's optimization study.
Source: LADWP 2005

MWD Actions

As discussed above, since the City of Los Angeles and the City of Beverly Hills rely on imported water from MWD, the following information is provided. MWD has implemented a variety of projects and programs designed to reduce its dependency on imported water during droughts. These have included (1) providing financial incentives for local projects and conservation; (2) increased surface storage via Diamond Valley Lake and use of the SWP terminus reservoirs; (3) groundwater storage programs in the Central Valley, Imperial Valley, and Coachella Valley; (4) short- and long-term water transfers; and (5) local groundwater storage programs with participating member agencies. MWD's IRP calls for further expanding all of these alternative supplies. To further guard against uncertainty, MWD is planning for the development of a 500,000-AF buffer supply to mitigate for any shortfall in future supply development. Implementation of MWD's IRP will provide sufficient water to its member agencies (which include the City of Los Angeles, Beverly Hills, and West Basin Municipal Water District (discussed below) even during critically dry events from now until at least 2025 (LADWP UWMP 2005).

West Basin Municipal Water District – Alternative West Hollywood Water Source

In the event that LADWP is unable to provide water to West Hollywood in the future, the West Basin Municipal Water District (West Basin) can function as an alternate water source.

The City of West Hollywood is a member agency of West Basin and is within Division IV of West Basin's service area. As explained above, West Hollywood has historically obtained its water from the City of Beverly Hills and LADWP, whose water supplies are both derived in part from MWD. In the event that these municipalities are unable to continue providing water service to West Hollywood for any reason, the City, as a member agency, is entitled to become a West Basin customer and purchase water directly from West Basin. Under that scenario, the agencies would need to contract with LADWP for use of its water pipe infrastructure to bring the water into the City.

West Basin, like LADWP, is a member agency of the MWD. As mentioned above, implementation of MWD's IRP will provide sufficient water to its member agencies, including West Basin. MWD provides the region with imported water and is composed of 27 member agencies: 14 cities; 12 municipal water districts; and one county water authority. As a member agency, West Basin purchases imported water from MWD (approximately 65% of West Basins' water supply) and wholesales the water to cities, mutual water companies, investor-owned utilities and private companies in southwest Los Angeles County. West Basin also obtains approximately 20% of its water from groundwater, 7% from recycled water, and approximately 7% of its water supply is attributed to conservation. The 2005 West Basin Urban Water Management Plan indicates that West Basin's water projections show that water supplies will adequately meet service area demands in normal, single dry, and multiple dry-year scenarios (West Basin 2005). Although West Hollywood is not currently a customer of West Basin, in a meeting between City of West Hollywood staff and West Basin representatives on June 15, 2010, a West Basin representative indicated that West Basin was capable of providing West Hollywood with its water in the event its municipal water suppliers discontinued service. West Basin will submit to the City of West Hollywood written confirmation of West Basin's ability to provide water to the City. Therefore, West Basin is an alternate water source for the City of West Hollywood (City of West Hollywood 2010).

Potential Environmental Impacts

Both construction- and operation-related environmental impacts associated with alternative water sources would be determined by future environmental analysis on a project-by-project basis, and appropriate mitigation measures would also be indentified to reduce any significant environmental impacts at the time the project is proposed. However, in an effort to supply a general overview of the potential environmental impacts associated with the construction and operation of these types of projects, relevant projects in proximity to the LADWP water service

area were examined for general environmental impacts as well as typical mitigation for those impacts. Those projects are:

- City of Huntington Beach – Final EIR for the Seawater Desalination Project at Huntington Beach dated April 5, 2005;
- Irvine Ranch Water District – Final EIR for the Michelson Water Reclamation Plant Phase 2 and 3 Capacity Expansion Project
- Aliso Creek Urban Runoff Recovery, Reuse and Conservation Project – Mitigated Negative Declaration dated 2008

These projects serve as reasonable examples for the general types of potential environmental impacts and potential mitigation measures that can be expected for these types of projects in Southern California. The environmental issues surrounding these types of projects have similarities and are therefore summarized in Table 3.12-13. While the information included in Table 3.12-13 has been gathered from the documents mentioned above, this discussion is meant to be general in nature and does not directly apply to any other specific desalination project, reclaimed water expansion project, reuse of urban runoff, or the General Plan.

Table 3.12-13. Potential Environmental Impacts Associated with Alternative Water Supply Projects

Environmental Issue Area	Potential Impact	Possible Mitigation
Aesthetic/Visual Impact on Landscape	Construction activities may alter scenic views. Addition of new visual features may block views and cause additional sources of light and glare.	Project applicant shall implement short-term construction equipment staging areas with appropriate screening; provide a vegetative buffer around facility; install fencing that is complementary with surrounding environment; and shield exterior light sources away from adjoining uses.
Air Quality	The following may occur: temporary construction air quality impacts; emission of toxic air contaminants; and conflict with local Air Quality Management Plan.	Project applicant shall comply with applicable federal, state, and local air quality guidelines.
Biological Resources	Construction and operation activities may impact terrestrial and marine biological resources.	Project applicant shall comply with applicable federal, state, and local regulatory agencies to ensure proper safeguards are in place protecting all sensitive biological resources before, during, and after construction.

Environmental Issue Area	Potential Impact	Possible Mitigation
Cultural Resources	Construction and operation activities may potentially disturb undiscovered archaeological and paleontological resources.	Project applicant shall perform preconstruction surveys; require a professional archaeologist and/or paleontologist on-site during construction; flag and monitor Areas of Potential Effects.
Geology and Soils	The following may occur: seismic-related hazards including earthquakes; and geologic related hazards including landslides and liquefaction, soil and topsoil erosion, and water and wind erosion.	Project applicant shall comply with standards set forth in the Uniform Building Code (most current edition) to assume seismic safety. A detailed site-specific geotechnical study must be prepared. Compliance with the recommendations set forth in site-specific geologic and/or geotechnical studies will be made a condition of the site development permit for subsequent projects.
Global Climate Change	Project may increase the emission of greenhouse gases.	Project shall implement and comply with all state and local initiatives to reduce the emission of greenhouse gases.
Hazards and Hazardous Materials	Project may create hazards due to the storage, transportation, and/or handling of hazardous materials, thereby increasing the risk of exposure to hazards and hazardous materials.	All hazardous materials shall be handled, and stored, transported, and disposed in accordance with all applicable federal, state, and local codes and regulations.
Hydrology and Water Quality	Stormwater runoff and flooding may occur.	Project applicant shall have a Water Quality Management Plan specifically identifying best management practices. The project applicant shall demonstrate compliance with all applicable regulations established by the U.S. Environmental Protection Agency as set forth in the National Pollutant Discharge Elimination System permit requirements for urban runoff and stormwater discharge and any regulations adopted by the jurisdiction within which construction will take place; appropriate hydrology and hydraulic analysis shall be performed for the project prior to grading or building permits; and appropriate on-site drainage systems shall be installed.
Noise	Construction and operation may cause impacts to nearby sensitive receptors.	Project applicant shall prepare acoustical analysis reports and appropriate construction plans, and all stationary equipment shall be designed to comply with the appropriate noise standards set by the jurisdiction in which the project is located.
Public Services and Utilities	Increased solid waste production may occur.	Project must be in compliance with the appropriate waste reduction and recycling regulations; project must be in compliance with Assembly Bill 939.

Environmental Issue Area	Potential Impact	Possible Mitigation
Traffic and Circulation	Short-term project construction could potentially impact traffic.	Prior to improvement plan approval, a traffic control plan will be prepared for approval by each jurisdiction within which the project is proposed to be located; the traffic control plan will show all signage and striping, and delineate detours, flagging operations, and any other devices that will be used during construction to guide motorists safely through the construction zone and allow for adequate access and circulation, to the satisfaction of the jurisdiction or agency.

Source: AECOM 2010

The proposed General Plan contains numerous policies regarding water efficiency, conservation, capture, and reuse. Policies proposed in the Infrastructure, Resources, and Conservation Element include the following:

- Not allowing for the construction of new development until it is demonstrated that there will be sufficient water to supply the development, as determined by the service provider.
- Requiring new development projects with the water-use equivalent of 10 dwelling units to conduct a long-term water supply analysis as part of the development approval process.
- Regularly updating water conservation regulations to ensure that current best practices are utilized.
- Educating the public regarding water conservation, greywater use, and water storage and capture strategies.
- Taking steps to reduce water use from municipal operations, which may include:
    - Low-flow fixtures in all public buildings
    - Where feasible, reductions of grass and turf in medians and planting strips in favor of water-efficient landscaping
    - A centralized irrigation control system within public rights-of-way and on City-owned properties
    - Water recapture systems in new buildings and major renovations
    - Rain water retention and reuse systems

- Requiring new construction and major renovations of all residential and non-residential developments to meet the following standards:
  - Achieve a reduction of water use to be 40% less than baseline for buildings as calculated by the Energy Policy Act of 1992. Single-family homes are exempted from this requirement but must still meet the other standards of the Green Building Ordinance.
  - Reduce water consumption for outdoor landscape irrigation, consistent with the most recent City policy.
  - Comply with all prevailing state laws and City regulations regarding indoor and outdoor water conservation and efficiency in new construction.
- Encouraging existing residential and non-residential buildings to pursue strategies for water conservation, including:
  - Drought-tolerant landscaping
  - Drip irrigation systems for landscaping where appropriate
  - Low-flow fixtures in bathrooms and kitchens

Adherence to and implementation of the proposed General Plan policies would reduce water consumption in the City of West Hollywood and would reduce the impact to water supply. Additionally, implementation of Mitigation Measures 3.12-9 through 3.12-13 would also reduce water consumption in West Hollywood and reduce the water supply impact. However, the long-term supply of water to the City of West Hollywood from the City of Beverly Hills and LADWP is uncertain. Although both agencies that supply water to West Hollywood indicate an adequate water supply as of 2005, both agencies are reliant on water from MWD. Water supply from MWD is more uncertain now than in 2005 given potential climate change impacts and variable hydrology and environmental issues in the Bay-Delta, among other factors. Therefore, implementation of the proposed General Plan would have a potentially **significant and unavoidable** water supply impact.

WASTEWATER

The increased population resulting from implementation of the proposed General Plan will generate additional demand for increased wastewater collection and treatment facilities. As indicated in Table 3.12-14, implementation of the proposed General Plan would increase

wastewater flow by approximately 1.2 MGD. As no specific development is proposed, wastewater generation is based on the estimation of probable future land uses.

Table 3.12-14. Estimated Wastewater Generation

Land Use	Wastewater Generation Rate	Existing Conditions		General Plan Buildout 2035		Difference	
		Units or SF	Wastewater Generated (gpd)	Units or SF	Wastewater Generated (gpd)	Units or SF	Wastewater Generated (gpd)
Residential	156 gpd per unit[1]	24,573	3,833,388	28,847	4,500,132	4,274	666,744
Commercial/Retail	0.20 gpd per sf[1]	4,729,616	945,923	5,594,770	1,118,954	865,154	173,031
Hotel	130 gpd per room[2,3]	1,506,422	391,670	2,257,673	586,995	751,251	195,325
Office	0.15 gpd sf[3]	3,691,031	553,655	4,573,105	685,966	882,074	132,311
Industrial	0.15 gpd sf[3]	104,300	15,645	102,635	15,395	-1,665	(250)
Public/Institutional/ Civic	0.15 gpd sf[3]	1,305,362	195,804	1,421,677	213,252	116,314	17,447
Total			**5,936,085**		**7,120,694**		**1,184,609**

Source: [1] Melrose Triangle Draft EIR and AECOM 2010
[2] Calculation based on average size of a hotel room of 500 square feet (sf).
[3] Beverly Hills General Plan Update EIR 2008

Capacity of the HTP is 450 MGD for dry weather capacity and 850 MGD for wet weather capacity. The current flow is 340 MGD. As noted, wastewater generation attributed to buildout of the General Plan would increase to approximately 1.2 MGD.

As indicated in the environmental setting section, West Hollywood does not have a specific wastewater discharge entitlement with the HTP. There is no theoretical limit on how much flow an agency (such as Sanitation District No. 4) can discharge. Per the Sanitation Districts of Los Angeles County, the City's projected wastewater increase from approximately 5.9 MGD to 7.2 MGD with implementation of the proposed General Plan, in terms of the overall capacity of the HTP system, is small and there would be no impact on the facilities and no cause for a restriction to be placed on the ability of Sanitation District No. 4 to discharge (Sanitation Districts of Los Angeles County 2010c).

The HTP has sufficient capacity to treat the full increase in wastewater attributable to buildout of the proposed General Plan. Impacts to wastewater treatment facilities would be **less than significant**.

The proposed General Plan contains numerous policies regarding the wastewater system. In particular, the Infrastructure, Resources, and Conservation Element contains the following policies:

- Regularly inspecting, maintaining and rehabilitating the City's sewer system.
- Requiring new development to pay for its share of wastewater system improvements necessitated by that development.
- Requiring developers of residential, commercial or mixed use projects with a net increase of sewage flow equivalent of 10 dwelling units to prepare a sewer capacity analysis to demonstrate available capacity.
- Considering local options for wastewater treatment and participating in regional wastewater recycling and utilization efforts.
- Maintaining an updated Sewer Master Plan.
- Educating the public about the ecological damage caused by disposing of chemicals such as paints, lubricants, pharmaceuticals, fertilizers, and other petrochemicals and volatile organic compounds into the sewer system.

With adherence to and implementation of the proposed General Plan policies, program-level impacts to the City's wastewater system would be **less than significant**.

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. In fact, redevelopment activities may provide opportunities to create new pervious surfaces to facilitate groundwater infiltration through new greenspace, landscaping, or use of porous pavements. Incorporation of stormwater management facilities, such as retention basins, swales, or vegetation planted for evapotranspiration, would reduce drainage loads through the stormwater system. Additionally, on an annual basis, the City performs maintenance to clean catch basins (storm drain inlets), stencil no-dumping logos, and install debris excluder devices to prevent entry of trash into the storm drains.

The proposed General Plan contains numerous stormwater policies. In particular, the Infrastructure, Resources, and Conservation Element contains the following policies:

- 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.

See Section 3.7 for an analysis of hydrology and water quality impacts, including stormwater runoff.

With adherence to and implementation of the proposed General Plan policies, program-level impacts to the City's storm drain system would be **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.

SCE provides capacity to meet the electricity load and demand of the City of West Hollywood. SCE works with the City to provide and meet the demand for electricity and electricity infrastructure as growth is proposed (SCE 2010).

In 2035, with implementation of the General Plan consumption of electricity is estimated to be 400,934,955 kWh, which is an increase of approximately 19.5% over existing conditions (AECOM 2010).

SoCalGas has facilities to provide natural gas services for the City. Additionally, SoCalGas will provide services for anticipated development in accordance with the company's policies and extension rules on file with the California Public Utilities Commission (SoCalGas 2010).

In 2035, with implementation of the General Plan, consumption of natural gas is estimated to be 18,125,749 therms, which is an increase of approximately 7% over existing conditions (AECOM 2010).

Pursuant to Section 15145 of CEQA, analysis of physical changes in the City that may occur from future electrical and gas infrastructure would be speculative and no further analysis of the impact is required at this time. The environmental effects of expansion, construction, and operation of additional electrical and gas infrastructure would be evaluated under CEQA by SCE and SoCalGas in their efforts to plan for construction of new electrical and gas infrastructure or expansion of existing facilities, if applicable. SCE and SoCalGas continually evaluate demand, capacity, and plans for facility needs. If project-level significant impacts are identified, specific mitigation measures will be required.

The Infrastructure, Resources, and Conservation Element contains goals and policies to reduce the total and per capita amount of energy used in the City. Specific policies include:

- Promoting building energy efficiency improvements through strategies that may include the following:
    - Retrofits of existing buildings with energy efficient technology, through efforts such as a point-of-sale residential and commercial energy conservation ordinance to require energy improvements at time of title transfer

  - Expanded public outreach in partnership with Southern California Edison on energy efficiency upgrades
  - A voluntary energy audit program for residents and businesses
  - Diverse incentives for energy efficiency
- Maximizing the use of renewable energy in the City through strategies that may include the following:
  - A comprehensive renewable energy program that provides incentives, outreach, financing, and similar forms of assistance to residents and businesses in the City
  - Incentives to existing residents to purchase solar water heaters
  - Incentives to encourage commercial properties to develop solar energy production systems on private property and sell the energy to the public utility system
- Coordinating with available energy efficiency and conservation programs—such as those administered by Southern California Edison, the United States Department of Energy, or other organizations—to reduce energy use.
- Updating the green building regulations regularly and continuing to administer a green building program and/or enforcing green building requirements within the City.
- Showcasing residential and commercial green building techniques at City Hall and sponsoring workshops demonstrating their success, educating the community about the feasibility of various green building techniques.
- Offering incentives for buildings to exceed the minimum green building requirements.
- Training City staff on an ongoing basis to implement the Green Building Program and to provide advice and expertise about green building to the public.

The specific environmental impact of construction of new electrical and gas infrastructure in the planning area cannot be determined at the General Plan level of analysis because no specific electrical and gas construction projects are proposed; however, like the development of other land uses allowed under the General Plan, individual development projects would be required to evaluate the potential impacts of the proposed project in accordance with CEQA. Mitigation measures would be required to reduce impacts to a less-than-significant level, as necessary. In Furthermore, implementation of the policies above, in addition to the mandatory Green Building Ordinance adopted in 2007 (Zoning Ordinance; Section 19.20.060) and the continued

coordination with local energy providers, would reduce impacts related to energy infrastructure to **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. As indicated in Table 3.12-15, implementation of the General Plan will increase solid waste generated by approximately 36,988 pounds per day or 6,750 tons per year.

Table 3.12-15. Estimated Solid Waste Generation

Land Use	Generation Factor	Existing Conditions (2008)		General Plan Buildout 2035		Difference	
		Units or SF	Solid Waste Generated (per day)	Units or SF	Solid Waste Generated (per day)	Units or SF	Solid Waste Generated (per day)
Residential	5.31 lb/du/day	24,573	130,483	28,847	153,178	4,274	17,096
Commercial/Retail	0.006 lb/sf/day	4,729,616	28,378	5,594,770	33,569	865,154	5,191
Hotel	2 lb/room/day	1,506,422	6,026	2,257,673	9,031	751,251	3,005
Office	0.006 lb/sf/day	3,691,031	22,146	4,573,105	27,439	882,074	5,292
Industrial	0.006 lb/sf/day	104,300	626	102,635	616	-1,665	(10)
Public/Institutional Civic	0.007 lb/sf/day	1,305,362	9,138	1,421,677	9,952	116,314	814
Total			**196,797 lb/day 35,915 tons/year**		**233,785 lb/day 42,665 tons/year**		**36,988 lb/day 6,750 tons/year**

Source: CalRecycle 2010c

As indicated in the environmental setting section, the Puente Hills Landfill, which is the City's primary waste disposal site, has a remaining capacity of 35.2 (48%) million cubic yards. The Puente Hills Landfill is scheduled to close in 2013, after which time the waste will be transferred by rail from Puente Hills to the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. The Mesquite Regional Landfill is located on 4,245 acres of land in Imperial County. The landfill will provide capacity for approximately 600 million tons of residual municipal solid waste (approximately 100 years of capacity).

The Eagle Mountain Landfill has a total capacity of 708 million tons and is currently permitted to accept up to 460 million tons. The eventual operation of the Eagle Mountain Landfill is contingent upon successful resolution of pending federal legislation (Sanitation Districts of Los Angeles County 2010a).

Adequate capacity exists in the Mesquite Regional Landfill and Eagle Mountain Landfill to dispose of the City of West Hollywood's solid waste.

Policies in the Infrastructure, Resources, and Conservation Element of the General Plan update propose a variety of policies related to solid waste including the following:

- Aggressively seeking to reduce its rate of waste disposal per capita.
- Providing services for recycling and composting and expanding these services over time, where appropriate.
- Encouraging all construction projects (regardless of size) to divert 80% of the construction waste debris away from landfills.
- Providing ongoing education to residents and businesses about waste reduction, composting, and recycling.
- Supporting or sponsoring regular e-waste and hazardous materials disposal events by the City.
- Providing streetside recycling containers alongside public trash receptacles, where feasible.
- Encouraging the use of recycled building materials in public and private development projects.
- Supporting legislation to reduce the creation of waste, including advocating for manufacturer responsibility for product waste, and banning problem materials.
- Requiring the use of recycled paper and other recycled materials in all City operations.
- Collaborating with other government agencies to promote waste reduction.

With adherence to and implementation of the proposed General Plan policies, program-level impacts to solid waste impacts would be **less than significant**.

3.12.5 MITIGATION MEASURES

Implementation of the following programmatic mitigation measures, derived from the proposed General Plan Implementation Programs, will reduce potential impacts to police services and fire protection services to **less than significant** at this Program EIR level of analysis. Mitigation measures for water supply would reduce the water supply impact due to implementation of the

proposed General Plan but not 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.

POLICE AND FIRE

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.

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.

WATER SUPPLY

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 the Green Building Ordinance to promote reuse of sump pump water.

3.12.6 SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed General Plan would have a less-than-significant impact on the City's storm drain system, schools, the library, electricity and natural gas, water infrastructure, wastewater, and solid waste.

With adherence to and implementation of the proposed General Plan policies and mitigation measures, the potential impacts to police and fire protection will be reduced to a less-than-significant level at the General Plan program level.

With adherence to and implementation of General Plan policies and mitigation measures, impacts to water supply would be reduced. However, uncertainty exists in long-term water supply to the City of West Hollywood and impacts would remain potentially 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, specific mitigation measures will be placed on the project as conditions of approval.

3.13 RECREATION

This section describes and evaluates the potential impacts to parks, recreational resources, and facilities associated with the proposed General Plan update. Existing parks and facilities are described, and potential environmental impacts associated with implementation of the proposed General Plan, and mitigation measures where appropriate, are included. This section is based on review of the 2009 West Hollywood General Plan Parks and Open Space Background Report (City of West Hollywood 2009).

3.13.1 EXISTING ENVIRONMENTAL SETTING

West Hollywood has six developed parks for recreational use in the City, amounting to 15.31 acres of parkland. The City has three different classifications for the City's parks as discussed below.

POCKET PARK

These parks are generally 0.25 to 0.5 acre in size and typically occupy "in-fill" parcels. These parks are used to address limited recreation needs and offer few amenities. Havenhurst and Formosa pocket parks are examples of this category.

NEIGHBORHOOD PARK

These parks are the basic unit of the City's park system and are approximately 0.5 to 1 acre in size. Neighborhood parks generally accommodate spaces for passive activities and active recreation. Kings Road Park and William S. Hart Park are neighborhood parks.

COMMUNITY PARKS

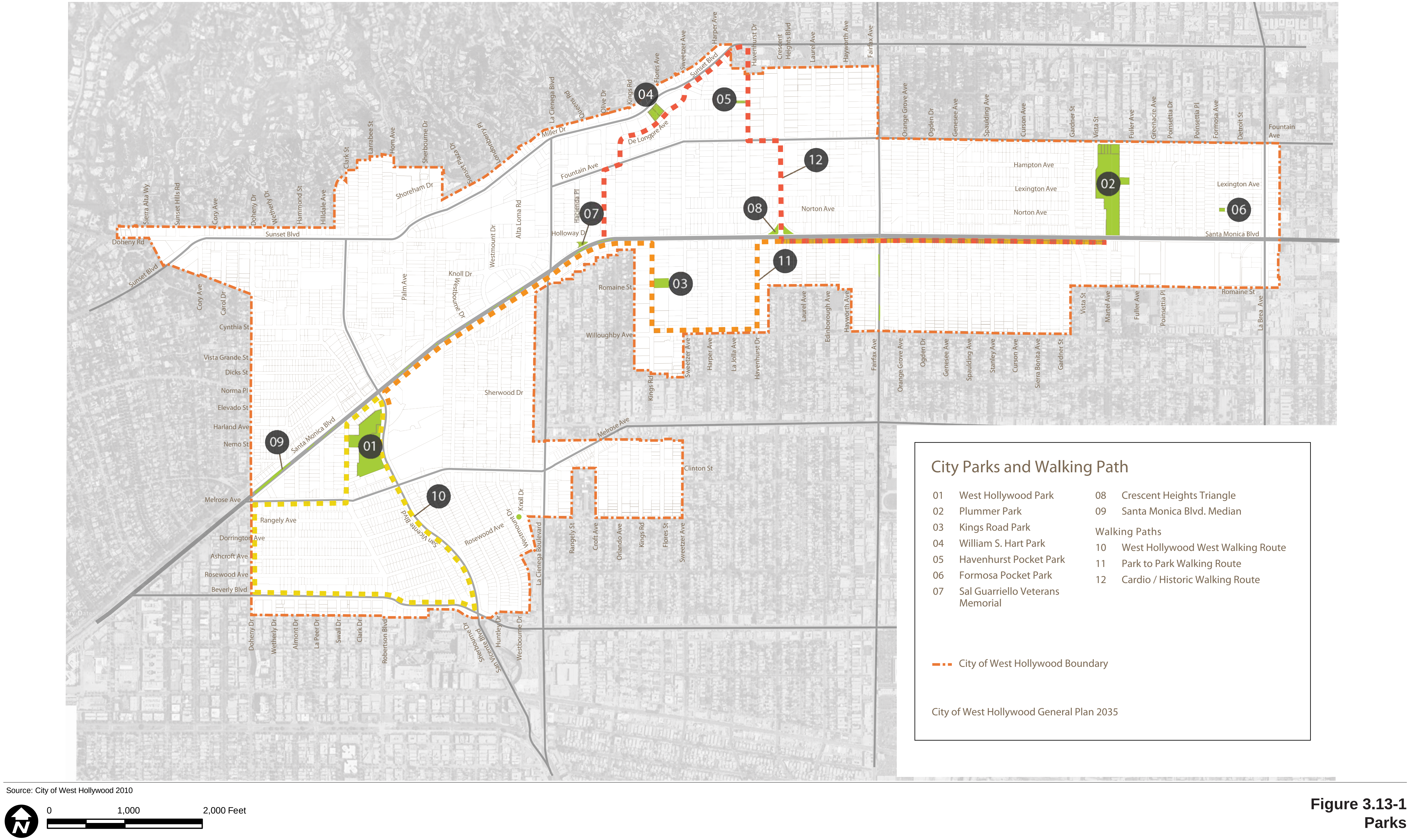
Community Parks serve a broader purpose than neighborhood parks. Community parks meet the City's recreation needs through more formal and highly programmed activities. Amenities currently include basketball and tennis courts, playgrounds, and community meeting facilities. Community parks in West Hollywood include Plummer Park and West Hollywood Park.

Table 3.13-1 provides a description of each park, including name, location, acreage, and facilities and amenities available at each park. Figure 3.13-1 shows the locations of the parks in West Hollywood.

Table 3.13-1. West Hollywood Parks

Name (date developed)	Address	Acreage	Facilities
Plummer Park (1937)	7377 Santa Monica Boulevard	8.5	- Plummer Park Community Center - Fiesta Hall - Great Hall and Long Hall - Meeting spaces - 1 dance studio - 1 child care center - 1 half basketball court, and 1 basketball court - 7 lighted tennis courts - 2 parking lots - 1 playground and exercise equipment - Benches and tables
West Hollywood Park (1960s)	647 San Vicente Boulevard	5.3	- 1 auditorium - 1 swimming pool and pool house - 1 softball field - 1 half (youth) basketball court - 2 full basketball courts - 2 lighted tennis courts - 2 playgrounds - 1 picnic area (handicapped accessible) - 1 library - 1 restroom building - 2 parking lots - 1 tiny tot building - Benches and tables
William S. Hart Park (1989)	8341 De Longpre Avenue	0.75	- Hart House - Off-leash dog area - Picnic tables - Parking lot - AIDS Memorial - Theater - Restrooms - Benches
Kings Road Park (1996)	1000 Kings Road	0.50	- Picnic tables - Community building - Playground - 2 water features - Benches and restrooms
Havenhurst Pocket Park (2009)	1351 Havenhurst Drive	0.15	- Boardwalk paths - 3 thematic gardens - 2 water features - Benches - Drought-tolerant plantings
Formosa Pocket Park (2009)	1140 Formosa Street	0.11	- Circulation paths - Shade structure - 1 water feature - Benches - Drought-tolerant plantings
Total Park Acreage		**15.31**	

Note: This table does not include or reflect the City's green open space areas.
Source: City of West Hollywood GIS December 2007; Existing Land Use Survey January 2008



Source: City of West Hollywood 2010

Figure 3.13-1
Parks

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PARK FACILITY NEEDS

Table 3.13-2 identifies the City's park acreage, population, and the ratio of park acres per 1,000 residents, as documented for 2008. The total park acreage does not include any parks outside the City and does not include open spaces or community gardens within the City that provide recreation opportunities for City residents.

Table 3.13-2. Park Needs

Park Needs	Measures
Existing Park Acreage	15.31
2008 Population	37,348
Existing Park Ratio (Acres/1,000 Residents)	0.41

Based on the population of West Hollywood in 2008 of 37,348, the current park acreage equates to 0.41 acre of parkland per 1,000 persons (acreage of open space or green space is not included because it is not City of West Hollywood dedicated parkland). The City does not have an adopted park standard in terms of park acreage per resident.

The State Quimby Act recommends, but does not require, a park acreage of 3 acres per 1,000 population.

RECREATION LANDS

In addition to developed parkland, West Hollywood contains several facilities and amenities that provide the City's residents with recreational opportunities, as described in the subsequent sections.

Open Space

The City's open spaces include Sal Guarriello Veterans Memorial along Santa Monica Boulevard, the Santa Monica Boulevard medians, and Crescent Heights Triangle. Santa Monica Boulevard features wide landscaped medians, walking paths, public art, and shade trees. Crescent Heights Triangle offers benches, drought-tolerant planting, and the Matthew Shepard Memorial.

Community Gardens

In addition to providing valuable green visual space, community gardens can enhance nutrition and physical activity and promote the role of public health in improving quality of life. West

Hollywood currently has one community garden, but it is threatened with closure and conversion to an alternate use. The City is actively seeking additional locations for community gardens.

Plazas

The West Hollywood Gateway Project at Santa Monica Boulevard and La Brea Avenue features a large outdoor plaza that functions as a civic square through the use of outdoor dining areas, fountains, public art, retail kiosks, and lush landscaping.

The Pacific Design Center contains a 2-acre outdoor area with garden landscaping and fountains. Daytime festivals and parties, and evening events and concerts take place at this facility.

Private Recreation

A large number of private recreational facilities are located throughout the City, particularly private health clubs and gyms. These facilities range in size from small, personal service facilities to large chain operations. In addition to the exercise benefits, health clubs and gyms also provide a social networking location within West Hollywood.

JOINT USE AGREEMENTS

Five Los Angeles Unified School District (LAUSD) schools are located in or adjacent to West Hollywood: West Hollywood Elementary School, West Hollywood Community Day School, Rosewood Avenue Elementary School, Laurel Elementary School, and Fairfax High School. LAUSD encourages joint use of their facilities for community needs and has adopted guidelines for such endeavors. However, the City would need to work with LAUSD to create an agreement to guarantee LAUSD facilities are properly maintained while open for public use. Additionally, the City would be required to create an agreement with LAUSD for the City to accept liability while the facility is open to the public. The City does not currently have any adopted joint use agreements with LAUSD.

Poinsettia Park, located in the City of Los Angeles, abuts the southeastern border of West Hollywood. The City is currently pursuing an arrangement with the City of Los Angeles to develop joint programming at Poinsettia Park while construction activities occur at Plummer Park.

NEIGHBORING PARK FACILITIES

In addition to the parks inside West Hollywood, other parks in the surrounding area include Poinsettia Park and Runyon Canyon Park in the City of Los Angeles, and La Cienega Park and Beverly Gardens Park in the City of Beverly Hills. Poinsettia Park and La Cienega Park are community parks, offering playgrounds, baseball diamonds, soccer fields, tennis courts, barbecue grills and picnic tables, and community centers. Poinsettia Park is located just outside the City's southern boundary on Poinsettia Place. La Cienega Park is located approximately 0.25 mile from West Hollywood.

Runyon Canyon Park is a 160-acre wilderness park, located approximately 0.75 mile north of West Hollywood. Wilderness parks are primarily unimproved open space areas with hiking and equestrian trails, with the primary park purpose of protecting and preserving natural resources. Runyon Canyon Park includes multiple trails. Additionally, dogs are allowed off the leash in 90 of the 160 acres of the park.

Beverly Gardens Park is a 1.9-mile-long linear park, containing approximately 16.3 acres, that includes jogging and walking paths, arbors, and fountains. Beverly Gardens Park is located on the western edge of the City of West Hollywood.

3.13.2 REGULATORY SETTING

FEDERAL REGULATIONS

There are no federal plans, policies, regulations, or laws related to recreation that apply to the proposed General Plan.

STATE REGULATIONS

Quimby Act

The 1975 Quimby Act (California Government Code Section 66477) authorizes cities and counties to pass ordinances requiring that a condition be placed on all subdivision applications requiring dedication of land for public park use or payment of fees for land acquisition or improvement of recreational facilities within neighborhood or community parks. The Act further specifies that the dedication of land or fee amount be proportionate to the amount necessary to provide 3 acres of park area for every 1,000 persons residing within the city or county adopting the park ordinance. "Recreational community gardening" is specifically included as a use for which park fees can be expended.

LOCAL PLANS AND POLICIES

City of West Hollywood Municipal Code

The City of West Hollywood does not specifically adopt the Quimby Act or other park acreage standards. However, Section 19.64.020 of the West Hollywood Municipal Code requires applicants for new development within the City to pay Quimby Act/Public Open Space fees for residential and nonresidential development in the amounts set by the City's Fee Resolution.

West Hollywood Park Master Plan

In 2004, West Hollywood revised and updated the West Hollywood Park Master Plan. The Master Plan envisions the park as an oasis of green within a dynamic city. The West Hollywood Park Master Plan was approved by City Council in 2004 and is included as part of the City's 25th Anniversary Capital Campaign. While providing active and passive recreation at its core, the park is also a crossroads where the community comes together, formally and informally. The redevelopment of West Hollywood Park is currently underway and includes the construction of a new West Hollywood Library.

Plummer Park Master Plan

On July 6, 1993, the City of West Hollywood entered into an agreement to prepare a master plan for the renovation of Plummer Park. The Design Development Report (DDR) that was produced as a result of this agreement documents the master plan and describes in detail the design intent, proposed improvements, their function, and recommended construction materials. The DDR evaluated environmental impacts, mitigation measures, an estimate of development costs, and suggested methods of implementation. The DDR is clear in underlining that a key goal of the plan was flexibility and the ability to adapt to the changing needs and future opportunities afforded by the dynamics of the City of West Hollywood.

In April of 2002, the City Council approved an agreement to revisit and reevaluate the 1994 Adopted Master Plan. In 2004, the City revisited the Plummer Park Master Plan and proposed plan revisions to increase the amount of land available for active park space. The realization of Phase 1 of the Plummer Park Master Plan is part of the City's 25th Anniversary Capital Campaign. The program includes improvements to and expansion of park space and facilities, including constructing an underground parking structure to allow for additional park surface.

Greening West Hollywood Plan

In 2006, the Greening West Hollywood Plan was developed by the City. This plan includes preliminary strategies to green the City and promote a high quality of life for residents. One main focus of this plan included the greening of the City's 312 acres of public right-of-way.

3.13.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

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

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment.

3.13.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

INCREASED USE AND PHYSICAL DETERIORATION OF EXISTING RECREATIONAL FACILITIES

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. 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. This is a **potentially significant** impact.

The City assesses public open space/Quimby Act project fees for residential and nonresidential development projects in the City. These fees will be used to acquire parkland as sufficient funding and land become available, and/or to expand and maintain existing recreational facilities. Implementation of the General Plan would contribute additional funding to the open space/Quimby Act fees as new development occurs and open space/Quimby Act fees are paid. It is likely that additional parkland would be developed in the coming years as the General Plan is implemented. However, no specifically located new park acreage is currently proposed.

As described in the existing conditions section, besides developed parkland, the City contains open space, community gardens, plazas, and private recreation space that provide recreational space, facilities, and programs for the residents of West Hollywood. In addition, numerous parks are located in proximity to the City.

The proposed General Plan contains numerous policies to increase the supply of parks and open space in the City; to provide diverse recreational programs and facilities; and to provide well-maintained park, open space, and recreation facilities in the City. Specific policies in the Parks and Communities Facilities Element include:

- Developing methods to increase the supply of parks and open space.
- Creating new parks and open spaces should be a high priority for public funding.
- Continuing to enhance existing parks and recreational facilities.
- Maintaining a diversity of park spaces throughout the City, including recreation areas, hardscaped plazas, children's play areas, and open fields.
- Improving and updating Plummer Park and West Hollywood Park according to the applicable Master Plans.
- Purchasing parcels adjacent to existing parks to create larger parks as opportunities arise.
- Considering incentives or modifying development standards to encourage new development to create on- or off-site open space.
- Ensuring appropriate lighting and visibility in all park facilities.
- Ensuring residences adjacent to parks should not be adversely affected by nighttime park activities.
- Promoting increased access to parks and open spaces, pedestrian and bike-oriented routes to parks and open space, greening of public right-of-ways, and a variety of active and passive uses of parks and open space, to promote physical activity.
- Working with local schools (public and private) to provide park and recreational space to the public through joint use of school grounds.
- Requiring that new residential and non-residential development contribute fees for expanded park space, including public open space, green streets, and pocket-parks, when open space is not provided on-site, consistent with State law.

- Using master plans to guide the increase, expansion or improvement of park space.
- Promoting environmental sustainability and conservation when designing new parks or renovating, operating, and maintaining existing parks.
- Working with the adjacent jurisdictions of Los Angeles and Beverly Hills to increase access to open spaces for West Hollywood residents.
- Conducting needs assessments and evaluating recreational programs on a regular basis to gather information regarding community needs and priorities.
- Continuing to offer recreational programs to meet the needs of the population, including seniors, LGBT, Russian-speaking persons, youth, families and persons with disabilities.
- Accommodating unique social and cultural needs, including a variety of seating areas, passive and active use facilities, open and semi-sheltered open spaces, artwork, and programmed events, when designing and programming parks.
- Continuing to provide recreational opportunities and access, particularly for youth and seniors, through its recreation programs, parks, and open spaces.
- Continuing to regularly notify residents of the types of recreation and programs available and encouraging their participation.
- Continuing to produce or provide support for community-related special events.
- Encouraging, permitting, and supporting special events organized by businesses and non-profit agencies located within the City.
- Maintaining high-quality parks, open space, and recreation facilities in a reliable, safe, and efficient way.
- Utilizing progressive techniques in the delivery of maintenance services related to parks, open space and recreation facilities.
- Prioritizing physical improvements to parks, open space, and recreation facilities based on regular monitoring and evaluation of their condition and the needs of the community.
- Seeking to implement best management practices for energy and water conservation when managing parks and recreation programs and facilities, as feasible.

With adherence to and implementation of proposed General Plan policies and regulations, and implementation of Mitigation Measures 3.13-1 through 3.13-7, program-level impacts to

increased use and physical deterioration of existing recreational facilities would be reduced 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.

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 new construction or expansion of existing park and recreational facilities is currently proposed by the City. The specific environmental impact from the construction of new parkland or expansion of existing park and recreation facilities in West Hollywood cannot be determined at this General Plan level of analysis because no location or designs for specific park projects are available at this time. Future development of park and recreational facilities could potentially result in significant impacts in such areas as aesthetics, noise, traffic, geology, hazards and hazardous materials, and water quality. However, existing City programs for project design and approval as well as the CEQA environmental review process require that such potential impacts be analyzed prior to construction of new facilities. Therefore, impacts would be **less than significant** and no further analysis at this Program EIR level is required.

The actual impacts of new or expanded park facilities would depend upon the precise type and location of such facilities and would therefore be required to undergo project-specific environmental review. Mitigation measures would be identified to reduce any potentially significant environmental impacts, as necessary.

3.13.5 MITIGATION MEASURES

Implementation of the following programmatic mitigation measures, derived from the proposed General Plan Implementation Programs, will reduce potential impacts to parks and recreational facilities from increased use and physical deterioration. 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.

3.13-1 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.

3.13.6 SIGNIFICANCE AFTER MITIGATION

With adherence to and implementation of the proposed General Plan policies along with the above mitigation measures, the potential impacts from increased use and physical deterioration of existing recreational facilities would be reduced to a less-than-significant level. The significance of impacts to construction or expansion of existing park and recreational facilities at the General Plan Program level of analysis 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.

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3.14 TRANSPORTATION AND TRAFFIC

This section describes transportation and traffic conditions in the City of West Hollywood and analyzes the changes that would occur as a result of implementation of the proposed General Plan. Information presented in the discussion and subsequent analysis was drawn from a technical memorandum, *Travel Forecasts and Traffic Impact Report for the West Hollywood General Plan Update* (Fehr & Peers 2010), which is included as Appendix F of this EIR.

3.14.1 EXISTING ENVIRONMENTAL SETTING

AUTOMOBILE CIRCULATION

The City of West Hollywood General Plan Mobility Element defines the functional classification of major roadways inside the City boundaries. Traditionally, functional classification has been applied to automobile traffic and describes the extent to which a given roadway segment fulfills its general purposes of mobility and access. The City of West Hollywood defines three classes of roadways (arterial, collector, and local. This limited classification is reasonable in West Hollywood, a geographically small city with few different types of roadways. Figure 3.14-1 illustrates the City's current roadway functional classification system.

Major east-west arterials within the City include Santa Monica Boulevard, Beverly Boulevard, and Sunset Boulevard. These arterials serve not only local trips but a significant number of regional trips. In the north-south direction, major arterials La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, and La Cienega Boulevard serve regional as well as local trips. Due to West Hollywood's regional location and major east-west roadways, cut-through traffic—or trips with neither a beginning nor an end in the City—accounts for a sizeable portion of vehicle trips in the City.

The nearest freeway connections servicing the City include the San Diego Freeway (Interstate 405 [I-405]), the Hollywood Freeway (U.S. 101), and the Santa Monica Freeway (Interstate 10 [I-10]). I-405 is the major north-south link between the San Fernando Valley in the north and San Diego in the south, is located approximately 5 miles west of West Hollywood, and is accessed by Sunset Boulevard and Santa Monica Boulevard. Sunset Boulevard and Santa Monica Boulevard also provide access to U.S. 101 about 2 miles east of West Hollywood. About 5 miles to the south of West Hollywood lies I-10, which is accessed by La Cienega Boulevard and La Brea Boulevard.

Level of Service

Traffic congestion is typically described in terms of "level of service" (LOS). LOS rankings range from A to F depending on the levels of congestion. The City of West Hollywood applies LOS standards based on seconds of delay at intersections. Table 3.14-1 presents LOS standards for signalized intersections in the City of West Hollywood, and Table 3.14-2 presents LOS standards for stop-controlled intersections.

Table 3.14-1. Level of Service Definitions for Signalized Intersections

Level of Service	Average Approach Delay in Seconds	Definition
A	≤ 10	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	> 10-20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20-35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 35-55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 55-80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Table 3.14-2. Level of Service Definitions for Stop-controlled Intersections

Level of Service	Average Total Delay (seconds per vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000

Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-1
Roadway Functional Classification

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The Los Angeles County Metropolitan Transportation Authority's (Metro's) Congestion Management Plan (CMP) designates certain roadways and intersections as CMP facilities. Two intersections on Santa Monica Boulevard within the City of West Hollywood are designated CMP arterial monitoring locations; the intersection with Doheny Drive, and the intersection with La Cienega Boulevard. The CMP calls for LOS E for CMP intersection monitoring locations. Table 3.14-3 presents LOS and volume to capacity (V/C) at these intersections.

Table 3.14-3. Congestion Management Plan LOS

Street Names	AM Peak Hour V/C	AM Peak Hour LOS	PM Peak Hour V/C	PM Peak Hour LOS
Doheny Drive & Santa Monica Boulevard	1.053	F	0.984	E
La Cienega Boulevard & Santa Monica Boulevard	0.989	E	0.799	C

Source: Fehr & Peers 2010

TRAFFIC CONGESTION AND CIRCULATION SYSTEM METRICS

West Hollywood has limited roadway and intersection capacity, and there is high demand throughout the day for automobile travel within, to, and through the City. Additionally, many operational conditions contribute to traffic friction, including a large number of closely spaced traffic signals, commercial land uses including entertainment and night-life destinations, and on-street parking lining most major corridors. The result is congestion experienced in West Hollywood not just during the traditional a.m. and p.m. peak periods, but for long periods throughout the day.

Traffic-carrying capacity along most major and minor streets, especially Sunset and Santa Monica boulevards, is limited by commercial uses along each corridor with on-street parking and large numbers of traffic signal installations. Table 3.14-4 and Figure 3.14-2 present existing LOS at intersections in the City. Table 3.14-5 presents daily segment volumes, while Figures 3.14-3 and 3.14-4 present existing daily and peak hour roadway segment volumes, respectively.

The capacity, efficiency, and function of the City's circulation system can be measured using various methods. LOS is the most common measure to evaluate the circulation system, but other measures include vehicle miles traveled (VMT), vehicle hours of travel (VHT), vehicle trip generation (VT), and average trip length. Compared to LOS, which solely measures traffic congestion, the other measures can be more directly related to air quality, greenhouse gas emission, or sustainability goals.

Table 3.14-4. Existing Levels of Service City of West Hollywood General Plan Update Study Intersections

Int	North/South Street	East/West Street	AM		PM	
			Delay[1]	LOS	Delay[1]	LOS
1	Doheny Rd/Cory Av	Sunset Bl	23	C	28	C
2	Doheny Dr	Sunset Bl	52	D	60	E
4	San Vicente Bl	Sunset Bl	33	C	36	D
5	Larrabee St	Sunset Bl	7	A	10	B
6	Sunset Plaza Dr	Sunset Bl	9	A	14	B
7	La Cienega Bl / Miller Dr	Sunset Bl	19	B	59	E
9	Crescent Heights Bl	Sunset Bl	58	E	60	E
11	La Cienega Bl	Fountain Av	54	D	192	F
12	Olive Dr	Fountain Av	6	A	4	A
14	Sweetzer Av	Fountain Av	9	A	12	B
15	Crescent Heights Bl	Fountain Av	98	F	49	D
17	Fairfax Av	Fountain Av	66	E	58	E
18	Spaulding Av	Fountain Av	5	A	5	A
20	Gardner St	Fountain Av	56	E	190	F
24	La Brea Av	Fountain Av	64	E	50	D
26	Holloway Dr/Horn Av	Sunset Bl	40	D	54	D
27	La Cienega Bl	Holloway Dr	30	C	58	E
28	Doheny Dr	Cynthia St[2]	21	C	52	F
29	San Vicente Bl	Cynthia St	15	B	20	C
30	Doheny Dr	Santa Monica Bl (WB)[3]	98	F	39	D
	Doheny Dr	Melrose Av/SM Bl (EB)[3]	65	E	191	F
32	Robertson Bl	Santa Monica Bl	35	C	33	C
33	San Vicente Bl	Santa Monica Bl	42	D	61	E
34	Westbourne Dr	Santa Monica Bl	16	B	18	B
35	La Cienega Bl	Santa Monica Bl	83	F	77	E
36	Croft Av/Holloway Dr	Santa Monica Bl	15	B	32	C
39	Sweetzer Av	Santa Monica Bl	14	B	18	B
41	Crescent Heights Bl	Santa Monica Bl	54	D	111	F
42	Laurel Av	Santa Monica Bl	10	A	11	B
43	Fairfax Av	Santa Monica Bl	60	E	82	F
46	Gardner St	Santa Monica Bl	19	B	25	C
47	Martel Av	Santa Monica Bl	8	A	15	B
49	Formosa Av	Santa Monica Bl	10	A	36	D
50	La Brea Av	Santa Monica Bl	59	E	71	E
54	Robertson Bl	Melrose Av	15	B	13	B
55	San Vicente Bl	Melrose Av	34	C	23	C
56	Huntley Dr	Melrose Av	26	C	7	A
57	La Cienega Bl	Melrose Av	60	E	40	D
61	Doheny Dr	Beverly Bl	45	D	48	D
63	Robertson Bl	Beverly Bl	61	E	34	C
65	San Vicente Bl	Beverly Bl	40	D	39	D
66	La Cienega	Beverly Bl	64	E	84	F
72	La Brea Av	Romaine St	11	B	51	D

[1] Beyond a certain point intersection delay can no longer be accurately calculated. The intersection is said to be overflowing (OVFL).
[2] Intersection is controlled by stop signs on the minor approach only and delay is reported for the worst-case movement.
[3] Intersection is controlled by two signals on one controller. Delay and LOS are reported for each signal.
Notes: For signalized intersections, average delay beyond 200 seconds is reported as OVFL.
For unsignalized intersections, worst-case approach delay beyond 50 seconds is reported as OVFL.
At some intersections, field-collected traffic count data may represent only the number of vehicles that proceed through the intersection, rather than including the actual demand, which can be in queue upstream. Any traffic counts conducted under these conditions may under-represent the true demand for the intersection, and the actual LOS may be worse than represented above.

Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-2
Existing (Year 2008) Intersection Levels Of Service

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Table 3.14-5. No Project Scenario and Proposed Project Scenario Forecast Roadway Segment Volumes – City of West Hollywood General Plan Update Study Segments

Roadway	Segment	Existing (Year 2008)			Future (Year 2035) Proposed Project			Future (Year 2035) No Project		
		ADT	AM	PM	ADT	AM	PM	ADT	AM	PM
Beverly Boulevard	W/O Doheny	25,679	2,271	2,058	27,010	2,380	2,240	27,010	2,460	2,350
Beverly Boulevard	E/O La Cienega Boulevard	34,361	2,070	2,508	37,960	2,320	2,770	37,960	2,360	2,870
Crescent Heights Boulevard	S/O Santa Monica Boulevard	23,089	1,700	1,652	23,640	1,730	1,720	23,640	1,790	1,660
Crescent Heights Boulevard	S/O Sunset Boulevard	33,538	2,192	2,257	36,860	2,270	2,350	36,860	2,300	2,270
Doheny Drive	S/O Santa Monica Boulevard	14,545	974	1,063	16,490	1,100	1,180	16,490	1,100	1,190
Doheny Drive	S/O Beverly	18,552	1,177	1,249	22,120	1,330	1,450	22,120	1,410	1,480
Doheny Drive	S/O Sunset Boulevard	9,619	507	613	11,560	550	680	11,560	610	720
Fairfax Avenue	S/O Santa Monica Boulevard	30,457	1,917	2,160	33,330	2,410	2,660	33,330	2,180	2,470
Fairfax Avenue	S/O Sunset Boulevard	31,318	1,948	2,260	34,770	2,270	2,550	34,770	2,080	2,580
Fountain Avenue	E/O La Cienega Boulevard	28,364	1,951	1,987	31,580	2,070	2,180	31,580	2,060	2,000
Fountain Avenue	@ Crescent Heights	34,890	2,413	2,017	41,050	2,600	2,200	41,050	2,820	2,180
Fountain Avenue	@ Fuller Av	35,627	2,072	2,275	41,040	2,330	2,520	41,040	2,260	2,420
La Brea Avenue	S/O Santa Monica Boulevard	39,173	2,394	2,547	42,100	2,610	2,730	42,100	2,760	2,880
La Brea Avenue	S/O Sunset Boulevard	38,020	2,336	2,500	40,310	2,510	2,660	40,310	2,450	2,620
La Cienega Boulevard	S/O Santa Monica Boulevard	35,501	1,972	2,254	38,990	2,130	2,490	38,990	2,250	2,530
La Cienega Boulevard	S/O Sunset Boulevard	36,112	2,140	2,209	36,420	2,150	2,220	36,420	2,200	2,490
Melrose Avenue	E/O Robertson Bl	21,203	1,117	1,484	23,070	1,300	1,640	23,070	1,290	1,610
Melrose Avenue	E/O La Cienega Boulevard	33,983	2,321	2,437	38,830	2,510	2,620	38,830	2,550	2,810
Robertson Boulevard	S/O Beverly	18,840	1,104	1,256	21,500	1,230	1,410	21,500	1,260	1,510
Robertson Boulevard	S/O Santa Monica Boulevard	11,235	550	725	12,490	590	760	12,490	560	740
San Vicente Boulevard	S/O Santa Monica Boulevard	21,220	1,322	1,527	23,230	1,480	1,700	23,230	1,460	1,690
San Vicente Boulevard	S/O Sunset Boulevard	12,830	850	991	15,260	1,000	1,160	15,260	900	1,060
Santa Monica Boulevard	W/O Doheny	40,423	2,229	2,160	45,050	2,430	2,380	45,050	2,410	2,240
Santa Monica Boulevard	E/O La Cienega Boulevard	45,313	2,520	2,771	50,800	2,810	3,080	50,800	3,120	3,460
Santa Monica Boulevard	@ Westbourne Dr	53,388	2,979	3,015	59,600	3,220	3,330	59,600	3,280	3,300
Santa Monica Boulevard	@Crescent Heights Bl	46,468	2,216	2,779	51,550	2,460	2,960	51,550	2,770	3,190
Santa Monica Boulevard	@Formosa Av	45,489	2,389	2,933	52,090	2,570	3,190	52,090	2,870	3,430
Sunset Boulevard	E/O Crescent Heights Bl	56,525	2,995	2,940	60,980	3,210	3,080	60,980	3,220	2,990
Sunset Boulevard	@ Sunset Plaza	51,462	2,124	2,621	56,680	2,320	2,850	56,680	2,560	3,130
Sunset Boulevard	E/O La Cienega Boulevard	52,231	3,097	3,090	55,360	3,220	3,230	55,360	3,330	3,640

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Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-3
Daily Segment Volumes - Existing

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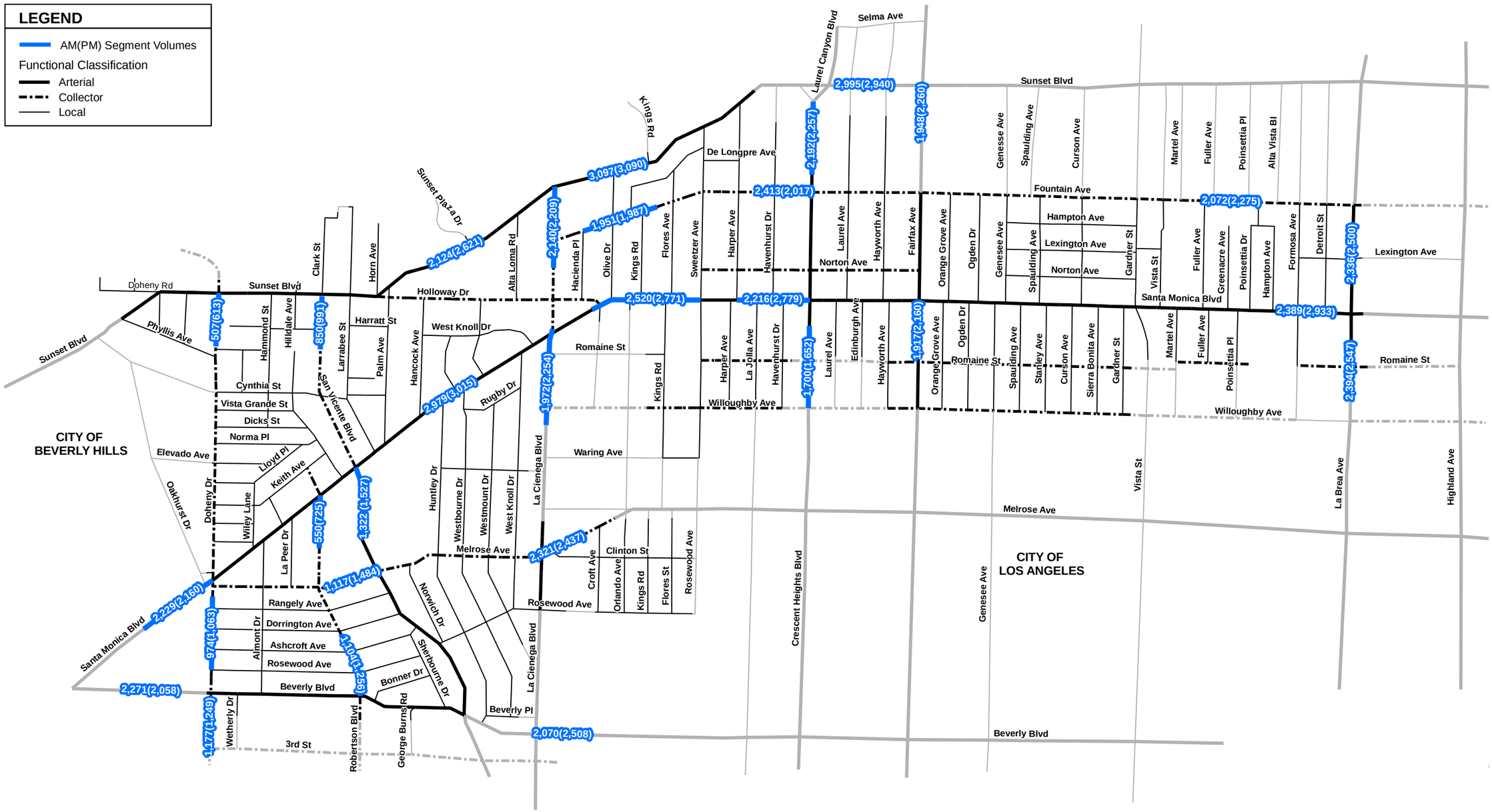

Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-4
Peak Hour Segment Volumes - Existing

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Vehicle Miles Traveled

VMT measures the miles traveled in and to the City of West Hollywood. For VMT calculations, 100% of the mileage is counted for trips that begin and end in the City. For trips to or from the City to or from other areas, 50% of the mileage is counted. Cut-through trips, which neither begin nor end in West Hollywood, are not counted in VMT calculations. Current daily VMT for the City is 1,503,700 miles per day.

Vehicle Hours Traveled

VHT measures the total time spent traveling into and out of the City of West Hollywood. This metric is affected by factors including length of trips, number of trips taken by car, and congestion levels. Current daily VHT for the City is 44,500 hours per day.

Vehicle Trips

VT measures the total number of vehicle trips made in the City of West Hollywood (including trips into and out of the City, but excluding cut-through trips). Existing VT in the City is 355,000 trips per day.

Average Trip Length

Average trip length is calculated by dividing the total VMT by the total number of vehicle trips. Note that while VMT only includes half of mileage for trips that begin or end outside the City (the other half being attributed to the other jurisdiction), the average trip length includes the full trip length. The current average trip length in the City is 7 miles.

TRANSIT

West Hollywood is part of a diverse public transit network. The primary transit carrier is Metro, which provides local and rapid bus lines throughout the City. The primary transit streets are Santa Monica Boulevard, Sunset Boulevard, La Brea, La Cienega, and Fairfax. Given the size of the City, most residents are within a 0.25-mile walk of regional bus routes. West Hollywood's CityLine shuttle service and dial-a-ride provide transportation services for seniors and the disabled, a significant and growing population in the City. Finally, Access Services, Inc. provides Americans with Disability Act (ADA) paratransit services for the City as part of the coordinated paratransit plan for Los Angeles County.

PEDESTRIAN AND BICYCLE FACILITIES

The City has an extensive pedestrian network, including approximately 87 miles of sidewalks. Many streets have wide sidewalks, street trees, and, in commercial areas, other amenities that enhance the pedestrian experience.

The City has a limited bicycle network. There are only 5.5 miles of existing bike lanes in the City, on 43.69 miles of roadway, although a number of low-traffic residential streets also accommodate bicycle travel and connect portions of the bike lane network.

TRUCK ROUTES

There are no officially designated truck routes in the City of West Hollywood. In adjacent Beverly Hills, "heavy vehicle" designated streets that continue through West Hollywood are Santa Monica, La Cienega, and Beverly boulevards. In the City of Los Angeles, all highways classified as "major" or "secondary" are truck routes unless specifically restricted by the posting of weight limit signs. Because of the classifications in neighboring jurisdictions, all east-west and north-south arterial streets in the City of West Hollywood are implied truck routes.

EMERGENCY RESPONSE ROUTES

The City of West Hollywood designates all arterials, collectors, and locals in the City as emergency response or evacuation routes. The designated emergency evacuation route in the event of an emergency depends on where the incident is located.

3.14.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE

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

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Although CEQA does not identify a threshold for analyzing the adequacy of parking supply, this section includes a discussion of parking capacity and demand.

The City of West Hollywood has adopted traffic impact thresholds of significance. These thresholds were designed to address the unique traffic situation in West Hollywood and provide members of the public and decision makers with accurate information in Traffic Impact Studies (TIS) prepared for development projects in the City.

The West Hollywood traffic impact criteria are highly detailed by necessity to address the City's complex traffic situation. The criteria are as follows:

Commercial Corridor Signalized Intersections: If the intersection is formed by two commercial corridors, an impact is considered significant if the following criteria are met:

- The addition of project traffic results in LOS D and an increase in delay of 12 seconds or greater.
- The addition of project traffic results in LOS E or F and an increase in delay of 8 seconds or greater.

For purposes of development review the following are considered commercial corridors:

- Sunset Boulevard
- Santa Monica Boulevard
- Melrose Avenue
- Beverly Boulevard
- Doheny Drive
- Robertson Boulevard
- San Vicente Boulevard (at and/or South of Santa Monica Boulevard)
- La Cienega Boulevard
- Fairfax Avenue
- La Brea Avenue

Other Signalized and/or 4-way Stop Intersections: Significant impacts will occur if the following criteria are met:

- The addition of project traffic results in LOS D and an increase in delay of 8 seconds or greater.
- The addition of project traffic results in LOS E or F and an increase in delay of 5 seconds or greater.

Unsignalized Intersections (and/or 1-way or 2-way stops): Significant impacts will occur if the following criteria are met:

- The addition of project traffic results in LOS D, E, or F and an increase in delay of 5 seconds or greater.

The Los Angeles CMP defines a significant impact to a CMP arterial monitoring location if the proposed project would:

- Increase traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02).

3.14.3 ANALYSIS OF ENVIRONMENTAL IMPACTS

Impact analysis in this section used the West Hollywood Traffic Demand Model. The methodology for the modeling is presented in more detail in the *Travel Forecasts and Traffic Impact Report for the West Hollywood General Plan Update* (Fehr & Peers 2010), which is included as Appendix F of this EIR.

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. Table 3.14-6 presents a comparison of existing and future LOS and delay at study intersections in the cities of West Hollywood, Los Angeles, and Beverly Hills and Figure 3.14-5 illustrates intersection LOS in 2035 under the proposed plan. For 15 of these intersections, the changes that would result from implementation of the proposed General Plan would result in a **less-than-significant** impact. However, implementation of the proposed General Plan would result in **significant** impacts at the remaining intersections during the morning peak hour, the afternoon peak hour, or both morning and afternoon peaks. Figure 3.14-6 illustrates the location of intersections with significant impacts related to intersection LOS in 2035. The intersections with significant impacts are discussed in more detail below:

- Doheny Drive & Sunset Boulevard: This intersection is projected to degrade one service level during both the a.m. and p.m. peak hours with buildout of the proposed General Plan. During the a.m. peak hour, the intersection would worsen from LOS D under existing conditions to LOS E with the General Plan with an increase in average delay of 22 seconds. Increases in traffic volumes along Sunset Boulevard and Doheny Drive would result in increased delay for westbound and northbound drivers. During the p.m. peak hour, the increase in average delay would be approximately 20 seconds due to traffic volume increases and additional delay for vehicles traveling north and south on Doheny Drive and westbound on Sunset Boulevard. Increasing the green time for vehicles traveling on Doheny Drive would reduce delays for northbound and southbound traffic but would further delay eastbound and westbound vehicles traveling on Sunset Boulevard. Operations at this intersection could be improved by providing an exclusive westbound right-turn lane. However, the bus stop located at this corner in addition

to limited right-of-way makes this improvement infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- San Vicente Boulevard & Sunset Boulevard: This intersection is projected to degrade from LOS D under existing conditions to LOS E with buildout of the proposed General Plan and experience an increase in average delay of 25 seconds during the p.m. peak hour. The increase in delay is primarily due to additional vehicles making the northbound right-turn movement from San Vicente Boulevard onto Sunset Boulevard during the p.m. peak hour. This intersection already provides an exclusive northbound right-turn lane plus a shared northbound left/through/right-turn lane, and right-of-way is not available to provide additional northbound capacity. Increasing the amount of green time for the northbound approach would improve the average delay at the intersection; however, the intersection would continue to operate at LOS E during the p.m. peak hour. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- La Cienega Boulevard/Miller Drive & Sunset Boulevard: This intersection is projected to degrade from LOS E under existing p.m. peak hour conditions to LOS F with buildout of the proposed General Plan (average delay increase of 31 seconds). The high level of delay at the intersection is primarily caused by heavy eastbound and westbound traffic volumes along Sunset Boulevard and for the westbound left-turn movement from Sunset Boulevard onto La Cienega Boulevard. The westbound left-turn movement currently operates under protected-permissive phasing, and extending the green time would reduce delays for these vehicles. However, an increase in green time for the westbound left-turn movement would result in decreased green time for eastbound through vehicles, which already experience substantial delays during peak travel hours. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Crescent Heights Boulevard & Sunset Boulevard: This intersection currently operates at LOS E during both the a.m. and the p.m. peak hours and would

Table 3.14-6. General Plan Levels of Service – City of West Hollywood General Plan Update Study Intersections

Int	North/South Street	East/West Street	Existing (2008) AM		Existing (2008) PM		Future (2035) Proposed Project AM		Future (2035) Proposed Project PM		AM Impact Analysis		PM Impact Analysis	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Change in Delay	Impact?	Change in Delay	Impact?
1	Doheny Rd/Cory Av	Sunset Bl	23	C	28	C	26	C	34	C	4	No	7	No
2	Doheny Dr	Sunset Bl	52	D	60	E	73	E	80	E	22	**Yes**	20	**Yes**
4	San Vicente Bl	Sunset Bl	33	C	36	D	42	D	61	E	9	No	25	**Yes**
5	Larrabee St	Sunset Bl	7	A	10	B	9	A	11	B	2	No	1	No
6	Sunset Plaza Dr	Sunset Bl	9	A	14	B	11	B	22	C	2	No	8	No
7	La Cienega Bl/Miller Dr	Sunset Bl	19	B	59	E	25	C	90	F	7	No	31	**Yes**
9	Crescent Heights Bl	Sunset Bl	58	E	60	E	69	E	74	E	10	**Yes**	14	**Yes**
11	La Cienega Bl	Fountain Av	54	D	192	F	63	E	240	F	9	**Yes**	48	**Yes**
12	Olive Dr	Fountain Av	6	A	4	A	9	A	6	A	2	No	2	No
14	Sweetzer Av	Fountain Av	9	A	12	B	12	B	14	B	2	No	1	No
15	Crescent Heights Bl	Fountain Av	98	F	49	D	113	F	71	E	15	**Yes**	22	**Yes**
17	Fairfax Av	Fountain Av	66	E	58	E	96	F	101	F	30	**Yes**	44	**Yes**
18	Spaulding Av	Fountain Av	5	A	5	A	6	A	6	A	1	No	1	No
20	Gardner St	Fountain Av	56	E	190	F	87	F	289	F	31	**Yes**	100	**Yes**
24	La Brea Av	Fountain Av	64	E	50	D	80	E	64	E	16	**Yes**	14	**Yes**
26	Holloway Dr/Horn Av	Sunset Bl	40	D	54	D	57	E	69	E	17	**Yes**	15	**Yes**
27	La Cienega Bl	Holloway Dr	30	C	58	E	42	D	70	E	13	**Yes**	12	**Yes**
28	Doheny Dr	Cynthia St[2]	21	C	52	F	38	E	110	F	17	**Yes**	59	**Yes**
29	San Vicente Bl	Cynthia St	15	B	20	C	17	B	28	C	1	No	8	No
30	Doheny Dr	Santa Monica Bl (WB)[3]	98	F	39	D	114	F	41	D	16	**Yes**	2	No
	Doheny Dr	Melrose Av/SM Bl (EB)[3]	65	E	191	F	247	F	208	F	182	**Yes**	17	**Yes**
32	Robertson Bl	Santa Monica Bl	35	C	33	C	57	E	56	E	22	**Yes**	24	**Yes**
33	San Vicente Bl	Santa Monica Bl	42	D	61	E	63	E	102	F	20	**Yes**	40	**Yes**
34	Westbourne Dr	Santa Monica Bl	16	B	18	B	20	B	31	C	4	No	13	No
35	La Cienega Bl	Santa Monica Bl	83	F	77	E	103	F	100	F	20	**Yes**	23	**Yes**
36	Croft Av/Holloway Dr	Santa Monica Bl	15	B	32	C	18	B	51	D	3	No	19	**Yes**
39	Sweetzer Av	Santa Monica Bl	14	B	18	B	17	B	21	C	2	No	3	No
41	Crescent Heights Bl	Santa Monica Bl	54	D	111	F	74	E	135	F	20	**Yes**	24	**Yes**
42	Laurel Av	Santa Monica Bl	10	A	11	B	11	B	11	B	1	No	1	No
43	Fairfax Av	Santa Monica Bl	60	E	82	F	79	E	155	F	20	**Yes**	73	**Yes**
46	Gardner St	Santa Monica Bl	19	B	25	C	21	C	37	D	2	No	12	**Yes**
47	Martel Av	Santa Monica Bl	8	A	15	B	9	A	17	B	1	No	2	No
49	Formosa Av	Santa Monica Bl	10	A	36	D	14	B	59	E	4	No	23	**Yes**
50	La Brea Av	Santa Monica Bl	59	E	71	E	80	E	101	F	21	**Yes**	30	**Yes**
54	Robertson Bl	Melrose Av	15	B	13	B	17	B	15	B	2	No	2	No
55	San Vicente Bl	Melrose Av	34	C	23	C	42	D	32	C	8	No	9	No
56	Huntley Dr	Melrose Av	26	C	7	A	35	C	8	A	9	No	1	No
57	La Cienega Bl	Melrose Av	60	E	40	D	72	E	53	D	12	**Yes**	13	**Yes**
61	Doheny Dr	Beverly Bl	45	D	48	D	71	E	72	E	26	**Yes**	24	**Yes**
63	Robertson Bl	Beverly Bl	61	E	34	C	75	E	50	D	14	**Yes**	16	**Yes**
65	San Vicente Bl	Beverly Bl	40	D	39	D	44	D	59	E	4	No	20	**Yes**
66	La Cienega	Beverly Bl	64	E	84	F	85	F	107	F	21	**Yes**	23	**Yes**
72	La Brea Av	Romaine St	11	B	51	D	14	B	46	D	3	No	-5	No

[1] Beyond a certain point intersection delay can no longer be accurately calculated. The intersection is said to be overflowing (OVFL).
[2] Intersection is controlled by stop signs and delay is reported for the worst-case movement.
[3] Intersection is controlled by two signals on one controller. Delay and LOS are reported for each signal.
Notes: For signalized intersections, average delay beyond 200 seconds is reported as OVFL.
For unsignalized intersections, worst-case approach delay beyond 50 seconds is reported as OVFL.

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Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-5
Proposed General Plan (Year 2035) Intersection Levels Of Service

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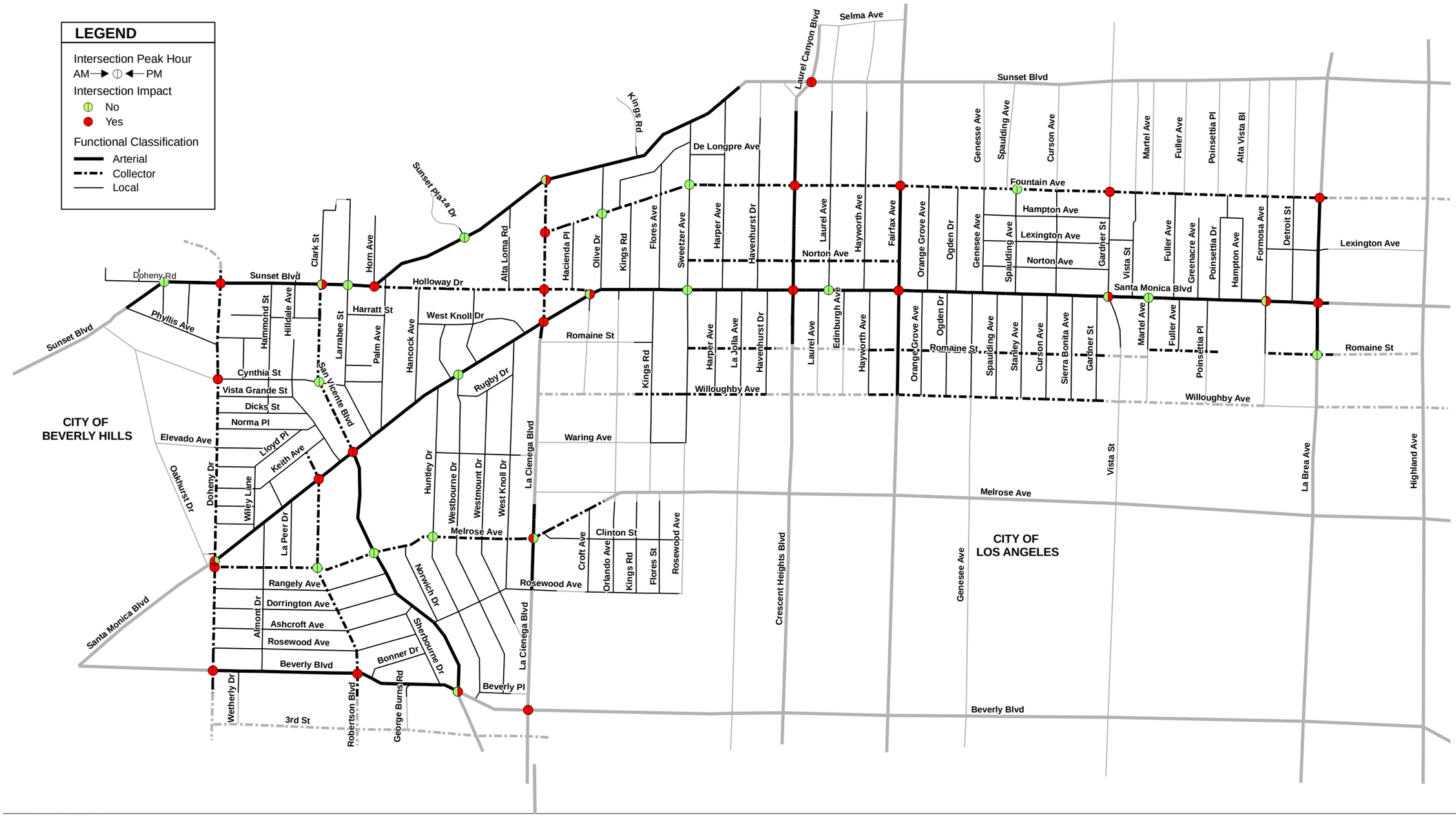

Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-6
Proposed General Plan Intersection Impacts

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continue to operate at LOS E with buildout of the General Plan (10-second increase in average delay during the a.m. peak hour and 14-second increase in average delay during the p.m. peak hour). LOS E operations are caused by high traffic volumes along Sunset Boulevard and on southbound Crescent Heights Boulevard under existing and future conditions. The increase in delay at this intersection is primarily due to traffic volume increases along Sunset Boulevard in both the eastbound and westbound directions during the peak hours. Limited right-of-way makes improvements to this intersection infeasible. This intersection is located outside the jurisdiction of West Hollywood, within the City of Los Angeles.

- La Cienega Boulevard & Fountain Avenue: This intersection operates at LOS D and LOS F under existing conditions during the a.m. and p.m. peak hours, respectively, and is projected to degrade to LOS E during the a.m. peak hour and continue to operate at LOS F during the p.m. peak hour with buildout of the proposed General Plan. The increase in average delay is expected to be 9 seconds during the a.m. peak hour and 48 seconds during the p.m. peak hour. During the a.m. peak hour, the additional delay is caused by increased volumes and congestion for vehicles traveling westbound on Fountain Avenue and turning onto southbound La Cienega Boulevard. Increases in p.m. peak hour delay are primarily due to vehicles traveling northbound on La Cienega Boulevard and turning onto Fountain Avenue. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Crescent Heights Boulevard & Fountain Avenue: This intersection operates at LOS F under existing conditions during the a.m. peak hour and is projected to continue to operate at LOS F with buildout of the proposed General Plan with an increase in average delay of 15 seconds. During the p.m. peak hour, this intersection currently operates at LOS D and would degrade to LOS E with an increase in delay of 22 seconds with the proposed General Plan. During the a.m. peak hour, the poor LOS is due to high traffic volumes on westbound Fountain Avenue and southbound Crescent Heights Boulevard. Conversely, during the p.m. peak hour the intersection experiences high traffic volumes on eastbound Fountain Avenue and northbound Crescent Heights Boulevard. This intersection could be improved by providing exclusive right-turn lanes on Fountain Avenue

for vehicles turning onto Crescent Heights Boulevard. The width of the curb lane currently allows some vehicles to make a right turn on red even if a vehicle traveling through the intersection is stopped. While striping the right-turn pockets would provide reduced delay for vehicles turning onto Crescent Heights Boulevard, the intersection would continue to operate at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Fountain Avenue & Fairfax Avenue: This intersection currently operates at LOS E during both peak hours and is projected to degrade to LOS F during the a.m. and p.m. peak hours with buildout of the proposed General Plan (average delay increase of 30 seconds during the a.m. peak hour and 44 seconds during the p.m. peak hour). Poor operations are partially caused by heavy left-turn movements from Fountain Avenue onto Fairfax Avenue with peak volumes exceeding 200 vehicles per hour in both the eastbound and westbound directions. Modifying the existing permissive left-turn phasing to protected permissive would improve the delay for left-turning vehicles. An additional improvement at this location is the striping of a right-turn lane on southbound Fairfax Avenue for vehicles turning onto Fountain Avenue. During the a.m. peak hour, nearly 300 vehicles make this turning movement and additional demand would occur with the proposed General Plan. The width of the southbound curb lane currently allows some vehicles to make a right turn on red even if a vehicle traveling through the intersection is stopped. While providing protected-permissive left-turn phasing on Fountain Avenue and striping the southbound right-turn pocket on Fairfax Avenue would provide reduced delay for applicable movements, the intersection would continue to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour (see Mitigation Measure 3.14-1).

- Gardner Street & Fountain Avenue: This intersection currently operates at LOS E during the a.m. peak hour and is expected to degrade to LOS F with buildout of the proposed General Plan (average delay increase of 31 seconds). During the p.m. peak hour, the intersection currently operates at LOS F and would continue to operate at LOS F with an increase in average delay of 100 seconds with the proposed General Plan. The poor operations at this intersection are due to high traffic volumes along Gardner Avenue. Limited right-of-way makes

improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- La Brea Avenue & Fountain Avenue: This intersection currently operates at LOS E during the a.m. peak hour and is expected to continue to operate at LOS E with buildout of the proposed General Plan while experiencing a 16-second increase in average delay. During the p.m. peak hour, the intersection is expected to degrade from LOS D operations under existing conditions to LOS E with the proposed General Plan with an average delay increase of 14 seconds. The poor operations at this intersection are primarily due to high delays for eastbound and westbound vehicles traveling on Fountain Avenue. Increasing the green time for these vehicles, including providing permissive protected left-turn phasing, worsens the overall average intersection delay by degrading operations for north-south traffic on La Brea Avenue. Limited right-of-way makes improvements to this intersection infeasible. This intersection is located outside the jurisdiction of West Hollywood, within the City of Los Angeles.

- Holloway Drive/Horn Avenue & Sunset Boulevard: This intersection currently operates at LOS D during the a.m. and p.m. peak hours and is expected to degrade to LOS E with buildout of the proposed General Plan. The increase in average delay with the General Plan exceeds the City's threshold for significant impacts with an increase of 17 seconds during the a.m. peak hour and 15 seconds during the p.m. peak hour. The approaches with the highest delay at this intersection are northbound Holloway Drive and southbound Horn Avenue. Increasing green times for the north-south movements would improve delay for these vehicles; however, the high traffic volumes on Sunset Boulevard would result in poor east-west operations and worsen overall intersection operations. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- La Cienega Boulevard & Holloway Drive: This intersection currently operates at LOS C during the a.m. peak hour and LOS E during the p.m. peak hour. With buildout of the proposed General Plan, this intersection would degrade to LOS D during the a.m. peak hour and experience an increase in average delay of 13 seconds. During the p.m. peak hour, the intersection would continue to operate at

LOS E with an increase in average delay of 12 seconds. LOS D operations during the a.m. peak hour are primarily due to high southbound traffic volumes along La Cienega Boulevard including the southbound right-turn movement volume of over 600 vehicles (under both existing and proposed General Plan conditions). LOS E conditions during the p.m. peak hour are caused by high traffic volumes along northbound La Cienega Boulevard in addition to a high demand for the eastbound left-turn movement from Holloway Drive to La Cienega Boulevard (over 500 vehicles under both existing and proposed General Plan conditions). An exclusive southbound right-turn lane is already provided at this intersection and the eastbound left-turn movement already operates with protected-permissive signal phasing. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Doheny Drive & Cynthia Street: This is a shared intersection between the City of West Hollywood and the City of Beverly Hills. This intersection is unsignalized with stop signs on Cynthia Street and free-flow traffic along Doheny Drive. The poor operations at this location, LOS C in the a.m. peak hour and LOS F in the p.m. peak hour, are due to 90 vehicles traveling through the intersection along Cynthia Street in the westbound direction during the a.m. peak hour and 50 vehicles traveling in the eastbound direction during the p.m. peak hour. Vehicles turning left from westbound Cynthia Street to southbound Doheny Drive are prohibited during the peak hours. The reported increase in delay with the proposed General Plan is reflecting the worst-case movement at the intersection (the east-west through movements). If the delay for all vehicles traveling through the intersection is considered, this location currently operates at LOS B or better during the peak hours and is expected to continue to operate at LOS B during the peak hours with buildout of the Proposed General Plan. The traffic volumes at this location do not warrant the installation of a traffic signal.

- Doheny Drive & Santa Monica Boulevard & Melrose Avenue: This 5-legged intersection serves as the western gateway to the City of West Hollywood and experiences substantial congestion during both the a.m. and p.m. peak hours with LOS F conditions for the majority of vehicles traveling through the intersection during peak hours. High traffic volumes along Santa Monica Boulevard cause delays for north-south traffic along Doheny Drive. Traffic volumes are

particularly high in the westbound direction in the a.m. peak hour and in the eastbound direction during the p.m. peak hour along Santa Monica Boulevard. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Robertson Boulevard & Santa Monica Boulevard: This intersection currently operates at LOS C during the a.m. and p.m. peak hours. With buildout of the proposed General Plan, operations are expected to degrade by two service levels during both peak hours resulting in LOS E conditions during the a.m. peak hour (22-second increase in average delay) and LOS E during the p.m. peak hour (24-second increase in average delay). The degraded LOS at this intersection is primarily due to high traffic volumes along Santa Monica in both the eastbound and westbound directions. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- San Vicente & Santa Monica Boulevard: This intersection currently operates at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour. Traffic operations are projected to degrade by one service level with buildout of the proposed General Plan to LOS E during the a.m. peak hour (20-second increase in average delay) and LOS F during the p.m. peak hour (40-second increase in average delay). The increase in delay with the General Plan is caused by additional vehicles traveling on Santa Monica Boulevard during both peak hours. Traffic volume increases on San Vicente Boulevard also worsen delay for north-south vehicles during the p.m. peak hour. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- La Cienega Boulevard & Santa Monica Boulevard: This intersection currently operates at LOS F during the a.m. peak hour and is expected to worsen with buildout of the proposed General Plan with an increase in average delay of 20 seconds. During the p.m. peak hour, this intersection operates at LOS E and is expected to degrade to LOS F with an increase in average delay of 23 seconds.

Additional delay during the a.m. peak hour is caused primarily by increases in traffic volumes on westbound Santa Monica Boulevard and on southbound La Cienega Boulevard. During the p.m. peak hour, operations worsen at each approach to the intersection as a result of increased traffic volumes. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Croft Avenue/Holloway Drive & Santa Monica Boulevard: This intersection currently operates at LOS C during the p.m. peak hour and is expected to degrade to LOS D with buildout of the proposed General Plan with an increased in average delay of 19 seconds. The increase in delay is primarily due to additional congestion at the intersection of Croft Avenue/Santa Monica Boulevard and Holloway Drive. These movements could be improved by increasing the amount of green time provided. However, the high traffic volumes along Santa Monica Boulevard would be adversely affected by this change. A westbound right-turn lane is already provided for vehicles traveling on Santa Monica Boulevard to Holloway Drive (over 200 vehicles during the p.m. peak hour). Additional turn lanes are not feasible due to right-of-way constraints. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Crescent Heights Boulevard & Santa Monica Boulevard: This intersection currently operates at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour. With buildout of the proposed General Plan, operations are expected to degrade to LOS E during the a.m. peak hour with an increase in average delay of 20 seconds and stay at LOS F during the p.m. peak hour with an increase in average delay of 24 seconds. Poor LOS at this intersection is due to high volumes along Santa Monica Boulevard during both peak hours, on southbound Crescent Heights Boulevard during the a.m. peak hour, and on northbound Crescent Heights Boulevard during the p.m. peak hour. The northbound left-turn movement from Crescent Heights Boulevard to Santa Monica Boulevard is currently prohibited during the p.m. peak hour (3:00–7:00 p.m.). Exclusive right-turn lanes are provided for the westbound and southbound right-turn movements. Additional turn lanes are not feasible due to right-of-way constraints. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Fairfax Avenue & Santa Monica Boulevard: This intersection currently operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. With buildout of the proposed General Plan, the intersection is expected to continue to operate at LOS E and LOS F during the a.m. and p.m. peak hours, respectively, with an increase in average delay of 20 seconds during the a.m. peak hour and 73 seconds during the p.m. peak hour. This intersection could be improved by providing an exclusive right-turn lane on southbound Fairfax Avenue for vehicles turning onto Santa Monica Boulevard. The width of the curb lane currently allows some vehicles to make a right turn on red even if a vehicle traveling through the intersection is stopped. While striping the right-turn pocket would reduce delay for vehicles turning onto Santa Monica Boulevard, the intersection would continue to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour (see Mitigation Measure 3.14-1).

- Gardner Street & Santa Monica Boulevard: This intersection currently operates at LOS C during the p.m. peak hour and is expected to degrade to LOS D with buildout of the General Plan with an increase in average delay of 12 seconds. The increase in delay is primarily due to high traffic volumes along Santa Monica Boulevard. In addition, the eastbound left-turn movement from Santa Monica Boulevard onto Gardner Street has a volume ranging from 160 to 170 vehicles (under existing conditions and with the General Plan) during the p.m. peak hour. Providing protected-permissive phasing for the eastbound left-turn movement during the p.m. peak hour would improve delay for these vehicles. However, overall intersection operations would remain at LOS D during the p.m. peak hour with the proposed General Plan (see Mitigation Measure 3.14-1).

- Formosa Avenue & Santa Monica Boulevard: This intersection currently operates at LOS D and is expected to degrade to LOS E with an increase in average delay of 23 seconds with buildout of the General Plan during the p.m. peak hour. The increase in delay is primarily due to heavy traffic volumes on Santa Monica Boulevard. Limited right-of-way and potential loss of parking along Formosa Avenue make improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- La Brea Avenue & Santa Monica Boulevard: This intersection currently operates at LOS E during the a.m. and p.m. peak hours. With buildout of the proposed

General Plan, operations would remain at LOS E during the a.m. peak hour (average delay increase of 21 seconds) and worsen to LOS F during the p.m. peak hour (average delay increase of 30 seconds). The additional delay during both peak hours is due to heavy traffic volumes along Santa Monica Boulevard and La Brea Avenue. During peak hours, parking along La Brea is restricted to provide three northbound and southbound travel lanes. In addition, protected-permissive phasing is provided for each left-turn movement at this intersection. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible. La Cienega Boulevard & Melrose Avenue: This intersection currently operates at LOS E during the a.m. peak hour and is expected to continue to operate at LOS E with buildout of the proposed General Plan (average delay increase of 9 seconds). Poor operations are due to high traffic volumes along southbound La Cienega Boulevard during the a.m. peak hour along with a high demand for the westbound left-turn movement from Melrose Avenue onto La Cienega Boulevard (over 300 vehicles under both existing and proposed General Plan conditions). The westbound left-turn movement already operates with protected signal phasing. Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- Doheny Drive & Beverly Boulevard: This intersection currently operates at LOS D during the a.m. and p.m. peak hours. With buildout of the proposed General Plan, operations are expected to degrade by one service level during both peak hours to LOS E with an increase in average delay of 26 seconds during the a.m. peak hour and 24 seconds during the p.m. peak hour. The worsened LOS is primarily due to heavy traffic volumes along Beverly Boulevard and increased delay on Doheny Drive with buildout of the proposed General Plan. A protected left-turn phase is currently provided for vehicles traveling on westbound Beverly Boulevard and turning left onto Doheny Drive (approximately 250 vehicles during the a.m. peak hour and 150 vehicles during the p.m. peak hour). Limited right-of-way makes improvements to this intersection infeasible. There is no feasible mitigation for this intersection LOS impact within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible.

- San Vicente Boulevard & Beverly Boulevard: This is a shared intersection between the City of West Hollywood and the City of Los Angeles. This intersection currently operates at LOS D during the p.m. peak hour and is expected to degrade to LOS E with buildout of the proposed General Plan with an increase in average delay of 20 seconds. LOS E operations are primarily due to high left-turn volumes for vehicles traveling on San Vicente Boulevard, both northbound (over 230 vehicles) and southbound (over 160 vehicles), and making a left-turn onto Beverly Boulevard. Delay could be reduced by provided protected-permissive phasing for these left-turn movements during the p.m. peak hour; however, the intersection would continue to operate at LOS E with the proposed General Plan (see Mitigation Measure 3.14-1).

- La Cienega Boulevard & Beverly Boulevard: This intersection currently operates at LOS E during the a.m. peak hour and is expected to degrade to LOS F with buildout of the proposed General Plan with an increase in average delay of 21 seconds. During the p.m. peak hour, the intersection currently operates at LOS F and would continue to operate at LOS F with an increase in average delay of 23 seconds with the proposed General Plan. Poor operations at this intersection are due to high peak hour traffic volumes along westbound Beverly Drive and southbound La Cienega Boulevard during the a.m. peak hour and on eastbound Beverly Drive and northbound La Cienega Boulevard during the p.m. peak hour. An exclusive northbound right-turn lane is already provided along with a right-turn overlap phase to serve the high p.m. peak hour demand for this movement (approximately 400 vehicles under existing and proposed General Plan conditions). A protected left-turn phase is provided for vehicles traveling on eastbound Beverly Boulevard to northbound La Cienega Boulevard (over 250 vehicles under existing and General Plan conditions during the p.m. peak hour). Limited right-of-way makes improvements to this intersection infeasible. This intersection is located outside the jurisdiction of West Hollywood, within the City of Los Angeles.

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, including roadway service. The Mobility Element, in particular, contains policies specifically written to address transportation impacts. Policies and programs related to transportation include:

- Continuing to encourage the expansion of local and regional transit systems, including the Red Line extension, which serve or have alignments and stops within the City.
- Working with transit providers to improve the quality of transit stations, transit stops, and transfer points by enhancing the following passenger amenities, among others, as appropriate:
    - Way-finding and clear signage
    - Bus shelters and shade structures
    - Clean and comfortable waiting areas
    - Attractive landscaping, art, and paving materials
    - User-friendly system and route maps
    - Updated and current schedules
    - Real-time arrival times via GPS updates (i.e., "NextBus"),
    - Adequate seating areas based on passenger volumes and typical wait times
    - Adequate pedestrian walkways
    - Convenient pay stations
    - Bicycle storage
    - Public restrooms
- Ensuring public transit amenities and incentive programs are considered for inclusion in development projects.
- Considering the expansion of locally-provided transit services and working with regional transit providers to increase frequency, including extending frequent bus service into the evenings and on weekends.
- Working with regional transit providers to improve access to local and regional transit services, particularly for the following populations:
    - Senior and persons with disabilities
    - Persons with low and moderate income

  - Students
  - The temporarily disabled
  - Transit-dependent populations

- Seeking to maximize the target audience and the operating efficiency of the existing City internal transit system, including dial-a-ride, taxi coupon, bus pass, and CityLine programs.
- Seeing to create incentives for discretionary transit riders, such as visitors to cultural and entertainment destinations and others.
- Engaging in outreach and education to publicize transit options to City residents.
- Seeking to optimize traffic infrastructure and working with transit agencies to make bus travel times more competitive with automobile travel times.
- Participating in regional discussions, planning efforts, and advocacy to improve regional transportation solutions and to improve the efficiency, reliability, accessibility, quality, and frequency of transit service to and within the City.
- Continuing to advocate for and cooperating with regional partners including Metro, the Westside Cities Council of Governments (WSCOG), and the Southern California Association of Governments (SCAG) to create an environmentally and financially sustainable, complete, and comprehensive regional transportation network connecting West Hollywood to other destinations.
- Working with adjacent jurisdictions, regional transportation agencies, and others to pursue common interests relating to the City's transportation system and the mobility of West Hollywood's residents and visitors. The efforts that should be coordinated include, but are not limited to:
  - Intersection signal timing along the City's boundaries
  - Transit levels of service, including the Red Line Subway extension and rail feeder services
  - Transportation demand management programs
  - Bus stop locations
  - Transit center or rail stop locations

- Working with regional transportation agencies to establish Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs to improve regional transportation and reduce through travel within the City.
- Implementing improvements identified in the adopted SCAG Regional Transportation Plan as funding becomes available.
- Pursuing multi-jurisdictional car-sharing and bike-sharing programs with regional partners including the Westside Cities and SCAG.
- Encouraging and providing incentives and programs for people to walk more and drive less.
- Prioritizing space for pedestrians and bicycles in the design and improvement of public rights of way.
- Implementing improvements identified in the adopted Bicycle and Pedestrian Mobility Plan and ADA Transition Plan as funding becomes available.
- Providing the following pedestrian amenities throughout the street network, among others:
    - Wider sidewalks
    - Street trees and landscaping
    - Bulb-outs
    - Seating areas
    - Pedestrian-oriented lighting
- Working with businesses and business groups to improve walkability on major corridors and supports private investment into pedestrian-oriented amenities.
- Limiting the quantity and width of new curb cuts for vehicle access in order to improve the pedestrian network.
- Seeking to minimize the negative impacts of parking for the pedestrian realm and accommodating bicycles, carpool and carshare vehicles, and other modes of transit wherever possible in the design of public parking.

- Providing for the construction of pedestrian rights of way to allow convenient and unimpeded circulation to, through, and within new commercial development.
- Requiring design measures as appropriate to accommodate access by pedestrians, bicycles, and transit within new development and to provide connections to adjacent development.
- Enhancing pedestrian accessibility by providing bulb-outs where appropriate in order to minimize pedestrian crossing distances and improve visibility.
- Implementing improvements identified in the adopted Bicycle and Pedestrian Mobility Plan (2003) as funding becomes available.
- Ensuring that new development of commercial and multi-family residential uses enhance the City's bicycle network and facilities.
- Considering the installation of bicycle amenities including parking, storage, dedicated bicycle lanes, and bicycle way-finding/signage along planned bicycle routes, throughout commercial areas, and at all public facilities.
- Exploring the development of bicycle stations throughout the City and at major transit stops. The bicycle stations should consider amenities such as the following:
    - Lockers
    - Showers
    - Bicycle repair
    - Bicycle sharing facilities
- Requiring major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle-transit centers in nearby locations.
- Utilizing outreach and public education activities to increase bicycling for recreation, commuting, and shopping. This may include City-sponsored bike festivals, maintenance classes, and route maps, among others.
- Maintaining a current Streetscape Master Plan that balances the needs of pedestrians, bikes, public transit, passenger vehicles, and commercial vehicles.
- Prioritizing property access to promote transit, walking, and bicycling over auto access.

- Optimizing roadway and signal systems with appropriate technologies to support access and multi-modal travel.
- Continuing to secure street dedication for pedestrian and bicycle facilities and/or streetscape improvements.
- Considering the collection of fees from developers to undertake the following infrastructure projects to support new development:
    - Sidewalk improvements
    - Aesthetic repaving and landscaping
    - Bicycle infrastructure
    - Traffic calming devices
    - Traffic signals
    - Other street improvements that maintain the pedestrian-oriented character of the community
- Requiring new development to pay for their share of transportation improvements necessitated by that development.
- Investigating and utilizing state-of-the-art transportation system management technology and industry practices to address recurring and non-recurring traffic events (i.e., special events, incident/emergency management). Technologies may include traffic cameras, synchronization of signals, photo enforcement and other intelligent transportation system improvements.
- Maintaining and periodically updating a Transportation Demand Management (TDM) Ordinance to reduce auto trips associated with new development.
- Considering the implementation of implementing multimodal performance measures for analyzing the impacts of new development.
- Considering the requirement for new residential and commercial development to provide a partial transit subsidy for employees and/or residents.
- Continuing to study the community's travel characteristics to identify actions and techniques for reducing travel demand.

- Continuing to support carpool, rideshare, and telecommuting programs in partnership with the City's business community, and striving for increased participation rates.
- Implementing car-sharing and bike-sharing programs for City employees.
- Responding to changes in demand by replacing auto infrastructure with other types of transportation infrastructure. For example, the City may replace auto parking with bicycle parking as bicycle use grows, or designate auto lanes for public transit only.

With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of Mitigation Measure 3.14-1, program-level impacts to intersection LOS would be reduced, but not to a less-than-significant level. This 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, specific mitigation measures will be placed on the project as conditions of approval.

DAILY AND PEAK HOUR ROADWAY SEGMENT VOLUMES

Existing daily and peak hour traffic volumes are compared to future conditions under the proposed General Plan in Table 3.14-5 and Figures 3.14-7 and 3.14-8. In general, development under the proposed General Plan will not substantially alter the overall pattern of traffic on West Hollywood streets, though all study segments will see some increase in vehicular traffic. Some segments with relatively lower existing volumes, such as Doheny Drive or San Vicente Boulevard south of Sunset Boulevard, will see a greater percentage increase in volumes. However, the absolute gain in traffic volume will usually be lower than the larger streets. Similarly, streets with greater existing volumes tend to see a lower percentage increase, but a greater absolute gain in volumes.

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, including vehicle roadway capacity. The Mobility Element, in particular, contains policies specifically written to address transportation impacts, as discussed in the analysis of peak hour intersection LOS.

The City of West Hollywood has not established a threshold of significance for daily or peak hour roadway segment volumes for arterials and collectors. For this reason, **no significance**

conclusion is presented for this issue area, but modeling results are provided for information purposes.

TRANSPORTATION PERFORMANCE MEASURES

In addition to LOS and traffic volume information, there are several alternative metrics that can provide additional information about the performance of the City's transportation system. The proposed General Plan focuses on transportation system management, public transit, and pedestrian and bicycle transportation, and comparison to metrics such as vehicle miles traveled, (VMT), vehicle hours of travel (VHT), and vehicle trip generation (VT), and average trip length provides useful information about the overall performance of these policies and programs, and the City's transportation system as a whole.

Traffic modeling conducted for the proposed General Plan assumes that the population will increase by 18.3% over existing, and that the total employment will increase by 25.3%. Existing and proposed 2035 VMT, VHT, VT, and average trip length information are presented in Table 3.14-7.

Table 3.14-7. Daily Performance Measures

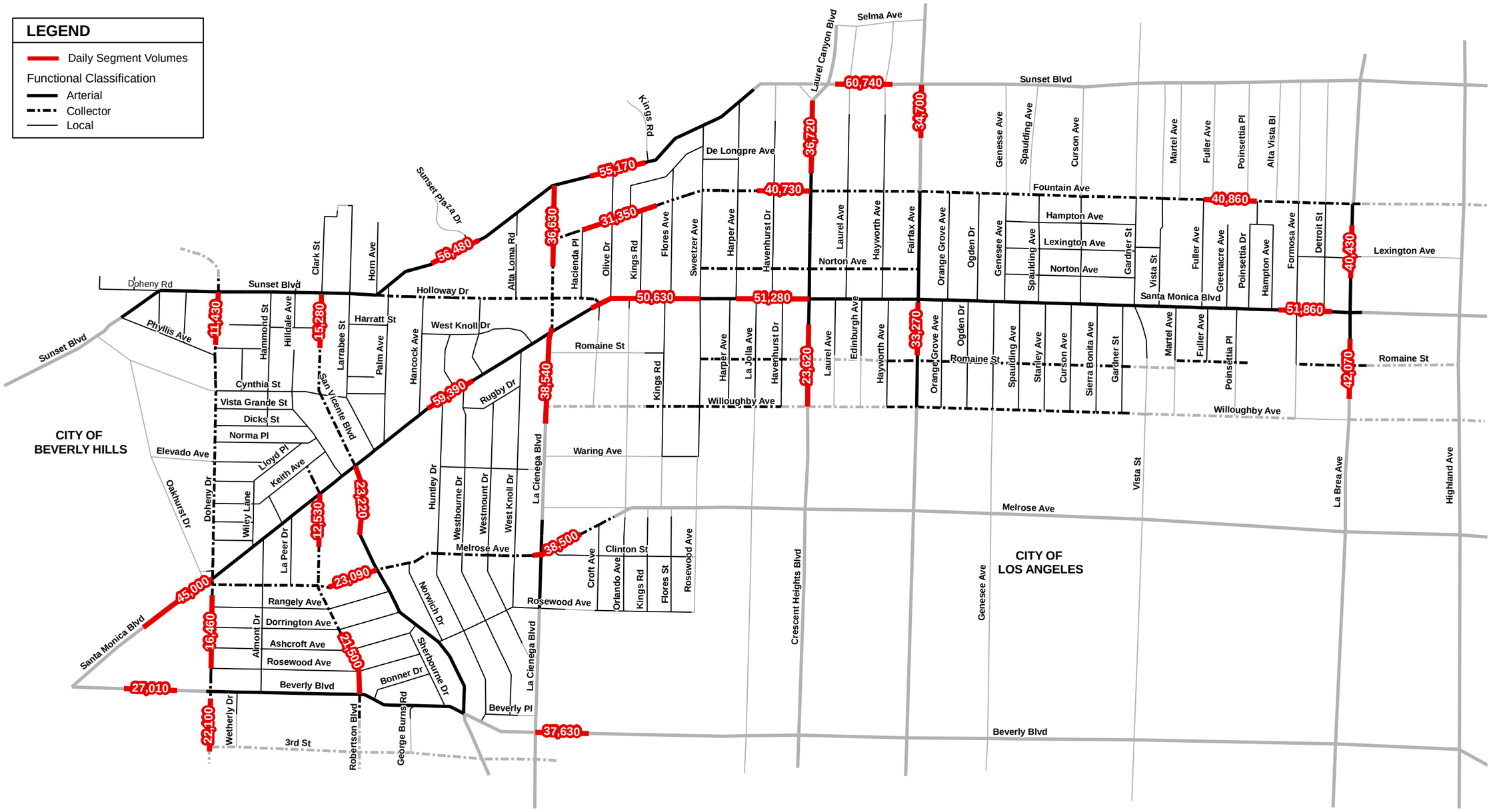
Scenarios	VMT	VHT	VT	Average Trip Length
Existing Conditions	1,503,718	44,557	354,967	7.02
Proposed General Plan (2035)	1,726,427	56,004	409,341	6.99
Percentage Change from Existing	14.8%	25.7%	15.3%	-0.1%

Source: Fehr & Peers 2010

VMT and VT are forecast to increase, but the increase would be relatively smaller than the projected population and employment increase, indicating that per capita VMT and VT would decrease modestly. VHT would increase more than 25%, indicating a per capita increase. The average trip length would decline slightly.

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, including vehicle roadway capacity. The Mobility Element, in particular, contains policies specifically written to address transportation impacts, as discussed in the analysis of peak hour intersection LOS.

The City of West Hollywood has not established thresholds of significance for these alternative metrics, including VMT, VHT, VT, and average trip length. For this reason, **no significance**



Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-7
Daily Segment Volumes - Proposed General Plan

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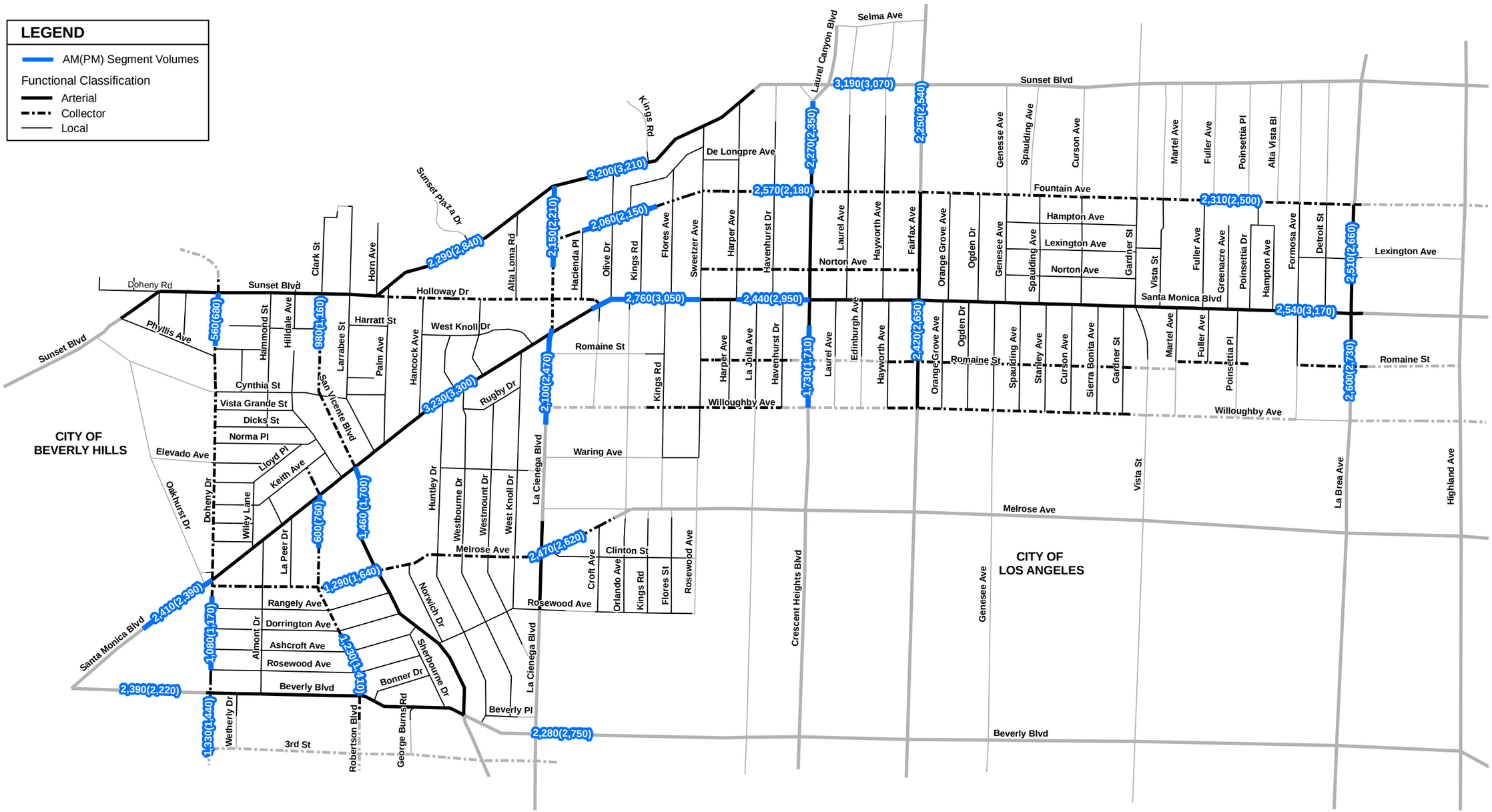

Source: FEHR & PEERS Transportation Consultants 2010

NO SCALE

Figure 3.14-8
Peak Hour Segment Volumes - Proposed General Plan

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conclusion is presented for this issue area, but modeling results are provided for information purposes.

CONGESTION MANAGEMENT PROGRAM 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. Table 3.14-8 presents a comparison of existing and future LOS and V/C ratio at designated CMP intersections in the City of West Hollywood. Implementation of the proposed General Plan would exceed LOS standards established by a County CMP, resulting in a **significant** impact at Doheny Drive and Santa Monica Boulevard.

Table 3.14-8. Intersection Levels of Service for CMP Impact Analysis

Scenario	Street Names	Peak Hour	Scenario		Change in V/C	Significant Impact?
			V/C	LOS		
Existing Conditions	Doheny Drive & Santa Monica Boulevard	AM	1.053	F	N/A	N/A
		PM	0.984	E	N/A	N/A
	La Cienega Boulevard & Santa Monica Boulevard	AM	0.989	E	N/A	N/A
		PM	0.799	C	N/A	N/A
Proposed General Plan	Doheny Drive & Santa Monica Boulevard	AM	1.111	F	0.058	**Yes**
		PM	1.019	F	0.035	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.058	F	0.069	**Yes**
		PM	0.889	D	0.090	No
No Project	Doheny Drive & Santa Monica Boulevard	AM	1.144	F	0.091	**Yes**
		PM	1.057	F	0.073	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.119	F	0.130	**Yes**
		PM	0.918	E	0.119	No
Growth Constrained to Transit Overlay Areas Only	Doheny Drive & Santa Monica Boulevard	AM	1.101	F	0.048	**Yes**
		PM	1.013	F	0.029	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.028	F	0.039	**Yes**
		PM	0.856	D	0.057	No
Extensive TDM Alternative	Doheny Drive & Santa Monica Boulevard	AM	1.074	F	0.021	**Yes**
		PM	1.014	F	0.030	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.016	F	0.027	**Yes**
		PM	0.826	D	0.027	No

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, including roadway service. The Mobility Element, in particular, contains policies specifically written to address transportation impacts, as discussed in the analysis of peak hour intersection LOS.

With adherence to and implementation of the proposed General Plan policies and regulations, program-level impacts to intersection LOS would be reduced, but not to a less-than-significant level. There is no feasible mitigation for these intersection LOS impacts within the existing right-of-way, and taking additional right-of-way for vehicular traffic would be infeasible. This 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.

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 new roadways are planned within the planning area and those that may be proposed for expansion or alteration would be subject to existing City design standards for roadways that ensure that no hazards would result. **No impacts** would result with implementation of the proposed General Plan.

AIR TRAFFIC PATTERNS

No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns would not be altered with implementation of the proposed General Plan. The proposed General Plan would allow mid- to high-rise buildings reaching eight stories within the Commercial-Regional Center land use designation. Future development in the City of West Hollywood would occur through infill and redevelopment activities primarily in five commercial subareas, including Melrose/Beverly District, Santa Monica Boulevard West, the Santa Monica/Fairfax Transit District, the La Brea/Santa Monica Transit District, and the Sunset Strip. Some of these areas already have mid- to high-rise buildings. Current patterns utilized by helicopters accessing facilities within the City and surrounding area, including these areas with existing and proposed mid- to high-rise buildings, would not be considerably altered with implementation of the General Plan. The proposed project would have a **less-than-significant** impact on air traffic patterns. 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.

EMERGENCY ACCESS

The intersection LOS impacts summarized in Table 3.14-6 will generate traffic congestion at intersections that will also have the potential to impede emergency access.

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, which include the following:

- 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.
- Coordinating the provision of law enforcement and 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.

Implementation of current state and federal regulations, the policies of the proposed General Plan, and the City's existing Hazard Mitigation Plan and SEMS/NIMS procedures would serve to reduce the potential impacts on emergency preparedness and emergency access in the city.

With adherence to and implementation of the proposed General Plan policies and regulations, emergency access program-level impacts will be reduced 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.

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. Although existing bicycle infrastructure is limited, the proposed General Plan includes policies and programs to improve bicycle circulation and infrastructure in the City.

Policies in the proposed General Plan include a variety of actions aimed at maintaining the City's transportation system, with a focus on public transit, bicycle, and pedestrian facilities. The Mobility Element, in particular, contains policies specifically written to address transportation impacts, as discussed in the analysis of peak hour intersection LOS.

With adherence to and implementation of the proposed General Plan policies and regulations, program-level impacts to alternative transportation 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

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 the number of residential units, number of employees, and number of visitors that would affect parking needs would occur primarily in these areas.

Parking occupancy studies were conducted in two commercial areas of the City (Civic Enterprises 2010). These studies focused on the Sunset Strip and the area bounded by Santa Monica Boulevard, Melrose Avenue, and San Vicente Boulevard.

The parking occupancy studies included metered street parking, off-street private facilities, and off-street municipal facilities, and presented hourly occupancy data for weekend days, and week days. Occupancy rates above 85% indicate a shortage of available parking. Metered street parking and off-street municipal facilities had occupancy rates above 85% during some periods of weekday and/or weekend days. However, private parking facilities, which represent the

largest share of parking spaces in both commercial areas, were less than 50% occupied during these busy periods.

The parking occupancy study results indicate that the number of spaces available in the study areas generally exceeds the demand. However, the current allocation of these spaces, including private ownership of some parking facilities, may not currently function efficiently to provide access to adequate parking, particularly during peak periods.

Policies in the proposed General Plan include a variety of actions aimed at making efficient use of parking facilities in the City. The Mobility Element, in particular, contains policies specifically written to address parking impacts, which include the following:

- Utilizing existing parking resources – both public and privately owned – as effectively and efficiently as possible.
- Utilizing the most current technology to aid in parking management.
- Encouraging, promoting, and allowing shared and off-site parking arrangements in all commercial areas.
- Pursuing strategies to reduce circling for parking by visitors, including the following:
    - User-friendly informational and wayfinding signage to direct motorists to parking facilities;
    - A shared valet program with standardized uniforms and signage;
    - Technology to provide real-time parking occupancy information to motorists before they begin their trip, en route, and once they arrive at a parking facility;
    - Standardized price information displayed at all public and private parking facilities, including meters.
- Increasing the availability of on-street parking and where feasible, consider dedicating existing roadway travel lanes to parking during non-peak travel hours, and dedicating parking areas for small vehicles, including bicycles.
- Pursuing potential joint use of private parking facilities for public parking.

- Encouraging shared parking and creating a program to pool shared public and private parking spaces in key commercial districts to help create "park once" environments.
- Considering new commercial developments to place their parking spaces in shared parking pools.
- Providing adequate parking whether on-site, off-site, though shared parking or park-once strategies, or other methods.
- Considering the allowance of reductions in minimum parking requirements along commercial corridors, in TOD zones, or for projects that provide dedicated parking spaces for car sharing programs.
- Requiring all new multifamily residential and commercial development located along commercial corridors and in TOD zones to unbundle parking.
- Considering the unbundling of parking requirements for new residential uses.
- Considering the allowance of reductions in parking standards and/or unbundling of parking to encourage the construction of affordable housing, senior housing, special needs housing and housing near high-frequency regional transit services.
- Maintaining demand-responsive pricing of all public on- and off-street parking in commercial corridors.
- Encouraging private parking operators in commercial areas to post information about parking prices, time restrictions, and availability in a consistent manner for all commercial parking.
- Encouraging building owners and/or managers in new multi-family and commercial buildings to make parking spaces available to qualified car-share operators, and to allow public access to the car-share vehicles.
- Consider maintaining and reviewing residential preferential parking districts where appropriate.

In addition to policies and programs focused on parking, the Mobility Element includes policies and programs to reduce vehicle trips, with a corresponding reduction in parking needs, as discussed in the analysis of peak hour intersection LOS.

Implementation of the parking policies and programs proposed in the Draft General Plan would improve access to parking through more efficient use of existing facilities. Although implementation of the proposed General Plan would result in additional residents, employees, and visitors in the City, new development projects would be required to comply with the City's parking requirements. Furthermore, transportation policies of the proposed plan would encourage use of transportation alternatives to the automobile, reducing per capita automobile travel and parking demand. With adherence to and implementation of the proposed General Plan policies and regulations, program-level impacts related to the availability of adequate parking 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.

3.14.4 MITIGATION MEASURES

Implementation of the following programmatic mitigation measures, derived from the proposed General Plan Implementation Programs, will reduce potential impacts at this Program EIR level of analysis, but not 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.

3.14-1 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.

3.14.5 SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measure 3.14-1, which requires intersection improvements, delays at these intersections would be reduced. However, the LOS at these intersections would still be a **significant and unavoidable** impact at the General Plan program level. No feasible mitigation would reduce LOS at CMP intersections to a less-than-significant level; this impact would also remain **significant and unavoidable**. The significance of impacts to transportation 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.

3.15 GLOBAL CLIMATE CHANGE

This section presents a discussion of existing climate conditions, the current state of climate change science, and greenhouse gas (GHG) emissions sources in California and in the City of West Hollywood, as well as a summary of applicable regulations and a description of potential impacts of the proposed General Plan related to climate change.

3.15.1 EXISTING ENVIRONMENTAL SETTING

GENERAL DESCRIPTION OF GLOBAL CLIMATE CHANGE

Climate change consists of persistent, recorded changes in the average weather of the earth, measured by variables such as wind patterns, storms, precipitation, and temperatures that evolve over a long period of time (e.g., decades or centuries). Scientific research on climate change indicates with very high confidence (i.e., at least 90 percent) that the current rate and magnitude of global temperature increases are primarily anthropogenic (i.e., human-caused) and will lead to adverse effects around the globe (IPCC 2007). It is extremely unlikely that global climate change of the past 50 years can be explained without the contribution from human activities (IPCC 2007).

Attributing Climate Change—The Physical Scientific Basis

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. The radiation absorbed by the earth is re-radiated, not as high-frequency solar radiation, but as lower frequency infrared radiation.[3] Most solar radiation passes through GHGs; however, infrared radiation is selectively absorbed by GHGs. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on the earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), and sulfur hexafluoride (SF_6). Anthropogenic emissions of these GHGs leading to atmospheric levels in

[3] The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency (longer wavelength) radiation.

excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2007). CO_2 emissions associated with fossil fuel combustion are the primary contributors to human-induced climate change (EPA 2010d). Following CO_2, CH_4 and N_2O emissions associated with human activities are the next largest contributors to climate change (IPCC 2007; EPA 2010e).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed, it is understood that more CO_2 is currently emitted into the atmosphere than is sequestered. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through photosynthesis and dissolution, respectively. These are two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 54% is sequestered through ocean uptake, northern hemisphere forest regrowth, and other terrestrial sinks within a year, whereas the remaining 46% of human-caused CO_2 emissions remain stored in the atmosphere (Seinfeld and Pandis 1998).

Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and TACs. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, the quantity is enormous, and no single project would be expected to measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro-climate.

Climate change could affect environmental conditions in California through a variety of mechanisms. One effect of climate change is sea level rise. Sea levels along the California coast rose approximately 7 inches during the last century (CEC 2006a), and are predicted to rise an additional 7–22 inches by 2100, depending on the future levels of GHG emissions (IPCC 2007). However, the Governor-appointed Delta Vision Blue Ribbon Task Force has recommended that the state plan for a scenario of 16 inches of sea level rise by 2050 and 55 inches by 2100 (California Natural Resources Agency 2008). Resultant effects of sea level rise could include increased coastal flooding, saltwater intrusion (especially a concern in the low-lying Sacramento–San Joaquin River Delta, where pumps delivering potable water could be threatened), and disruption of wetlands (CEC 2006a). Some low-lying populated areas

throughout the Central Valley and Sacramento–San Joaquin River Delta inundated by sea level rise could experience population displacement and economic disruption.

As the existing climate throughout California changes over time, the ranges of various plant and wildlife species could shift or be reduced, depending on the favored temperature and moisture regimes of each species. In the worst cases, some species would become extinct or be extirpated from the state if suitable conditions are no longer available. Additional concerns associated with climate change are a reduction in the snowpack, leading to less overall water storage in the mountains, the largest "reservoir" in the state, and increased risk of wildfire caused by changes in rainfall patterns and plant communities.

Attributing Climate Change—Greenhouse Gas Emission Sources

State Greenhouse Gas Emissions Inventory

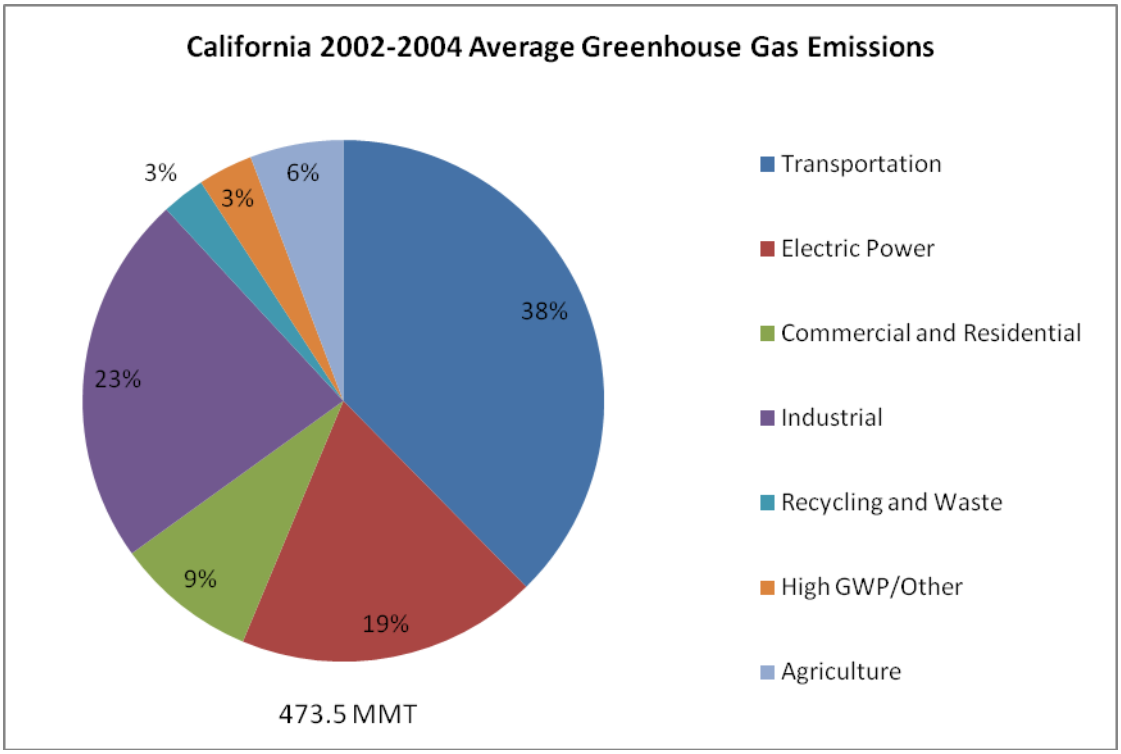
Emissions of CO_2 are byproducts of fossil-fuel combustion and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (CEC 2006b). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CEC 2006b) (see Figure 3.15-1).

GHGs with lower emissions rates than CO_2 may still contribute significantly to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2. The concept of CO_2-equivalency (CO_2e) is used to account for the fact that different GHGs have different potentials to absorb infrared radiation. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Emissions of CH_4 and N_2O are generally two to four orders of magnitude lower than those of CO_2 and are associated with anaerobic microbial activity resulting from agricultural practices, flooded soils, and landfills. CH_4 and N_2O have approximately 23 and 296 times the GWP of CO_2, respectively.

CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through photosynthesis and dissolution, respectively, and are two of the most common types of CO_2 sequestration.

Figure 3.15-1. California's Greenhouse Gas Emissions by Economic Sector (2002–2004 Average)



Notes: GWP = global warming potential; MMT = million metric tons
Source: ARB 2008b

California is the 12th to 16th largest emitter of CO_2 in the world and is responsible for approximately 2 percent of the world's CO_2 emissions (CEC 2006b). California produced 484 million metric tons (MMT) of CO_2e in 2004.

City of West Hollywood

AECOM has developed a GHG emissions inventory (inventory) for community-wide GHG emission sources for the 2008 base year in the City of West Hollywood. This inventory will be used to establish an emissions baseline for the Climate Action Plan (CAP).

The inventory was compiled for the following emission sectors: residential and nonresidential (i.e. commercial and industrial) electricity and natural gas use (i.e., energy use), transportation, solid waste, water use, and wastewater treatment. Government-related GHG emission sources, which include government buildings, vehicle fleets, solid waste, streetlights, and other

government-owned/operated facilities, can be considered a subset of the community-wide emissions inventory.

AECOM also prepared community-wide GHG emissions projections for 2020 and 2035 under a business-as-usual scenario (i.e., a scenario without the GHG reduction measures that will become part of the CAP). In some cases, GHG reductions are anticipated to occur (despite a growing population) due to programs and regulations applied at the federal and state levels (e.g., low carbon fuel standards and renewable energy portfolio requirements). Quantitative reductions attributable to federal and state actions are currently unknown and are not accounted for in the 2020 and 2035 projections.

Community-wide and municipal 2008 GHG emissions were calculated using a "bottom-up" approach, which involves multiplication of an emission factor for a given process by a consumption rate for that process. Table 3.15-1 and Figure 3.15-2 summarize the magnitude and relative contribution of community-wide baseline emissions from each sector.

Table 3.15-1. West Hollywood 2008, 2020, and 2035 Business-as-Usual Community-wide GHG Emissions

	2008 Inventory Emissions		2020 Inventory Emissions		2035 Inventory Emissions	
Community Sector	**MT CO_2e**	**Percent**	**MT CO_2e**	**Percent**	**MT CO_2e**	**Percent**
Residential Electricity Use	29,086	5%	31,243	5%	34,256	5%
Commercial Electricity Use	39,451	7%	42,977	7%	49,831	7%
Industrial Electricity Use	27,908	5%	28,071	4%	31,210	4%
Residential Natural Gas Use	41,292	7%	46,276	7%	49,825	7%
Nonresidential Natural Gas Use	48,838	8%	44,980	7%	46,612	7%
On-road Mobile-Sources	361,350	62%	412,450	64%	456,600	64%
Solid Waste	8,543	1%	9,267	1%	10,172	1%
Wastewater Treatment	20,981	4%	22,768	4%	24,974	4%
Water Use	5,764	1%	8,200	1%	8,971	1%
Total	**583,213**	**100%**	**646,232**	**100%**	**712,451**	**100%**
Per Capita (MT/person)[1]	**15.62**		**16.00**		**16.1**	

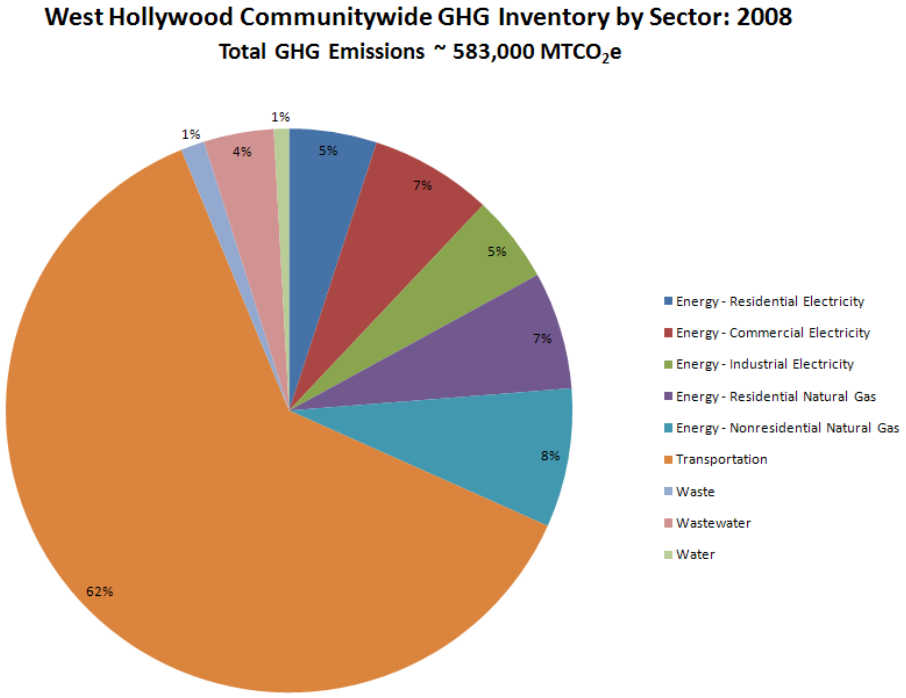
[1] Based on 2008 and 2020 populations of 37,348 and 44,182; the 2020 population was linearly interpolated from the 2008 and 2020 population data.

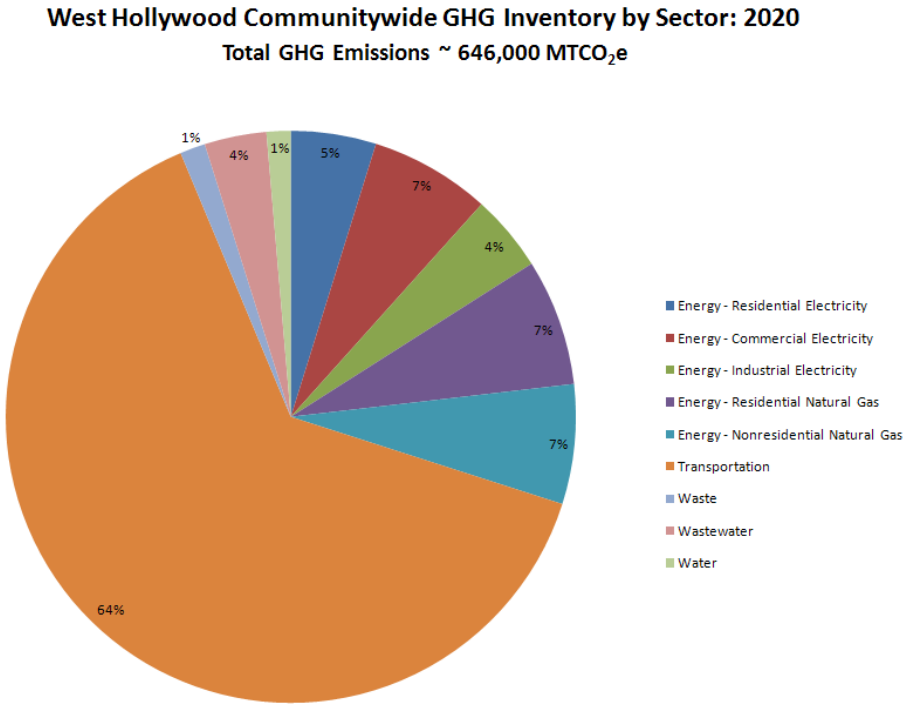
Notes: CO_2e = carbon dioxide equivalent; MT= metric tons

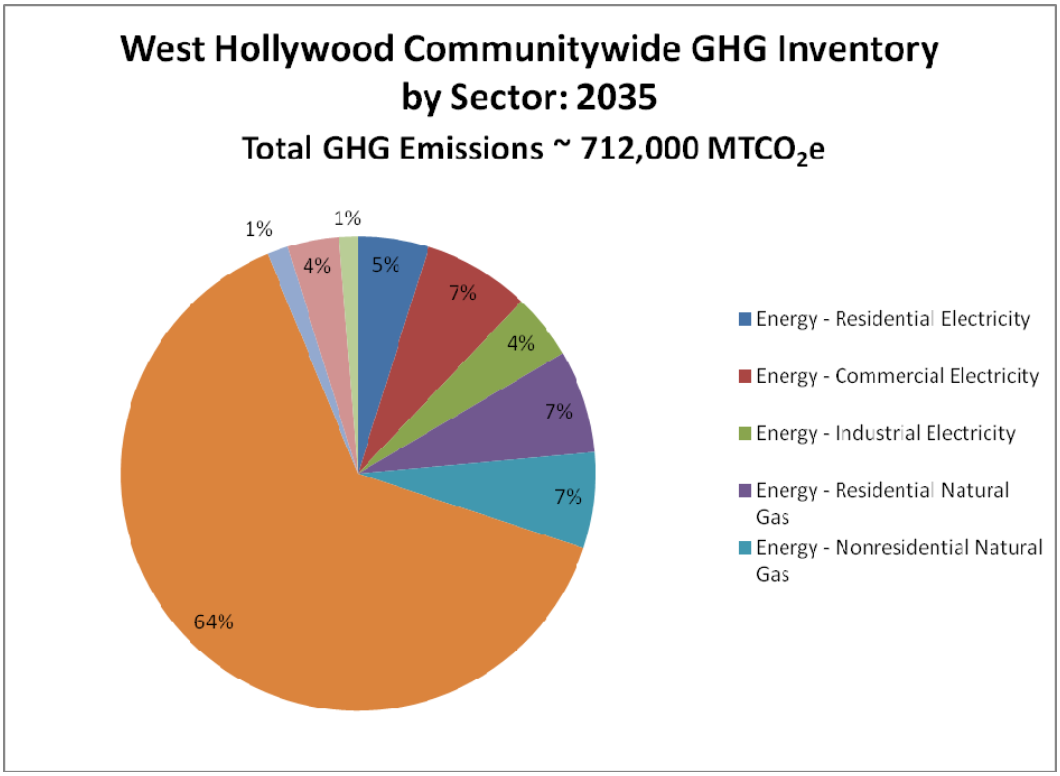
Source: Data compiled by AECOM 2010

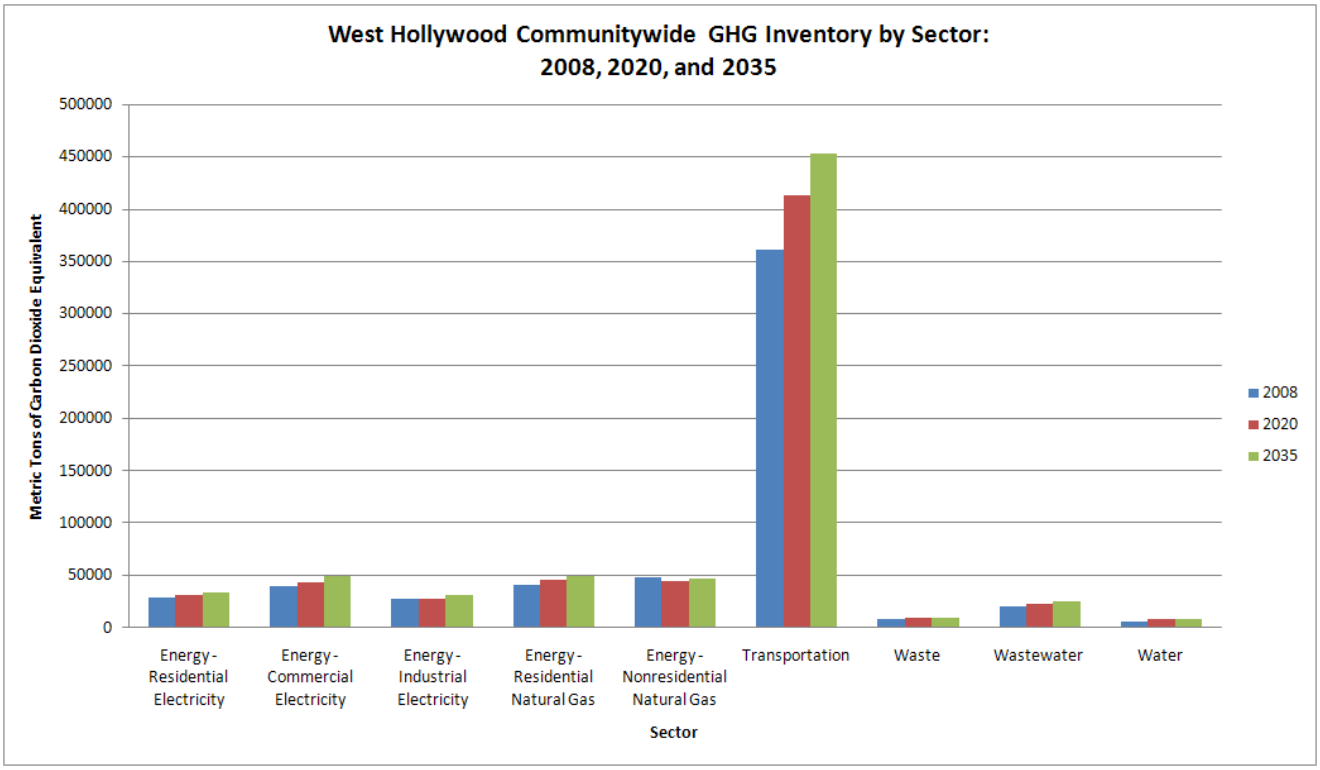
Total community-wide GHG emissions are anticipated to grow by approximately 11% and 21% between 2008 and 2020, and 2008 and 2035, respectively, under a business-as-usual scenario, due largely to projected growth.

Figure 3.15-2. West Hollywood Communitywide GHG Inventory by Sector 2008, 2020, and 2035






West Hollywood Communitywide GHG Inventory by Sector: 2035
Total GHG Emissions ~ 712,000 MTCO2e
5%
7%
4%
7%
7%
64%
1%
4%
1%
Energy - Residential Electricity
Energy - Commercial Electricity
Energy - Industrial Electricity
Energy - Residential Natural Gas
Energy - Nonresidential Natural Gas


West Hollywood Communitywide GHG Inventory by Sector: 2008, 2020, and 2035
Metric Tons of Carbon Dioxide Equivalent
500000
450000
400000
350000
300000
250000
200000
150000
100000
50000
0
Energy - Residential Electricity
Energy - Commercial Electricity
Energy - Industrial Electricity
Energy - Residential Natural Gas
Energy - Nonresidential Natural Gas
Transportation
Waste
Wastewater
Water
Sector
2008
2020
2035

The largest sources of GHG emissions for 2008, 2020, and 2035 are the following, in descending order:

1. On-road mobile sources (~62%)
2. Nonresidential (commercial and industrial) electricity consumption (~12%)
3. Nonresidential natural gas consumption (~8%)
4. Residential natural gas consumption (~7%)
5. Residential electricity consumption (~5%)
6. Wastewater generation (~4%)

On-road mobile source emissions are the largest contributor to community-wide GHG emissions. Climate conditions in the southern California region can result in a smaller relative contribution of energy-related emissions due to less intense need for space heating/cooling as compared to other locations such as northern California.

The remaining sources are similar in magnitude (~1% of the total GHG emissions in 2008, 2020, and 2035):

1. Solid waste
2. Water consumption

The magnitude of GHG emissions increases from 2008 to 2020 and 2035, due primarily to anticipated future population growth (and related consumption) in West Hollywood. The relative percentage of emissions in each sector remains relatively insensitive to change during the projection period. Per capita emissions are predicted to remain relatively similar during the projection period.

Government-Related (Municipal) Emissions

Government-related (municipal) GHG emission sources, which include government buildings, vehicle fleets, solid waste, streetlights, and other government-owned/operated facilities, can be considered a subset of the community-wide emissions inventory. Table 3.15-2 summarizes the magnitude of municipal baseline emissions from sectors for which data are available. Emissions from the municipal vehicle fleet, solid waste, and water/wastewater are not reported since data for these sectors were not available at the time of this writing.

Table 3.15-2. West Hollywood 2008 Municipal GHG Emissions

Municipal Sector	2008 Inventory Emissions MT CO_2e
Buildings and Facilities Electricity Use[1]	670
Buildings and Facilities Natural Gas Use[2]	52
Street Lights[3]	2,211
Traffic Control[3]	69

[1] Based on City municipal accounts data from Southern California Edison (SCE).
[2] Based on City municipal accounts data from Southern California Gas Company (SCG).
[3] From *Electricity Use Report for City of West Hollywood*, prepared by SCE
Notes: CO_2e = carbon dioxide equivalent; MT= metric tons.
Source: Data compiled by AECOM 2010.

3.15.2 REGULATORY SETTING

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. The proper context for addressing this issue in an EIR is at the cumulative level, because although it is unlikely that a single project will contribute significantly to climate change, cumulative emissions from many projects could impact global GHG concentrations and the climate system. In turn, global climate change has the potential to result in sea level rise (resulting in flooding of low-lying areas), to affect rainfall and snowfall (leading to changes in water supply), to affect temperatures and habitats (impacting biological resources), and to result in many other adverse effects.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves.

Legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs, even relatively small additions, on a global basis. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially significant.

REGULATORY FRAMEWORK FOR CLIMATE CHANGE

Numerous federal, state, regional, and local laws, rules, regulations, plans, and policies define the framework that regulates and will potentially regulate climate change. The following discussion focuses on climate change requirements applicable to the project.

Federal Greenhouse Gas Programs

Supreme Court Ruling

EPA is the federal agency responsible for implementing the Clean Air Act (CAA). The Supreme Court of the United States ruled on April 2, 2007, that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, as of the date of publication of this EIR, there are no adopted federal regulations or policies regarding GHG emissions applicable to the proposed project.

EPA Actions

In response to the mounting issue of climate change, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO_2 equivalent per year (CO_2e/yr). This publically available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

On September 15, 2009, EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed a new national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States. EPA proposed the first-ever national GHG emissions standards under the CAA, and NHTSA proposed

Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act. This proposed national program would allow automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both federal programs and the standards of California and other states.

Endangerment and Cause or Contribute Findings

On December 7, 2009, EPA adopted its Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CAA based on Section 202(a) of the CAA, which states that the EPA administrator should regulate and develop standards for "emission[s] of air pollution from any class or classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The rule addresses Section 202(a) in two distinct findings. The first finding addresses whether the concentrations of the six key GHGs (i.e., CO_2, CH_4, N_2O, HFCs, CFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations. The second finding addresses whether the combined emissions of GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and therefore the threat of climate change.

The EPA administrator found that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CAA. The evidence supporting this finding consists of human activity resulting in "high atmospheric levels" of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wild fires, droughts, sea level rise, higher intensity storms) are a threat to the public health and welfare. Therefore, GHGs were found to endanger the public health and welfare of current and future generations.

The EPA administrator also found that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHGs fit within the CAA definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but rather allow EPA to finalize the GHG standards proposed earlier in 2009 for new light-duty vehicles as part of the joint rulemaking with USDOT

State Plans, Policies, Regulations, and Laws

ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988. Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and a real potential exists for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed AB 1493 (Statutes 2002, Chapter 200) (amending Health & Safety Code, Section 42823 and adding Health & Safety Code, Section 43018.5). AB 1493 (also known as the Pavley Bill) requires that ARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by ARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, ARB approved amendments to the CCR in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22% in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term (2013–2016) standards will result in a reduction of about 30%.

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures

could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established targets for total GHG emissions. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050.

The executive order directed the Secretary of Cal/EPA to coordinate a multiagency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing progress made toward reaching the emission targets, impacts of global warming on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the Secretary of Cal/EPA created the California Climate Action Team made up of members from various state agencies and commissions. The California Climate Action Team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, the local government, and the community and through state incentive and regulatory programs.

Assembly Bill 32, California Global Warming Solutions Act of 2006

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves the reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Assembly Bill 32 Climate Change Scoping Plan

In December 2008, ARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which contains the main strategies California will implement to achieve reduction of approximately 169 MMT of CO_2e, or approximately 30% from the state's projected 2020 emission level of 596 MMT of CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10%, from 2002–2004 average emissions) (ARB 2008b). The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards (ARB 2008b):

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e),
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e),
- a renewable portfolio standard for electricity production (21.3 MMT CO_2e), and
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e).

ARB has not yet determined what amount of GHG reductions it recommends from local government operations. The Scoping Plan states that the ultimate GHG reduction assignment to local government operations is to be determined (ARB 2008b). However, the Scoping Plan does state that land use planning and urban growth decisions will play an important role in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. With regard to land use planning, the Scoping Plan reports that approximately 5.0 MMT CO_2e will be achieved by implementation of SB 375, which is discussed further below (ARB 2008b). ARB is also developing an additional protocol for community emissions.

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at over 40% of statewide emissions. The executive order establishes a Low Carbon Fuel Standard that says that

the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10% by 2020. This order also directed ARB to determine whether this standard could be adopted as a discrete early action measure after meeting the mandates in AB 32. ARB adopted the standard on April 23, 2009.

Senate Bill 97

SB 97, signed August 2007, acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directed the California Office of Planning and Research (OPR) to prepare, develop, and transmit guidelines to the California Natural Resources Agency for the feasible mitigation of GHG emissions, or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The California Natural Resources Agency adopted those guidelines on December 30, 2009, which became effective March 18, 2010.

Senate Bill 375

SB 375, signed September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy or alternative planning strategy, which will prescribe land use allocation in that MPO's regional transportation plan. ARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's sustainable communities strategy or alternative planning strategy for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

Addressing Climate Change at the Project Level: California Attorney General's Office

In January, 2010, the California Attorney General's Office released a document to assist local agencies with addressing climate change and sustainability at the project level under CEQA. The document provides examples of various measures that may reduce the impacts related to climate change at the individual project level. As appropriate, the measures will be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees).

Regional and Local Plans, Policies, Regulations, and Ordinances

There are currently no regional or local policies, regulations, or laws specifically pertaining to GHG emissions. The existing General Plan for the City contains numerous goals, policies, and implementation programs pertaining to Land Use and Urban Design, Circulation, Air Quality, and Energy and Water Conservation that also serve to reduce GHG emissions.

Additionally, on October 1, 2007, West Hollywood adopted a Green Building Program. The City's Green Building Program establishes development standards that apply to all development, including all new residential and commercial projects, as well as remodels and tenant improvements. A key component of West Hollywood's Green Building Program is the Green Building Point System for new construction, which offers incentives for projects that achieve exemplary status across a range of sustainable indicators.

EFFECTS OF CLIMATE CHANGE ON THE CITY OF WEST HOLLYWOOD

As discussed previously in this section, human-induced increases in GHG concentrations in the atmosphere have led to increased global average temperatures (global warming) through the intensification of the greenhouse effect, and associated changes in local, regional, and global average climatic conditions.

Although there is a strong scientific consensus that global climate change is occurring and is influenced by human activity, there is less certainty as to the timing, severity, and potential consequences of the climate phenomena. Scientists have identified several ways in which global climate change could alter the physical environment in California (IPCC 2007; CEC 2006a). These include:

- increased average temperatures;
- modifications to the timing, amount, and form of precipitation (rain vs. snow);
- changes in the timing and amount of runoff; and
- reduced water supply.

The changes listed above may translate into a variety of issues and concerns that may affect the City, including but not limited to:

- increased energy demand associated with increased temperatures;
- increased air pollution and related effects on human health;
- decreased water supply, reliability, and quality;
- increased risk of flooding and landslides associated with changes to precipitation patterns; and
- increased frequency and intensity of wildfire as result of changing precipitation patterns and temperatures.

All the above-mentioned effects will have monetary and intangible costs associated with them, such as increased costs of energy, health and other insurance, water, and public service costs and associated tax increases. Loss of landscaping and visual aesthetics are two examples of intangible costs that may affect the City.

Although the proposed General Plan could increase the City's exposure to such risks and hardships, the Plan also includes a variety of policies and programs that would assist the City in avoiding and adapting to the impacts of climate change.

3.15.3 THRESHOLDS FOR DETERMINING SIGNIFICANCE

ARB and SCAQMD have not adopted a significance threshold for analyzing GHG emissions associated with land use development projects such as the proposed project, or a methodology for analyzing impacts related to GHG emissions or global climate change. The City acknowledges that, by adoption of AB 32 and SB 97, the State of California has identified GHG emission reduction goals and that the effect of GHG emissions as they relate to global climate change is inherently an adverse environmental impact. While the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

To meet AB 32 goals, California would need to generate less GHG emissions than current levels. It is recognized, however, that for most projects there is no simple metric available to determine if a single project would substantially increase or decrease overall GHG emission levels.

Although the text of AB 32 applies to stationary sources of GHG emissions, this mandate demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth

within the state. Thus, to achieve the goals of AB 32, which are tied to GHG emission rates of a specific benchmark year (i.e., 1990), California would have to achieve a lower rate of emissions per unit of population than its current rate. Further, to accommodate *future* population and economic growth, the state would have to achieve an even lower rate of emissions per unit than was achieved in 1990. (The goal to achieve 1990 quantities of GHG emissions by 2020 means that this will need to be accomplished in the face of 30 years of population and economic growth beyond 1990.) Thus, future planning efforts that would not encourage reductions in GHG emissions or not enable land uses to operate in a GHG-efficient manner would conflict with the policy decisions contained in the spirit of AB 32, thus impeding California's ability to comply with the mandate.

Thus, if a statewide context for addressing GHG emissions is applied, any net increase in GHG emissions within state boundaries would be considered "new" emissions. For example, a land development project, such as the proposed General Plan, does not create "new" emitters of GHGs but would theoretically accommodate a greater number of residents in the state. Some of the residents that move to West Hollywood could already be residents in California, while others may be from out of state (or would "take the place" of in-state residents who "vacate" their current residences to move to the new project). The out-of-state residents would be contributing new emissions in a statewide context but would not necessarily be generating new emissions in a global context. Given the statewide context established by AB 32, the project would need to accommodate an increase in population in a manner that would not inhibit the state's ability to achieve the goals of lower emissions overall.

However, the State of California has established GHG emission reduction targets and has determined that GHG emissions as they relate to global climate change are a source of adverse environmental impacts in California that should be addressed under CEQA. Although AB 32 did not amend CEQA, it identifies the myriad of environmental problems in California caused by global warming (California Health and Safety Code, Section 38501[a]). SB 97, however, did amend CEQA by directing OPR to prepare revisions to the State CEQA Guidelines addressing the mitigation of GHGs or their consequences. As an interim step toward development of required guidelines, in June 2008, OPR published a technical advisory, entitled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (OPR 2008). In this technical advisory, OPR recommends that the lead agencies under CEQA make a good-faith effort, based on available information, to estimate the quantity of GHG emissions that would be generated by a proposed project, including the emissions associated with vehicular traffic, energy consumption, water usage, and construction activities, to

determine whether the impacts have the potential to result in a project or cumulative impact and to mitigate the impacts where feasible mitigation is available.

The OPR's technical advisory also acknowledges that "perhaps the most difficult part of the climate change analysis will be the determination of significance," and noted that "OPR has asked ARB technical staff to recommend a method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state." ARB has not yet completed this task at the time of writing this EIR.

OPR provided amendments to the state *CEQA Guidelines*, including Appendix G, to address impacts of GHG emissions, as directed by SB 97 (2007). These amendments were approved by the California Natural Resources Agency on December 30, 2009, and were codified in the CCR on March 18, 2010. The thresholds for determining the significance of the impact of projected GHG emissions generated by the project for this analysis are based on OPR's additions to Appendix G of the State CEQA Guidelines. Adoption and implementation of the proposed General Plan would result in a significant adverse impact related to GHG emissions if the goals, policies, objectives, or regulations established by the proposed documents, or if anticipated subsequent development in accordance with those documents, would:

- Generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG

For the purposes of this EIR, the net change in GHG emissions associated with the proposed project are quantified and used as a criterion to determine whether the associated emissions would substantially help or hinder the state's ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020). The analysis of GHG emissions in this EIR recognizes that the impact that GHG emissions have on global climate change does not depend on whether they are generated by stationary, mobile, or area sources, or whether they are generated in one region or another. As stated above, the mandate of AB 32 demonstrates California's commitment to reducing GHG emissions and the state's associated contribution to climate change, without intending to limit population or economic growth within the state. Thus, to achieve the goals of AB 32, which are tied to mass GHG emission levels of a specific benchmark year (i.e., 1990), California would have to achieve a lower rate of emissions per unit of population (per person) and/or per level of economic activity (e.g., per job) than its current

rate. Furthermore, to accommodate future population and economic growth, the state would have to achieve an even lower rate of emissions per unit than it achieved in 1990. (The goal—to achieve 1990 quantities of GHG emissions by 2020—will need to be accomplished despite 30 years of population and economic growth beyond 1990.) For this reason, land uses need to be GHG "efficient" to attain AB 32 goals while accommodating population and job growth. Thus, the program-level analysis of GHGs for this EIR focuses on the annual operational GHG emissions per service population (SP), or annual GHG/SP, where SP is the number of residents accommodated by the proposed project plus the number of jobs supported by the proposed project. The Bay Area Air Quality Management District (BAAQMD) estimates the benchmark for this metric to be approximately 6.6 MT CO_2e/SP/year. The benchmark for this metric was derived from the emission rates at the state level that would accommodate projected population and employment growth under trend forecast conditions, and the emission rates needed to accommodate growth while allowing for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020). BAAQMD has proposed this threshold to be used to determine the significance of proposed plans for GHGs (BAAQMD 2009). SCAQMD has also proposed 6.6 MT CO_2e per SP for a plan level significance threshold (all sectors) (SCAQMD 2009).

Additionally, the application of an efficiency-based metric in this analysis is consistent with the discussion in ARB's Scoping Plan of the importance of GHG efficiency in land use planning that must be achieved to attain the mandated reductions in mass annual GHG emission levels (ARB 2008b, page ES-12). However, although the Scoping Plan discusses efficiency in terms of tons per person, it does not explicitly discuss ways to account for projected growth in the state's population or projected growth in the state's economy. Moreover, the metric of mass GHG emissions per capita would not be useful for understanding the efficiency of nonresidential land uses (e.g., commercial, industrial, educational).

Because the CO_2e/SP/year metric accounts for future population growth, future economic growth, and mass emission targets, future land use development projects that would not be more GHG efficient than "business as usual" would conflict with the spirit of AB 32 policy.

Nonetheless, one of the primary challenges to establishing a reasonable threshold and determining impacts (and mitigation) relates to enactment of AB 32 and other GHG emission-reduction legislations. As previously described, much of this legislation requires ARB and others to establish standards that relate to energy efficiency, carbon levels in fuels, smokestack emissions, and regional transportation planning (i.e., SB 375). These standards are in the development process but may be a few to several years away from implementation. The project, however, would also be in development for multiple decades (~25 years), and during its lifetime

would be subject to these as-yet undeveloped thresholds. There is a lag time between enactment of these legislative fixes and the regulations that will implement them. As a consequence, local governmental agencies are left to struggle with trying to discern the extent to which their decisions can and will influence GHG emissions, versus what still-to-be-developed regulations will achieve. For instance, a local lead agency can base a threshold on generation of emissions below some business-as-usual target, but it is difficult to ascertain whether these regulations will largely result in substantial reductions that hit the target, or whether local agencies will need to impose additional measures. This challenge is discussed in more detail in Section 3.15.4 below.

3.15.4 ANALYSIS OF ENVIRONMENTAL IMPACTS

ANALYSIS METHODOLOGY

At the time of writing this EIR, neither ARB nor any air district in California (including SCAQMD) has formally adopted a recommended methodology for evaluating GHG emissions associated with new development. Pursuant to full disclosure and according to OPR's CEQA Guidelines that state, "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project," the construction and operational emissions associated with the proposed project have been quantified using methods described below.

Construction-related GHG emissions were estimated using the URBEMIS 2007 Version 9.2.4 model that estimates CO_2 emissions associated with construction-related GHG sources such as off-road construction equipment, material delivery trucks, soil haul trucks, and construction worker vehicles (Rimpo and Associates 2008).

Operational emissions of GHGs, including GHGs generated by direct and indirect sources, are estimated according to the recommended methodologies from ARB and the California Climate Action Registry (CCAR). Direct sources include emissions such as vehicle trips, natural gas consumption, and landscape maintenance. Indirect sources include off-site emissions occurring as a result of implementation of the proposed General Plan such as electricity and water consumption. Direct emissions associated with area and mobile sources were estimated using URBEMIS (Rimpo and Associates 2008). Modeling was based on project-specific data (e.g., size and type of proposed uses) and vehicle trip information from the traffic analysis prepared for this project (Fehr & Peers 2010). Indirect emissions associated with residential and nonresidential energy consumption were estimated using electricity consumption rates from the California Energy Commission's (CEC's) California Energy Demand 2000-2010 report and CCAR's

General Reporting Protocol Version 3.1 (CCAR 2009), respectively. GHG emission factors associated with electricity production were obtained from the CCAR General Reporting Protocol (CCAR 2009). Indirect GHG emissions associated with the consumption of water were calculated based on the estimated level of electricity required to convey, treat, and distribute the project's estimated water usage and the aforementioned emission factors for electricity production from CCAR. Water demand of the proposed land uses was obtained from Section 3.12, "Public Services and Utilities" of this EIR, and the electricity consumption associated with water consumption was estimated using an electricity consumption rate from the CEC report entitled *Refining Estimates of Water-Related Energy Use in California* (CEC 2007).

It is important to note that all CO_2 emissions from operational activities may not necessarily be considered "new" emissions, given that a project itself does not create "new" emitters (people) of GHGs, at least not in the traditional sense. In other words, the GHG emissions for a residential project are not necessarily all new GHG emissions in the local area, state, or world; to a large degree, a new residential development accommodates household relocations. In this sense, residential development projects can be seen as reacting to increased demand from the growing population and economy, and are not in themselves creators of economic or population growth. Emissions of GHGs are, however, influenced by the location and design of projects, to the extent that they can influence travel to and from the projects, and to the degree the projects are designed to maximize energy efficiency and GHG efficiency.

The methodology used in this EIR to analyze the project's contribution to global climate change includes a calculation of GHG emissions and a discussion about the context in which they can be evaluated. The City's purpose of calculating the project's GHG emissions is for informational and comparison purposes, as neither ARB nor SCAQMD has adopted a quantifiable threshold for evaluating whether project-generated GHGs would be considered a significant impact.

GENERATION OF GHG EMISSIONS

Construction-Related GHG Emissions

Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust emissions of GHGs. Exact project-specific data (e.g., construction equipment types and number requirements) were not available at the time of this analysis.

GHG emissions generated by construction would be primarily in the form of CO_2. Although emissions of other GHGs, such as CH_4 and N_2O, are important with respect to global climate

change, the emission levels of these other GHGs from on- and off-road vehicles used during construction are relatively small compared with CO_2 emissions, even when factoring in the relatively larger GWP of CH_4 and N_2O.

Accordingly, total construction emissions for the 25-year buildout period associated with implementation of the proposed project were estimated using URBEMIS (Rimpo and Associates 2008). URBEMIS is designed to model construction emissions for land use development projects based on building size, land use and type, and disturbed acreage and allows for the input of project-specific information. Construction-generated GHG emissions were modeled based on general information provided in Chapter 2, "Project Description," and default SCAQMD-recommended settings and parameters attributable to the proposed land use types and site location.

Development associated with the proposed General Plan would occur over a very large area and large portions of the planning area could undergo construction at a given time. However, a detailed schedule describing the timing and location of construction activities under the proposed project is not available at the time of writing this EIR. Construction activities are anticipated to commence as early as 2011 and last until approximately 2035. Given that exhaust emission rates of the construction equipment fleet in California are expected to decrease over time due to efforts led by ARB and SCAQMD, annual construction emissions were estimated using the earliest calendar year when construction would begin (i.e., 2011) in order to generate conservative estimates. It is anticipated, however, that in later years, advancements in engine technology, retrofits, and turnover in the equipment fleet would result in increased fuel efficiency, potentially more alternatively fueled equipment, and lower levels of GHG emissions. Also, the URBEMIS model does not account for reductions in CO_2 emission rates that would affect future construction activity due to the regulatory environment that is expected to evolve under AB 32. For instance, ARB's Scoping Plan identifies the need to expand efficiency strategies and low carbon fuels for heavy-duty and off-road vehicles (ARB 2008b).

A summary of the GHG emissions generated during buildout of the proposed project is presented in Table 3.15-3. Refer to Appendix G for a detailed summary of the modeling assumptions, inputs, and outputs.

Table 3.15-3. Summary of Modeled Greenhouse Gas Emissions (CO_2e) from Implementation of the Proposed Project

Source	CO_2e Emissions[1]
Construction Emissions over Buildout Period (2011–2035) (metric tons)	15,470
Operational Emissions at Buildout (Year 2035) (metric tons/year)	
Area Sources	15,355
Mobile Sources	92,197
Electricity Consumption	15,478
Water Consumption	1,764
Total Operational Emissions	124,793
Operational GHG Efficiency Metrics	
Additional Residential Population Accommodated by Plan	6,834
Additional Employment Accommodated by Plan	5,764
Additional Service Population (SP) Supported by Plan	12,598
Annual CO_2e/SP (metric tons/year)	9.9
GHG Efficiency Benchmark - Annual MT CO_2e/SP benchmark that reflects statewide target for Year 2020 (metric tons/year)	6.6

[1] The values presented do not include the full life cycle of GHG emissions that would occur over the production/transport of materials used during the construction of development envisioned under the Plan or used during the operational life of the project, solid waste that would be generated over the life of the project, and the end of life for the materials and processes that would occur as an indirect result of the project. Estimating the GHG emissions associated with these processes would be too speculative for meaningful consideration and would require analysis beyond the current state of the art in impact assessment, and may lead to a false or misleading level of precision in reporting operational GHG emissions. Furthermore, indirect emissions associated with in-state energy production and generation of solid waste would be regulated under AB 32 directly at the source or facility that would handle these processes. The emissions associated with off-site facilities in California would be closely controlled, reported, capped, and traded under AB 32 and California ARB programs, as recommended by ARB's Scoping Plan (ARB 2008b). Therefore, it is assumed that GHG emissions associated with these life-cycle stages would be consistent with AB 32 requirements.

Notes: CO_2e = carbon dioxide equivalent

Source: Modeling performed by AECOM in 2010.

As shown in Table 3.15-3, estimated GHG emissions from construction during the 25-year buildout of the proposed project would be approximately 15,470 MT of CO_2. This value accounts only for exhaust emissions of GHGs that would be generated by heavy-duty equipment, haul trucks, and vehicle trips, however. Additional GHG emissions would also be "embodied" in the materials selected for construction and the level of embodied GHG emission can vary substantially according to which materials are selected. This is particularly the case for construction of buildings and infrastructure that involves high quantities of cement, which is a key ingredient of concrete, given that ARB has identified cement production as an energy-intensive, GHG-intensive industry (ARB 2008b). In fact, ARB has included cement plants as a separate emissions sector in its demand-based GHG inventory for the state (ARB 2008b). Construction-generated exhaust emissions would be temporary and short term in that they would only occur during the buildout period, and they would not continue on an ongoing basis year

after year throughout the operational life of the development, as is the case with large stationary-source facilities or the operation of most land use developments. In addition, the regulatory environment that continues to evolve under the mandate of AB 32 is expected to reduce some of the GHG emissions from construction activity. ARB's Scoping Plan does not directly discuss GHG emissions generated by construction activity; however, it does recommend measures for improving the efficiency of medium- and heavy-duty on-road vehicles (1.4 MMT CO_2e) and expended efficiency strategies for off-road vehicles (e.g., forklifts, bulldozers). In addition, existing programs for air quality improvement in California, including the *Diesel Risk Reduction Plan* and the *2007 State Implementation Plan*, will result in the accelerated phase-in of cleaner technology for virtually all of California's diesel engine fleets, including construction equipment (ARB 2008b). Measures implemented under these plans are likely to result in future fleets of construction equipment that are more GHG efficient than existing fleets. For these reasons, levels of GHG emissions associated with construction activity are expected to decrease over time as new regulations are developed under the mandate of AB 32.

Nonetheless, due to the intensity and duration of construction activities under development envisioned under the proposed General Plan, construction-generated GHG emission levels would make an incremental contribution to GHGs that cause climate change. Although the construction-generated emissions would be temporary and short term, and although a new regime of regulations is expected to come into place under AB 32 and existing regulatory efforts will help reduce GHG emissions generated by construction activity throughout the state, given the information available today, GHG emissions associated with construction of the proposed project would result in a cumulatively considerable incremental contribution to this **significant** cumulative impact.

Policies in the proposed General Plan include a variety of actions aimed at avoiding and adapting to the impacts of climate change. In particular, the Infrastructure, Resources, and Conservation Element of the General Plan contains the following climate change policies:

- Proactively consulting with the State and appropriate agencies to effectively implement climate change legislation, including the California Global Warming Solutions Act (AB32) and California Senate Bill 375.
- Leading by example in reducing municipal greenhouse gas emissions.
- Maintaining and regularly updating its greenhouse gas emissions inventory, greenhouse gas emissions reduction target, and Climate Action Plan to track reduction of greenhouse gas emissions from the community and from municipal operations.

- Rationally relating greenhouse gas emissions reduction strategies to the sources of emissions identified in the inventory.
- Developing adaptation strategies to address the impacts of climate change upon the West Hollywood community and the Los Angeles Metropolitan Region.
- 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 heat island reduction strategies, including but not limited to strategies to increase permeable surfaces in the streetscape and buildings, increased vegetation and shade, and the use of reflective materials in the streetscape and buildings.
- Implementing policies in the Land Use and Urban Form Chapter of this General Plan that reduce building- and transportation-related greenhouse gas emissions.
- Implementing policies in the Mobility Chapter of this 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 reducing barriers to transit ridership.
    - Increasing ride sharing.
    - Promoting alternatives to automobile ownership.
- Implementing policies in this Infrastructure, Resources, and Conservation Chapter that reduce greenhouse gas emissions related to water and wastewater, energy, green building, recycling and solid waste, and facilities for city operations, including policies that accomplish 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 increasing 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.

Additionally, the City is adopting a CAP that includes measures intended to reduce 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. Implementation of the CAP as proposed would reduce GHG emissions from construction thereby helping to achieve AB 32 goals. However, uncertainty exists whether, when, and to what degree the emission reduction measures proposed in the CAP would be implemented, and if the City would be able to achieve AB 32 goals. The CAP is a new program for the City, containing non-standard programs, with which the City has limited or no experience with implementation. Although adherence to state regulations, proposed General Plan policies, implementation of Mitigation Measure 3.15-1 and the CAP would reduce construction-related incremental GHG emissions associated with implementation of the proposed General Plan, due to uncertainty with the degree of CAP implementation, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by implementation of the proposed General Plan is considered **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.

Operations-Related GHG Emissions

GHG emissions would be generated throughout the operational life of the proposed project. Operational emissions would be generated by area, mobile, and stationary sources. Area-source emissions would be associated with activities such as combustion of natural gas for space and water heating, maintenance of landscaping and grounds, waste disposal, and other sources. Mobile-source emissions of GHGs would include project-generated vehicle trips for residents, employees, and visitors. In addition, increases in stationary-source emissions could occur at off-

site utility providers from electricity generation that would supply power to the proposed land uses. Thus, the GHGs associated with the consumption of electricity by the proposed land uses are considered an indirect source. On-site consumption of water would also result in indirect GHG emissions because of the electricity consumption associated with the off-site conveyance, distribution, and treatment of that water.

GHG emissions generated by operation of the proposed land uses under the General Plan would be primarily in the form of CO_2. Although emissions of other GHGs, such as CH_4 and N_2O, are important with respect to global climate change, the emissions levels of these other GHGs from the sources considered for this project are relatively small compared with CO_2 emissions, even when factoring in the relatively larger global warming potential of CH_4 and N_2O.

Direct operational CO_2 emissions were calculated using URBEMIS (Rimpo and Associates 2008). Indirect operational emissions associated with electricity consumption were estimated according to methodologies of the CCAR's *General Reporting Protocol* (CCAR 2009). Indirect operational emissions associated with water consumption were estimated using information provided by CEC (CEC 2007) as well as CCAR's *General Reporting Protocol* (CCAR 2009).

It should be noted that the GHG inventory and projections discussed in the "Existing Environmental Setting" section were prepared for community-wide emissions in the City. GHG emissions reported in Table 3.15-3 reflect the increase in GHG emissions that is anticipated to occur from the land use development anticipated to occur under the proposed General Plan. The inventory and projections were quantified for the purposes of the CAP to identify the contribution of each sector and define strategies and reduction measures that achieve the largest and most cost-effective GHG reductions in the City. In contrast, the focus of this EIR analysis is to evaluate the increase in GHG emissions that would occur with implementation of the proposed General Plan and identify potential impacts to climate change.

Operational GHG emissions were estimated for buildout of the proposed General Plan, in the Year 2035 and are presented in Table 3.15-3. The annual operational emissions level under the proposed General Plan was estimated using the best available methodologies and emission factors available at the time of writing this EIR. However, for many operational GHG emission sources, GHG emission rates for future years are not yet developed, partly because regulations continue to evolve under the mandate of AB 32. The URBEMIS model, as well as other GHG estimation protocols, does not yet account for the impact reductions of the future regulatory environment and future technological improvements that will result in GHG efficiencies. Thus,

this analysis uses the emissions estimates modeled for buildout as a proxy for evaluating GHG emissions associated with implementation of the proposed General Plan.

As shown in Table 3.15-3, estimated GHG emissions associated with operation of the land uses proposed under the General Plan would total approximately 125,000 MT annually. At buildout the increase in residential population accommodated by the Plan would be approximately 6,834 residents; and the increase in number of jobs associated with implementation of the proposed General Plan would be approximately 5,764. When estimated CO_2e emissions are normalized with respect to service population (combined increase in residential population and jobs), the average annual efficiency rate of operations under buildout of the proposed project would be 9.9 MT CO_2e/SP/year.

The circulation system in the City includes a multimodal system of sidewalks, bike lanes, transit services, alleys, and roadways. The City is served by major bus lines operated by the Metropolitan Transit Authority of Los Angeles County. The City also operates its own bus system, the Cityline bus system. Future development within the City will primarily take the form of redevelopment and infill development focused in the five commercial subareas discussed in Chapter 2, "Project Description." The proposed General Plan places a strong emphasis on multimodal circulation, transit-oriented development, and Travel Demand Management, which are measures intended to provide additional transportation choices and reduce VMT. In addition, the emissions rates used to estimate mobile-source GHG emissions do not account for GHG reductions that would result from the Low Carbon Fuel Standard, which was adopted as a discrete early-action measure of AB 32, or the CAA waiver that California received from EPA allowing the state to adopt more stringent fuel efficiency standards for passenger vehicles and light trucks (AB 1493, which is discussed in the "Regulatory Setting" section above).

With regard to the other largest category of operational GHG emissions shown in Table 3.15-3, indirect GHG emissions related to the consumption of fossil fuel-based electricity, these estimated emissions do not account for reductions that will result from future regulatory changes under AB 32. The estimate of these emissions is not discounted to reflect the alternative-energy mandate of SB 107, which requires Southern California Edison (SCE) and other electric utilities to provide at least 20% of its electricity supply from renewable sources by 2010 and 30% by 2020; this mandate would be fully implemented before buildout of the proposed General Plan. In addition, SB 1368 requires more stringent emissions performance standards for new power plants, both in state and out of state, that will supply electricity to California consumers. Thus, implementation of SB 1368 will also reduce GHG emissions associated with electricity consumption. Rates of energy consumption will be further reduced with implementation of the

2010 Green Building Regulations, which will replace Title 24 building standards with more stringent, energy-efficiency requirements.

Further reductions are also expected from other regulatory measures that will be developed under the mandate of AB 32, as identified and recommended in ARB's Scoping Plan (ARB 2008b). In general, the Scoping Plan focuses on achieving the state's GHG reduction goals with regulations that improve the efficiency of motor vehicles and the production (and consumption) of electricity. Thus, even with the implementation of no project-specific mitigation, the rate of GHG emissions from development under the proposed project is projected to decrease in subsequent years as the regulatory environment progresses under AB 32. Additionally, new technology improvements may become available or the feasibility of existing technologies may improve. Nonetheless, a complete picture of the future regulatory environment is unknown at this time. GHG reduction measures promulgated under the AB 32 mandate may not be sufficient to cause future development to achieve ARB's recommended 30% reduction from business-as-usual emissions levels projected for 2020 (as discussed in the Scoping Plan) or the CO_2e/SP/year goal discussed above.

Also worth consideration is that, for the moment, the total annual GHG emissions level associated with operation of the proposed project would exceed 25,000 MT of CO_2 per year throughout their operational life, which is the mandatory reporting level for stationary sources as part of implementation of AB 32. In comparison to this reporting level, the amount of operational GHG emissions of the proposed project would be considered substantial.

Because the total GHG emissions associated with project operations under the proposed project would be considered substantial, the proposed project would result in a cumulatively considerable contribution to a **significant** cumulative impact related to long-term operational generation of GHGs.

As indicated in the analysis on construction-related GHGs, the proposed General Plan contains a variety of actions aimed at avoiding and adapting to the impacts of climate change.

Additionally, the City is adopting a CAP that includes measures intended to reduce 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. Implementation of the CAP as proposed would reduce GHG emissions approximately 16.9% below 2008 emission levels as measured from business-as-usual conditions in 2020. Thus, the recommended CAP measures as proposed would enable the City to meet AB 32 goals by exceeding a 15% below current emissions level standard by 2020. Achievement of the AB 32 goal could potentially allow the City to conclude less than significant for operations-related GHG emissions due to implementation of the General Plan. However, uncertainty exists whether, when, and to what degree the emission reduction measures proposed in the CAP would be implemented, and if the City would be able to achieve AB 32 goals. The CAP is a new program for the City, containing non-standard programs, with which the City has limited or no experience with implementation. Although adherence to state regulations, proposed General Plan policies, and the CAP would reduce operations-related incremental GHG emissions associated with implementation of the proposed General Plan, due to uncertainty with the degree of CAP implementation, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by implementation of the proposed General Plan is considered **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.

CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION

Because the total GHG emissions associated with project operations under the proposed project 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 15% lower than business-as-usual emission levels, the proposed project would result in a cumulatively considerable contribution to the significant cumulative impact related to long-term operational generation of GHGs. Therefore, implementation of the proposed project could hinder California's ability to attain the goals identified in AB 32. This impact is considered **potentially significant**.

As indicated in the analysis on operations-related GHGs, the proposed General Plan contains a variety of actions aimed at avoiding and adapting to the impacts of climate change.

Additionally, the City is adopting a CAP that includes measures intended to reduce 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. Implementation of the CAP as proposed would reduce GHG emissions approximately 16.9% below 2008 emission levels as measured from business-as-usual conditions in 2020. Thus, the recommended CAP measures as proposed would enable the City to meet AB 32 goals by exceeding a 15% below current emissions level standard by 2020. Achievement of the AB 32 goal could potentially allow the City to conclude less than significant regarding conflicts with applicable plans, policies, or regulations due to implementation of the General Plan.

However, uncertainty exists whether, when, and to what degree the emission reduction measures proposed in the CAP would be implemented, and if the City would be able to achieve AB 32 goals. The CAP is a new program for the City, containing non-standard programs, with which the City has limited or no experience with implementation. Although adherence to state regulations, proposed General Plan policies, implementation of Mitigation Measure 3.15-1, and the CAP would reduce the incremental GHG emissions associated with implementation of the proposed General Plan, due to uncertainty with the degree of CAP implementation, this 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.

3.15.5 MITIGATION MEASURES

Implementation of mitigation measures identified in Chapter 3.2, "Air Quality," will serve to reduce GHG emissions associated with the proposed General Plan to some extent. In addition, the City shall implement the following programmatic mitigation measures to further reduce potential impacts at this Program EIR level of analysis. Certain measures could already be considered components of the proposed General Plan or the CAP but are provided here for purposes of completeness. 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.

3.15-1 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:
  - reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
  - perform equipment maintenance (inspections, detect failures early, corrections);
  - train equipment operators in proper use of equipment;
  - use the proper size of equipment for the job; and
  - 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 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.

3.15.6 SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure 3.15-1 would result in reductions in GHG emissions associated with construction activity. The measure is programmatic in that it recognizes that emission control technologies will continue to evolve and the feasibility of more GHG

reductions will likely increase over the 25-year buildout period of the project. It is also recognized that a framework for understanding GHG emissions embodied in construction materials (e.g., concrete) may continue to evolve such that embodied emissions can be reduced through project-level mitigation. However, the extent to which feasible technologies and GHG reduction measures will continue to be developed is not known at the time of writing this EIR. Therefore, this analysis concludes that these reductions would not be sufficient to fully reduce the construction-generated GHGs to the extent that they would not be cumulatively considerable. The regulatory changes that are likely under AB 32 and other legislation may result in additional, more substantial reductions in emissions through the use of low carbon fuels or off-road engine standards. Because of the uncertainty with respect to GHG reductions from regulations that have not yet been developed, and because the GHGs generated by construction of land uses envisioned under the General Plan could be considerable, the incremental contribution of GHG emissions from project-related construction would be cumulatively considerable and **significant and unavoidable**.

Adherence to state regulations, proposed General Plan regulations and policies, and the CAP would reduce operations-related incremental GHG emissions associated with implementation of the proposed General Plan. In addition, mitigation measures outlined in Chapter 3.2, "Air Quality," that reduce construction and operational criteria air pollutant emissions would also reduce GHG emissions to some extent. Even with these measures, implementation of the proposed General Plan would continue to contribute to global climate change. Therefore, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by implementation of the proposed General Plan is considered **significant and unavoidable**.

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CHAPTER 4.0
ANALYSIS OF LONG-TERM EFFECTS

4.1 MAXIMUM THEORETICAL BUILDOUT SCENARIO

The theoretical buildout scenario is included in the Draft General Plan EIR to provide the reader with the ability to understand the worst-case scenario of full, but theoretical development of the General Plan. The theoretical buildout scenario demonstrates residential and nonresidential development levels that could theoretically be achieved by the proposed General Plan.

Unlike a forecast, the theoretical buildout scenario does not have a time horizon, such as 2035, nor does it include transportation, demographic, existing land use, or economic assumptions typically used by a forecasted model to provide more realistic land use planning data. Therefore, due to regulatory constraints, physical constraints, and foreseeable market conditions, realization of this scenario is highly unlikely, but the program EIR includes an analysis of this scenario because the General Plan land use categories do provide the theoretical capacity for residential units and nonresidential building square feet to allow the buildout estimates presented in Table 4-1.

The calculations in Table 4-1 assume that all Single-Family and Two-Family Residential designations would build out at a density of 1 unit per 3,500 square feet of lot area, and all Low Density Residential would build out at 1 unit per 2,000 square feet of lot area. The actual number of units permitted in these designations would vary depending on the size of individual parcels, and these conservative ratios were selected for ease of calculation. Residential unit totals assume that the maximum possible density bonus of 35% would be granted for all applicable lands based on meeting the affordability thresholds identified in Government Code Section 65915. Commercial square footage totals assume that a 0.5 floor area ratio (FAR) bonus would be granted for all commercial development based on meeting the City's mixed-use or creative office bonus criteria. Based on the existing household size (1.6 residents per household), the City's population under the maximum buildout scenario would be 53,118.

Table 4-1. Daily Performance Measures

Land Use Designation	Maximum Density/Intensity	Maximum Residential Units	Maximum Nonresidential Square Feet
Residential Designations			
Single-Family and Two-Family Residential R1A	1 unit/3,500 SF lot area	70	--
Single-Family and Two-Family Residential R1B	1 unit/3,500 SF lot area	1,483	--
Single-Family and Two-Family Residential R1C	1 unit/3,500 SF lot area	9	--
Low Density Residential R2	1 unit/2,000 SF lot area	1,793	--
Medium Density Residential R3A	36 du/acre*	1,226	--
Medium Density Residential R3B	36 du/acre*	5,824	--
Medium Density Residential R3C	36 du/acre*	1,319	--
Medium Density Residential R3C-C	36 du/acre*	75	67,082
High Density Residential R4A	50 du/acre*	5,930	--
High Density Residential R4B	50 du/acre*	10,536	--
High Density Residential R4B-C	50 du/acre*	139	89,734
Commercial Designations			
Commercial Neighborhood CN1	FAR 1.0*	116	387,140
Commercial Neighborhood CN2	FAR 1.0*	229	762,028
Community Commercial CC1	FAR 1.5*	1,585	4,695,332
Community Commercial CC2	FAR 2.0*	907	2,518,857
Commercial Arterial CA	FAR 2.5*	302	805,642
Commercial Regional Center CR	FAR 3.0*	1,027	2,661,952
Other Designations			
Movietown Specific Plan	NA	370	32,300
Pacific Design Center Specific Plan	NA	--	1,573,400
Sunset Specific Plan	NA	259	1,180,000
Public Facilities	NA	--	1,027,415
Grand Total		33,199	15,800,882

*A bonus is possible. Residential bonus includes a maximum 35% bonus for affordable housing. Commercial bonus includes a 0.5 FAR bonus for either Creative Office or Mixed Use.

Notes: Commercial designations are assumed to build out with 75% of the FAR in commercial and 25% in residential, plus bonuses.

Source: Raimi 2010, adapted by AECOM

Theoretical buildout assumes full development of all land in the City, pursuant to the maximum density and/or intensity specified in the Land Use and Urban Form Element of the proposed General Plan. Such development would represent a substantial change in the level of residential and nonresidential development described for existing conditions. There are 24,573 existing residential units and 11,336,731 square feet of existing nonresidential uses in the City. The 2008 population is 37,348. Under the theoretical buildout scenario, when compared to existing conditions, there would be a 35% increase in total housing units, a 39% increase in nonresidential (commercial, industrial and public) building square feet, and a 42% increase in population.

Given the generalized, highly theoretical nature of this buildout analysis, the analysis did not account for variations due to the implementation of additional regulations or site-specific conditions that could affect attainment of density. For example, parking requirements, slope and other land suitability characteristics, and implementation of environmental regulations may make attainment of maximum densities and/or intensities infeasible, and site-specific easements may restrict development of certain properties to levels below what is permitted by the zoning. Another variable is that decision makers have the authority to approve, deny, or modify discretionary projects based on numerous site-specific factors.

4.1.1 AESTHETICS AND VISUAL RESOURCES

Under the General Plan buildout scenario, the basic neighborhood character and aesthetic quality of the environment would remain the same, with some alteration of specific sites, primarily in commercial corridors, as redevelopment occurs. Under the theoretical buildout scenario, neighborhoods that are below maximum buildout could be subject to redevelopment to achieve buildout. As such, the neighborhood character and the aesthetic quality of many areas could be dramatically altered. Areas currently occupied by single-family homes in areas that allow multi-family uses would be redeveloped with the allowed additional density. Development in commercial areas would also be enlarged to meet maximum buildout potential, which would be strikingly different from the current environment. View corridors would be substantially altered if not blocked completely in some areas based on the construction of higher new buildings compared to existing structures. Due to the magnitude of change in intensity of development under the theoretical buildout scenario and the lack of information on specific development projects and associated project-level mitigation, the impacts to aesthetics and visual resources would be significant and unavoidable under the maximum development scenario.

4.1.2 AIR QUALITY

Under theoretical buildout conditions, the increased development capacity and density would add a substantial number of automobile or transit trips and stationary source emissions, which could potentially affect West Hollywood's ability to meet regional, state, and federal clean air standards, including the RAQS or SIP.

This increase in development could also create air emissions that could substantially degrade ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations. The construction needed to create this increase in density would be a considerable source of NO_X, CO_2, and ROG from the diesel fuel used to operate construction

equipment. In addition, construction activities associated with the theoretical buildout scenario would generate additional vehicle trips by construction workers traveling to and from construction sites. Therefore, implementation of the theoretical buildout scenario would result in localized short-term air quality impacts. Although the proposed General Plan includes policies and implementation programs that would lessen impacts, the magnitude of change in the level of residential and nonresidential development under the theoretical buildout scenario would result in substantial numbers of new residents, visitors, and workers in the City. Increasing the density of development in the City could potentially increase the share of trips completed by alternative modes, including pedestrian, bike, and transit trips, and result in lower per capita energy use compared to existing conditions or the anticipated development under the proposed General Plan. However, the volume of emissions would still be expected to increase and would result in impacts to air quality that could not be mitigated without major advancements in technology or restrictions on travel. It is also infeasible at this Program EIR level to provide more specific mitigation that would reduce impacts to a less-than-significant level since no specific development projects are known. Therefore, impacts would be significant and unavoidable.

4.1.3 BIOLOGICAL RESOURCES

The urban environment in the City of West Hollywood does not support sensitive species, migration corridors, riparian habitat or other sensitive natural communities, or wetlands; there would be no impact in these issue areas under the maximum theoretical buildout. Similarly, there are no habitat conservation plans or natural community conservation plans that apply to the City. Construction activities and new development that could occur under the theoretical buildout scenario would still be required to comply with existing federal, state, and local laws and regulations, and impacts related to regulatory compliance would not be different from the proposed project.

4.1.4 CULTURAL RESOURCES

As part of the development required to achieve the theoretical buildout scenario, extensive ground disturbance would occur during redevelopment of most of the City. The area of ground disturbance would be much larger than would be anticipated under the preferred General Plan scenario. Because the majority of these projects would be infill and redevelopment, this grading would occur on previously graded surfaces. The likelihood of encountering archaeological resources is greatest on sites that have been minimally excavated in the past (e.g., undeveloped parcels, vacant lots, and lots containing surface parking; etc.). Previously excavated areas are generally considered to have a low potential for archaeological or historic resources, since the

soil containing such resources has been removed. However, projects required to create the theoretical buildout scenario likely would involve underground parking areas, underground tanks, new pipelines, or replacement of pipelines, all at a lower depth than the previous development.

Although the General Plan includes policies and implementation programs that would lessen impacts, it is infeasible at this Program EIR level to provide specific mitigation that would reduce impacts to a less-than-significant level since no specific development projects are proposed. Due to the magnitude of ground disturbance that would be required to support the infill and redevelopment of residential and nonresidential densities under the theoretical buildout scenario and the lack of mitigation available for historic resources, the potential for adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites; or impacts to existing archeological resources or the disturbance of any human remains, including those interred outside formal cemeteries, would be significant and unavoidable.

4.1.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

Although the General Plan may allow for a theoretical increase in density, the City is already built out at urban densities. Although buildout of the maximum development scenario would result in larger numbers of people and structures potentially exposed to seismic and soil hazards, new buildings and utilities would be constructed according to state and local regulations to minimize geologic hazards. Impacts related to geology, soils, and mineral resources would be less than significant for the maximum buildout scenario, similar to the proposed General Plan.

There are no known mineral resources located within the planning area, and only marginal extraction is occurring from oil fields in the City. As with the proposed General Plan, no significant impact to mineral resources would occur under the theoretical buildout scenario.

4.1.6 HAZARDS AND HAZARDOUS MATERIALS

During redevelopment at the maximum permitted density, construction could occur on contaminated sites located throughout the City. This increased development could also lead to an increase in the use, transport, and disposal of hazardous materials, including the number of underground storage tanks, and thus potentially more leaking underground storage tanks. All of these conditions would create a much more substantial risk of exposure to people or sensitive

receptors (including schools) to potential health hazards over the General Plan scenario because of the amount of development that would occur to create theoretical buildout conditions.

There would also be a considerable growth in population associated with the increased density under the theoretical buildout conditions. As such, more people and structures would be at risk of significant loss, injury, or death from wildland fires, flooding, mudflows, or underground gas hazards because there would be more people, structures, and construction activities in the plan area community. The policies and programs of the General Plan, along with implementation of the City's existing Hazard Mitigation Plan and SEMS/NIMS procedures would avoid conflict with adopted emergency plans for the maximum buildout scenario.

Although the General Plan includes policies and implementation programs that would lessen impacts, the magnitude of change in the level of residential and nonresidential development under the theoretical buildout scenario and associated growth would be significant. Since no specific development projects are proposed, it is infeasible at this Program EIR level to provide specific mitigation measures that would reduce impacts to a less-than-significant level. Therefore, impacts associated with hazards and hazardous materials would be significant and unavoidable.

4.1.7 HYDROLOGY AND WATER QUALITY

Although the theoretical buildout scenario would result in development and redevelopment throughout the City, West Hollywood is already built out at urban densities. No new areas of impermeable surface would be created; there would be no substantial change in absorption rates, drainage patterns, groundwater infiltration, or the rate of surface runoff. New construction would be required to comply with federal, state, and local regulations governing water quality and pollution prevention; water quality impacts would be less than significant, as with the proposed project. Some areas of the City are subject to dam inundation or flood hazards, and more residents and structures would be exposed to these hazards under the maximum development scenario than the proposed plan. However, implementation of policies and programs of the General Plan, along with required mitigation from this EIR, would reduce these risks to a less-than-significant level.

4.1.8 LAND USE AND PLANNING

The extensive redevelopment required to achieve the theoretical buildout scenario could create substantial incompatibilities such as bulk, shading, and noise between adjacent land uses as

existing buildings are removed and replaced with more dense or intense development. Although the General Plan contains policies and implementation programs that would reduce impacts, it is infeasible at this Program EIR level to provide more specific mitigation that would reduce impacts to a less-than-significant level, since specific development projects are not known. Due to the magnitude of growth under the theoretical buildout scenario and the lack of specific development projects and associated project-level mitigation, impacts related to land use and planning would be significant and unavoidable under the theoretical buildout scenario.

4.1.9 NOISE

The existing General Plan, Noise Ordinance, and applicable standards of other agencies were not written in anticipation of future development that would necessitate the theoretical buildout condition. Almost all noise planning documents addressing noise in the region rely on SCAG forecasts. No forecast analysis produced by SCAG has projected the population and level of development within the City similar to that of the theoretical buildout scenario. As such, the increase of noise from the construction related to the redevelopment required for this theoretical condition, as well as noise generated by the increased number of automobile or transit trips from the associated population increase, would cause exposure of sensitive receptors to future noise levels that would exceed established standards. Increased noise related to construction activities and population growth would also cause a substantial increase in the existing ambient noise levels and would create land use incompatibilities associated with increased noise.

Although the General Plan includes policies and implementation programs that would lessen impacts, it is infeasible at this Program EIR level to provide specific mitigation that would reduce impacts to a less-than-significant level, since specific development projects are not known. Due to the magnitude of change in the level of residential and nonresidential development under the theoretical buildout scenario and the lack of specific development projects and associated project-level mitigation, all impacts to noise would be significant and unavoidable under the theoretical buildout scenario.

4.1.10 PALEONTOLOGICAL RESOURCES

As part of the development required to achieve the theoretical buildout scenario, extensive ground disturbance would occur during redevelopment of most of the City. The area of ground disturbance would be much larger than would be anticipated under the preferred General Plan scenario. The majority of these projects would be infill and redevelopment, and would occur on previously graded surfaces. The likelihood of encountering paleontological resources is greatest

on sites that have been minimally excavated in the past (e.g., undeveloped parcels, vacant lots, and lots containing surface parking; etc.). Previously excavated areas would have lower potential for paleontological resources, since the soil containing such resources has been removed. However, projects required to create the theoretical buildout scenario likely would involve underground parking areas, underground tanks, new pipelines, or replacement of pipelines, all at a lower depth than the previous development.

Although the General Plan includes policies and implementation programs that would lessen impacts, it is infeasible at this Program EIR level to provide specific mitigation that would reduce impacts to a less-than-significant level since no specific development projects are proposed. Due to the magnitude of ground disturbance that would be required to support the infill and redevelopment of residential and nonresidential densities under the theoretical buildout scenario and the lack of mitigation available for paleontological resources, the potential for adverse effects to paleontological resources would be significant and unavoidable.

4.1.11 POPULATION AND HOUSING

To achieve the theoretical buildout scenario, there would be major changes in the overall level of development Citywide, much more than projected under the General Plan scenario. This conversion would lead to substantial displacement of residents as older existing residential units are replaced. Although the General Plan contains implementation programs that would seek to reduce displacement impacts, it is infeasible at this Program EIR level to provide mitigation that can reduce such impacts to a less-than-significant level, since specific development projects are not known. For this reason and due to the magnitude of change in the level of residential and nonresidential development under the theoretical buildout scenario, the impact from the displacement of substantial numbers of people or housing, necessitating the construction of replacement housing, would be significant and unavoidable.

4.1.12 PUBLIC SERVICES AND UTILITIES

Buildout of the City at the theoretical maximum would lead to considerably larger populations of residents and employees within the City, well beyond anticipated growth scenarios for West Hollywood developed by SCAG. This growth in population would require an increase of public services, which would in turn necessitate the construction of additional or improved public facilities. These new and upgraded facilities could cause significant environmental impacts in order to construct the facilities and services necessary to maintain service ratios, response times, or other performance objectives.

Additionally, all public utility planning has not been written in anticipation of the growth that would occur with the theoretical buildout condition. Almost all utility planning documents in the region rely heavily on population growth and development projection data provided by SCAG. No population growth analysis produced by SCAG has projected the population within the planning area similar to that of the theoretical buildout scenario. As such, excessive amounts of water beyond projected available supplies and excessive amounts of electrical power, fuel, or other forms of energy would result. In addition, with increased population and development, there would be more demand for utilities under the theoretical buildout scenario and the construction of new or physically altered utilities could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. Due to the magnitude of change in the level of residential and nonresidential development under the theoretical buildout scenario and the lack of specific development projects and associated project-level mitigation, impacts to public services and utilities would be significant and unavoidable under the theoretical buildout scenario.

4.1.13 RECREATION

The considerable population growth and increase in development associated with the theoretical buildout scenario can be expected to create impacts associated with construction of additional or improved park and recreational facilities and a substantial increase in the use of park and recreation facilities. For these reasons, these impacts would be significant and unavoidable.

4.1.14 TRAFFIC AND TRANSPORTATION

The City's transportation system already operates beyond its design capacity, and the population increase and employment growth associated with the theoretical buildout scenario would further affect roadway volumes and intersection LOS. It is likely that there would be substantial increases of the number of average daily trips and percent of daily vehicle miles traveled at LOS E or F on the City's roadways. Although the increased density of the maximum buildout scenario would likely increase the variety of uses present within the City, mixed-use development and increased bicycle and pedestrian options within the City would have a minimal effect on the pass-through traffic to and from other parts of the region. New residential and nonresidential uses would be required to provide parking in compliance with the City's parking standards, so parking impacts of the maximum buildout scenario would be less than significant. It is infeasible at this Program EIR level to provide specific mitigation that would reduce impacts to a less-than-significant level, since specific development projects are not known. Due to the magnitude of change in the level of residential and nonresidential development under the

theoretical buildout scenario and the lack of specific development projects and associated project-level mitigation, impacts related to transportation and circulation would be significant and unavoidable.

4.1.15 GLOBAL CLIMATE CHANGE

Buildout of the City at the theoretical maximum would lead to considerably larger populations of residents and employees and major changes in the overall level of development Citywide, which is much more than projected under the General Plan scenario.

Construction-generated emissions would be temporary and short term; a new regime of regulations is expected to come into place under AB 32 and existing regulatory efforts will help reduce GHG emissions generated by construction activity throughout the state. However, given the information available today, GHG emissions associated with construction of the theoretical buildout scenario would result in a cumulatively considerable incremental contribution to the significant cumulative impact of climate change.

The total GHG emissions associated with project operations under the theoretical buildout scenario would be considered substantial because of greater population and overall development levels 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 CO2e/SP/year goal, the maximum theoretical buildout scenario would result in an even greater cumulatively considerable contribution to a significant cumulative impact related to long-term operational generation of GHGs than the proposed General Plan. Adherence to state regulations and proposed General Plan regulations and policies, and implementation of mitigation measures would reduce construction- and operation-related incremental GHG emissions associated with the maximum buildout scenario. Even with these measures, implementation of the maximum buildout scenario would result in a cumulatively considerable contribution to a significant cumulative impact.

4.2 CUMULATIVE IMPACTS

CEQA requires the discussion of the cumulative impacts, growth-inducing impacts, and long term impacts of proposed projects. The following sections address these issues as they relate to implementation of the West Hollywood General Plan.

The CEQA Guidelines define cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The CEQA Guidelines further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15335). The CEQA Guidelines allow for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

- List Method – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- Regional Growth Projections Method – A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact (Section 15130).

The proposed General Plan establishes policy to guide future development within the City and implementation that is long term in nature. The Regional Growth Projections Method is appropriate in evaluating cumulative impacts because it provides general growth projections for the region and considers long-term growth.

SCAG, composed of Los Angeles, Orange, Riverside San Bernardino, Ventura, and Imperial counties, has adopted growth forecasts for each county within the SCAG region, through the year 2035. The following cumulative impact analysis utilizes the regional growth projections contained in the May 2008 Regional Transportation Plan Population, Housing, and Employment forecasts.

As shown in Table 4-2, the adopted SCAG Growth Forecasts for Los Angeles County project a 2035 total population of 12,338,620 for Los Angeles County and 4,003,501 households.

Implementation of the General Plan would add population growth of 6,834 and 4,274 housing units to West Hollywood, leading to buildout projections of 44,182 population and 28,847 housing units in 2035. The population growth rate from 2008 to 2035 is approximately 18% for West Hollywood and 19% for the County of Los Angeles.

Table 4-2. City of West Hollywood and Los Angeles County Growth Forecast

	City of West Hollywood[1]		County of Los Angeles[2]	
	2008	**2035**	**2008**	**2035**
Population	37,348	44,182	10,301,658	12,338,620
Housing	24,573	28,847	3,403,577	4,003,501

[1] For 2008, population is Department of Finance (DOF) data and housing is based on Raimi and Associates projections. For 2035, total population growth is based on 2008 population of 37,348 from DOF plus 4,274 housing units at 1.6 persons per household. Housing is projected housing units.

[2] 2008 data are DOF data. 2035 data are based on SCAG projections. For 2035, housing is households projected by SCAG, not housing units.

It should be noted that forecasts such as the one prepared for the 2008 Regional Transportation Plan Growth Forecast Report are prepared as planning tools and do not predict the course of future events. SCAG's forecasts, which are based on adopted general plan land use policies for jurisdictions, among other factors, are used primarily to prepare the Regional Transportation Plan (RTP) and to provide inputs into air quality management plans. Experience shows that these forecasts are most reliable at the regional and county levels and less so for smaller areas like cities and census tracts.

SCAG's current projections for the City of West Hollywood reflect the current (1988) General Plan, not the proposed General Plan. The population capacity of the proposed General Plan is higher than SCAG's 2035 estimate. It is likely that West Hollywood's growth projections would be revised upward in future SCAG planning documents to reflect proposed General Plan projections.

The geographic area that could be affected by the General Plan varies depending on the type of environmental resource being considered. The general geographic area associated with different environmental effects of the General Plan defines the boundaries of the area considered in the cumulative impact analysis. Each section of this Program EIR considers the specific geographic segment of this growth that is directly related to the individual topic addressed within that section. For example, the analysis of air quality, noise, and transportation and circulation impacts is based on growth on a regional level because these impacts are regional in nature, whereas an aesthetic impact, given its localized impact area, only considers related projects in the vicinity of the project site. Table 4-3 presents the general geographic areas associated with the different resources addressed in this Program EIR analysis.

Table 4-3. Geographic Scope of Cumulative Impacts

Resource Issue	Geographic Area
Aesthetics	Local (City and adjacent communities)
Air Quality	Regional and Local
Biological Resources	Regional and Local
Cultural Resources	Local
Geology, Soils, and Mineral Resources	Local
Hazards and Hazardous Materials	Local
Hydrology and Water Quality	Regional
Land Use and Planning	Local
Noise	Regional and Local
Paleontological Resources	Local
Population and Housing	Regional and Local
Public Services and Utilities	Regional
Recreation	Regional and Local
Transportation and Traffic	Regional and Local
Global Climate Change	Global, Statewide, and Local

4.2.1 AESTHETICS

Cumulative impact of future development within the City of West Hollywood pursuant to General Plan land use and urban form policy will not disrupt public or private scenic vistas of resources such as the Hollywood Hills and the Los Angeles Basin. The City's scenic view preservation policies, as implemented through the SSP, will avoid cumulative impacts to scenic vistas within the City. With regard to the adjacent communities of Los Angeles and Beverly Hills with hillside areas, these jurisdictions also have policies in place to protect hillside and scenic resources. Future development in the City will not contribute to any cumulative adverse aesthetic impact relative to scenic vistas.

Future development associated with the proposed General Plan and future development in surrounding communities may increase the amount of light and glare in the area. Given that the area is entirely urban, light is considered part of the existing environment and is important for public safety. Through the development review process, the City also regulates outdoor lighting and building materials to avoid adverse light and glare effects. Current City practices sensitively address light and glare concerns. Thus, local contribution to any regional increase in light levels will not be significant.

4.2.2 AIR QUALITY

The South Coast Air Basin (Basin) is in nonattainment for ozone and particulate matter (both PM_{10} and $PM_{2.5}$). Future urban development would add to this air quality problem by adding

vehicle trips and accommodating construction, and through other means, resulting in a significant cumulative impact. The proposed General Plan would make a cumulatively considerable contribution to this significant cumulative impact.

Given that compliance with applicable rules and regulations would be required for the control of stationary-source emissions of toxic air contaminants (TACs), both on-site and off-site, the contribution of the proposed General Plan to long-term cumulative increases in stationary-source TAC concentrations would be less than cumulatively considerable. No major nonpermitted sources of TAC emissions are proposed as part of the General Plan. Exposure to TAC emissions from mobile sources, specifically diesel exhaust PM, is of growing concern within the Basin, and no restrictions on where sensitive receptors will be located relative to major roadways are currently in place. For this reason, this would be a significant cumulative impact. The proposed General Plan would make a cumulatively considerable contribution to this significant cumulative impact.

Implementation of the proposed General Plan would not result in significant air quality impacts related to carbon monoxide emissions from local mobile sources. Because the model used in the traffic analysis is a regional transportation model that includes development forecasted in the City through 2035, this is representative of the cumulative condition. Thus, this would be a less than significant cumulative impact.

4.2.3 BIOLOGICAL RESOURCES

Future growth within the City of West Hollywood and surrounding areas within the Cities of Los Angeles and Beverly Hills generally will have a less-than-significant impact to biological resources. As a built-out urban environment, West Hollywood does not support sensitive vegetation or wildlife habitat. The City of Beverly Hills, which borders West Hollywood to the west, has few relatively undisturbed areas within the City located near the foothills of the Santa Monica Mountains and in open space areas located in the portion of the City north of Sunset Boulevard (City of Beverly Hills 2008). The community of Hollywood in the City of Los Angeles contains highly concentrated open space in one area of the Hollywood Hills community area (City of Los Angeles 2009). As built urban environments, these communities largely do not support sensitive vegetation or wildlife habitat. However, future development will impact biological resources with the removal and replacement of street trees.

In addition to the regulations on the treatment of street trees and trees on public lands in the City's Municipal Code, as well as the requirements under the Heritage Tree Program, 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. Policies also encourage the planting of native species.

Future development projects within the City and its vicinity would be subject to all applicable federal, state, regional, and local policies and regulations related to the protection and conservation of biological resources, including, but not limited to, FESA, MBTA, CESA, California Fish and Game Code, and CEQA. Therefore, the proposed General Plan would not result in a cumulatively considerable contribution to a cumulative impact. Impacts would be less than significant.

4.2.4 CULTURAL RESOURCES

Development pursuant to the proposed General Plan will have the potential to impact historical and archaeological resources, and human remains. Historic resources could be impacted due to development activities. Actions that could directly affect historical structures include demolition, seismic retrofitting, and accidents or vibration caused by nearby construction activities. There is also potential for unknown and previously undisturbed archaeological resources, and human remains to be found within West Hollywood as redevelopment activities occur through earthmoving, excavation, or similar activities. However, implementation of regulations, standards, and General Plan policies identified in Section 3.4 of this EIR will reduce impacts related to cultural resources to a less-than-significant level. Future development projects will be reviewed by the City per CEQA to identify potential impacts to cultural resources on a project-by-project basis. If project-level impacts are identified, specific mitigation measures will be required. Thus, future development according to the proposed General Plan will not result in cumulatively significant impacts to cultural resources.

4.2.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

Future development allowed under the proposed General Plan would expose additional people and structures to ground shaking, fault rupture, liquefaction, and earthquake-induced landslides as development occurs in hazard areas throughout the City. Future development may also be constrained by unstable soils, including expansive, collapsible, or unstable soils; landsliding; and debris flows. However, implementation of state, federal, and local laws and regulations, along with programs and policies of the proposed General Plan, will reduce impacts related to soils, geology, and mineral resources to a level less than significant.

Geology and soil hazards are related to conditions and circumstances at specific, individual sites. Although cumulative development in the region may include numerous projects with geologic and soil impacts, these impacts would affect each individual project, rather than result in an additive cumulative effect. Therefore, development of related projects and other development in the region are not considered to result in a cumulatively significant impact related to geology and soil hazards. In the absence of a cumulatively significant impact, the project would not result in a cumulatively considerable contribution to a significant cumulative impact related to geology and soil hazards. Because the proposed project would not result in a change in the availability of mineral resources, there would be no cumulative impact to the availability of mineral resources.

4.2.6 HAZARDS AND HAZARDOUS MATERIALS

Hazards and hazardous materials impacts are geographically localized; local hazards impacts in Beverly Hills or surrounding areas of Los Angeles would generally not have an additive or cumulative effect when combined with local hazard impacts in the City of West Hollywood. Future infill development and redevelopment allowed by the proposed General Plan would increase the number of people exposed to hazards related to hazardous materials and wildland fires. Additional development or redevelopment has the potential to place new or additional residents in proximity to existing commercial areas, or create new commercial areas in proximity to existing residents. However, implementation of existing federal, state, and local regulations, along with policies and programs of the proposed General Plan, would reduce public health hazards to a less-than-significant level. The proposed project would not contribute to a significant cumulative impact.

4.2.7 HYDROLOGY AND WATER QUALITY

Future development within the City of West Hollywood and surrounding areas of the Los Angeles region has the potential to increase the amount of pollutants, runoff, and impervious surfaces within the region. 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. Erosion and sedimentation may occur during construction activities, which may impact surface water bodies as well. Future development and redevelopment activities in the City are not expected to substantially increase the amount of existing impervious surfaces and, in fact, site redevelopment may provide opportunities to create new permeable surfaces through new landscaping and use of porous pavements, potentially reducing the amount of runoff and associated pollutants. Development associated with the proposed General Plan is

not expected to alter existing drainage or contribute to flood risks by creating additional stormwater. Implementation of General Plan policies and programs, along with mitigation measures identified in Section 3.7.5 of this EIR and implementation of BMPs in accordance with the NPDES permit, will reduce impacts related to hydrology and water quality to a less-than-significant level. Because implementation of the proposed General Plan would not create substantial new pollutant sources or increase stormwater flows (and in fact would potentially reduce these flows), implementation would not result in a significant cumulative hydrology and water quality impact.

4.2.8 LAND USE AND PLANNING

SCAG is the regional organization that provides guidance for planning for the region. Development activities in accordance with proposed General Plan policies will be implemented according to the recommended distribution and intensity identified in the Urban Form Land Use Element. Future development will comply with adopted land use standards, policies, and ordinances and will be compatible with surrounding land uses consistent with the policies in the Land Use and Urban Form Element, and Noise Element. The proposed General Plan is consistent with the SCAG RCP and Guide, the RTP, and the Compass Growth Vision Principles because the proposed General Plan incorporates policies that call for more infill and mixed-use development in primarily commercial subareas that would reduce vehicular trips through enhanced walking, biking, and transit infrastructure and services. The commercial subareas are adjacent to existing employment and transit services and are adjacent to or within walking distance of commercial services. The proposed General Plan policies to guide growth and development would not allow development activities and circulation improvements at a scale that would physically divide established communities either within the City or surrounding areas. Therefore, implementation of the proposed General Plan will not contribute to a significant cumulative land use and planning impact.

4.2.9 NOISE

The assumptions in the noise analysis for the proposed General Plan include traffic and other noise sources from all other potential areawide development pursuant to policies in the proposed General Plan. As such, the analysis of potential noise impacts addresses cumulative noise impacts as well.

Implementation of the proposed General Plan will result in additional development within the City, primarily in the commercial subareas, which will generate noise and potentially vibration

during construction activity. If construction activities occur during more noise-sensitive hours or if construction equipment is not properly equipped with noise control devices, construction noise and vibration could exceed applicable standards. A substantial temporary increase in the ambient noise environment at nearby noise-sensitive receptors could also occur.

Development pursuant to the proposed General Plan will also increase traffic volumes and associated noise levels. Significant noise levels already occur along many of the City's transportation corridors.

Point source noise levels associated with commercial land uses could potentially exceed the City of West Hollywood noise standards at nearby existing and future noise-sensitive receptors, particularly mixed-use development in the commercial subareas.

Implementing local noise ordinances, constructing buildings according to state acoustical standards, proper land use planning, and implementation of the mitigation measures and proposed General Plan policies identified in Section 3.9 of this EIR will reduce cumulative impacts to new noise-sensitive land uses to a less-than-significant level. Thus, future development according to the proposed General Plan will not result in cumulatively significant noise impacts.

4.2.10 PALEONTOLOGICAL RESOURCES

Fossil discoveries resulting from excavation and earth-moving activities associated with development are occurring with increasing frequency throughout the state. 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 for a research project). Unique, scientifically important fossil discoveries are relatively rare, and the likelihood of encountering them is site specific and based on the type of specific geologic rock formations found underground. These geologic formations vary from location to location.

The General Plan update would result in a less-than-significant impact to paleontological resources, because implementation of Mitigation Measure 3.10-1 would require that construction workers be alerted to the possibility of encountering paleontological resources, and in the event that resources were encountered, that fossil specimens be recovered and recorded and undergo appropriate curation. When unique, scientifically important fossils are encountered by

construction activities, the subsequent opportunities for data collection and study generally provide a benefit to the scientific community. Therefore, because of the site-specific nature of unique paleontological resources; the low probability that any individual project would encounter unique, scientifically important fossils; and the benefits that would occur from recovery and further study of those fossils if encountered, development of related projects and other development in the region are not considered to result in a cumulatively considerable impact related to paleontological resources. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact related to paleontological resources.

4.2.11 POPULATION AND HOUSING

New development pursuant to proposed General Plan land use policy will result in approximately 4,274 new dwelling units and an additional 2.6 million square feet of nonresidential building floor area at buildout. A net population increase of approximately 6,504 persons is anticipated, as is a net increase of approximately 4,551 jobs. The population increase is intended in part to meet regional housing needs over the long term and to respond to the housing needs of West Hollywood's diverse demographic.

Even though the proposed General Plan does not propose new development, the development capacity allowed by the proposed General Plan could result in an increase in population (18.3%) and housing units (17.4%) over 2008 levels. However, the proposed General Plan anticipates and plans for this growth through numerous policies aimed at reducing the impacts associated with population and housing unit growth in the City. Additionally, proposed General Plan policies require improvements to the City's infrastructure and public facilities to be made incrementally to support anticipated growth. The increase in population and housing unit growth would not contribute to a cumulatively significant population and housing impact.

4.2.12 PUBLIC SERVICES AND UTILITIES

The geographic scope of cumulative public services impacts is generally limited to the jurisdiction under analysis. However, shortages of certain public services in one jurisdiction can lead to unanticipated demand for public services from nearby and regional service providers. The analysis in Section 3.12 of this Program EIR assesses the cumulative, long-term impacts of growth within the City of West Hollywood on police protection, fire protection, the library, schools, water service, sewer service, gas and electricity services, and solid waste services. As concluded for each of these issue areas, with the exception of water supply, impacts will be less

than significant. Impacts related to police protection and fire protection will be reduced to a less-than-significant level with mitigation.

Future growth within the City of West Hollywood will increase demand for these services. To meet this increased demand, service providers will continue to evaluate their levels of service available and the funding sources available to meet increases in demand. Although the ability of local service providers to provide specific levels of services varies throughout the region, sound local planning to accommodate future growth, and adherence to policies and programs in the General Plan, along with implementation of the mitigation measures contained in this Program EIR, would reduce cumulative impacts associated with the provision of services and utilities to a less-than-significant level, with the exception of water supply.

Due to uncertainty in the long-term provision of adequate water supply, the proposed General Plan in combination with other future cumulative projects that increase demand for water supply could result in decreases in imported water from MWD. The issue is statewide, however, and would result from the cumulative nature of projects within and beyond the region. Therefore, implementation of the proposed General Plan would contribute to a potentially cumulatively considerable, significant and unavoidable water supply impact.

4.2.13 RECREATION

Future growth within the City of West Hollywood and surrounding areas within Los Angeles and Beverly Hills will increase demand for parks and recreation facilities. To meet this increased demand, the City of West Hollywood and other local jurisdictions will continue to evaluate both the amount of recreational facilities available and the funding sources available to meet increases in regional demand.

The proposed General Plan contains numerous policies to encourage the acquisition of additional parkland and open space by prioritizing funding for parkland, purchasing parcels adjacent to existing parks if available, pursuing joint use agreements, continuing the assessment of park and open space development fees, and creating a master park expansion/improvement plan. However, the City's size and absence of vacant, undeveloped properties for the development of new park space, as well as the high land values in West Hollywood, make it unlikely for the City to expand park property.

The City of Beverly Hills General Plan, and the Hollywood and Wilshire Community Plans, which comprise a portion of the City of Los Angeles General Plan, contain policies and programs to maintain and improve parks.

Even though implementation of the General Plan will increase the demand for local and regional parks, the Cities of West Hollywood, Beverly Hills, and Los Angeles have policies and programs in place to maintain and enhance existing parks. Therefore, the potential for physical deterioration of parks in West Hollywood and adjacent jurisdictions is a less-than-significant impact.

4.2.14 TRANSPORTATION AND TRAFFIC

Traffic and roadway impacts discussed in Section 3.14, "Transportation and Traffic," include the cumulative impact contribution expected from growth and changes to transportation infrastructure in the City and its surrounding region. As discussed in Section 3.14, impacts related to intersection LOS are significant, including significant impacts related to intersections included in the County CMP. For most intersections, no feasible mitigation is available, and implementation of mitigation at several intersections would not reduce impacts to a less-than-significant level. The proposed General Plan would not result in impacts related to roadway design changes, so no contribution to any cumulative impact related to design components would occur. Similarly, less-than-significant impacts of the project on air traffic patterns and emergency access would not contribute to significant cumulative impacts because the scale of any such effects would be local. Impacts related to alternative transportation would be beneficial; the plan proposes numerous policies and programs that would improve and expand alternatives to automobile transportation in the City of West Hollywood.

4.2.15 GLOBAL CLIMATE CHANGE

As discussed in Section 3.15, the proper context for addressing this issue in an EIR is as a discussion of cumulative impacts, because although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Implementation of the proposed project would lead to incremental construction- and operations-related GHG emissions that are cumulatively considerable and significant and unavoidable.

4.3 GROWTH-INDUCING IMPACTS

Section 15126 of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could directly or indirectly foster economic or population growth, or the construction of additional housing. Direct growth-inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. The extension of services and facilities to an individual site can reduce development constraints for other nearby areas and can serve to induce further development in the vicinity. Indirect or secondary growth-inducing impacts consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with population increase caused by, or attracted to, new development.

The purpose of a general plan is to guide growth and development in a community. Accordingly, the general plan is premised on a certain amount of growth taking place. Los Angeles County, as well as the entire southern California region, has experienced dramatic growth for decades and this trend is expected to continue. The focus of the general plan, then, is to provide a framework in which the growth can be managed and to tailor it to suit the needs of the community and surrounding area.

Table 4-4 shows the change in development capacity between existing conditions and proposed General Plan buildout. Based on the proposed General Plan, the City of West Hollywood could have approximately 44,182 residents, 28,847 housing units, and 13.9 million square feet of nonresidential building floor area. These changes represent an increase of approximately 4,274 dwelling units, 6,834 residents, and approximately 2.6 million square feet of nonresidential building floor area over existing conditions.

Table 4-4. City of West Hollywood Development Changes

	Existing 2008	General Plan Buildout 2035	Net Change	Percentage Change
Dwelling units	24,573	28,847	4,274	17.4%
Population	37,348	44,182	6,834	18.3%
Nonresidential development, square feet	11,336,731	13,949,860	2,613,129	23.1%

Source: AECOM and Raimi and Associates 2010

The proposed General Plan contains policies and an Implementation Plan that provides a framework for accommodating the orderly growth of the planning area. The proposed General Plan provides the necessary tools to accommodate future growth and provides direction for new

development and redevelopment projects and establishes the desired mix and relationship between land use types.

Development under the proposed General Plan would primarily occur within five commercial subareas through infill, redevelopment and intensification, which would not result in the urbanization of undeveloped land. The commercial subareas are adjacent to existing employment, transit, and commercial services, which would reduce vehicle trips and emissions. The proposed General Plan also ensures that the City will have a diversity of land uses and housing types, encourages mixed-use development in proximity to transit, promotes commercial enterprise, and encourages public involvement in land use planning decisions. As noted in Section 3.8, "Land Use and Planning," of the EIR, this growth strategy is consistent with the SCAG RTP and Compass Growth Strategy for the SCAG region. Therefore, the proposed General Plan would not be growth inducing or set any new precedents for growth. Instead, the proposed General Plan adequately plans for expected growth to occur in the Southern California region. Additionally, the proposed General Plan provides appropriate land use designations, and a land use pattern that provides sufficient land for orderly development. The proposed General Plan also contains policies that address the provision of sufficient services and infrastructure as growth occurs and to accommodate projected growth.

4.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(f) of the CEQA Guidelines requires that an EIR describe any significant irreversible environmental changes that would be involved in the proposed action should it be implemented.

Development in accordance with the General Plan land use policy would result in the consumption of nonrenewable resources. This use will have an irreversible effect on such resources. The irreversible commitment of limited resources is inherent in any development project, or in the case of the General Plan, cumulative development projects. Resources anticipated to be irreversibly committed over the life of the General Plan include, but are not limited to, lumber and other related forest products; sand, gravel, and concrete; petrochemicals; construction materials; steel, copper, lead, and other metals; and water.

Buildout of the General Plan represents a long-term commitment to the consumption of fossil fuel oil and natural gas. These increased energy demands relate to construction, lighting, heating, and cooling of residences and buildings, and transportation to and from the planning area.

The commitment to resources would be a long-term obligation because once land is developed it is highly infeasible to revert such land uses to a less urban use or open space.

4.5 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

According to Sections 15126.2(a) and 15126.2(b) of the CEQA Guidelines, an EIR shall identify and focus on the significant environmental effects of the proposed project, including effects that cannot be avoided if the proposed project is implemented.

This section describes significant environmental impacts, including impacts that are mitigated but would not be reduced to a less-than-significant level. With implementation of the proposed General Plan, significant effects related to air quality, transportation, public services and utilities water supply, and climate change cannot be avoided. Individual impacts are discussed below.

4.5.1 AIR QUALITY

Implementation of mitigation measures 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, the City lies in a nonattainment air basin and growth associated with General Plan implementation will continue to contribute pollutant emissions in that nonattainment context. Construction-related emissions of criteria area 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, and/or expose sensitive receptors to substantial pollutant concentrations, resulting in a significant and unavoidable project-level and cumulative impact.

Compliance with policies outlined in the General Plan and implementation of mitigation measures would reduce operational emissions of criteria area 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, and/or expose sensitive receptors to substantial pollutant concentrations. This impact would is significant and unavoidable at the project and cumulative levels of analysis.

Implementation of mitigation measures would reduce the potential for exposure of sensitive receptors to TACs from mobile sources. However, 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 at the project and cumulative impact level of analysis.

4.5.2 TRANSPORTATION AND CIRCULATION

Implementation of the proposed General Plan would result in impacts to LOS in 2035 at numerous intersections throughout West Hollywood during the morning peak hour, the afternoon peak hour, or both morning and afternoon peak hours. With adherence to and implementation of the proposed General Plan policies and regulations, and implementation of mitigation measures, program-level impacts to intersection LOS would be reduced, but not to a less-than-significant level. Impacts would be significant and unavoidable at the project and cumulative level.

4.5.3 PUBLIC SERVICES AND UTILITIES

Implementation of the proposed General Plan would have a potentially significant and unavoidable project-level and cumulative water supply impact. Adherence to and implementation of the proposed General Plan policies would reduce water consumption in the City of West Hollywood, and would reduce the impact to water supply. Additionally, implementation of mitigation measures would also reduce water consumption in West Hollywood and reduce the water supply impact. However, the long-term supply of water to the City of West Hollywood from the City of Beverly Hills and the LADWP is uncertain given potential climate change impacts and variable hydrology and environmental issues in Bay-Delta, among other factors.

4.5.4 CLIMATE CHANGE

Although construction-generated emissions associated with implementation of the proposed General Plan would be temporary and short term, and although a new regime of regulations is expected to come into place under AB 32 and existing regulatory efforts will help reduce GHG emissions generated by construction activity throughout the state, given the information available today, GHG emissions associated with construction of the proposed project would result in a cumulatively considerable incremental contribution to a significant cumulative global climate change impact.

Additionally, the total GHG emissions associated with project operations under the proposed 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 15% lower than business-as-usual emission levels by 2020 or achieve the CO_2e per service population per year goal, the proposed project would result in a cumulatively considerable contribution to a significant global climate change cumulative impact related to long-term operational generation of GHGs. Global climate change impacts would be significant and unavoidable at the cumulative level.

4.6 EFFECTS NOT FOUND TO BE SIGNIFICANT

CEQA Guidelines Section 15128 requires a statement indicating the reason why various possible significant effects are determined not to be significant and therefore are not discussed in the EIR.

The City of West Hollywood is completely built out and is located in an urbanized area of Los Angeles County. The City has been completely developed with structures, parking lots, and rights-of-way. Designated farmland or zoned agricultural lands do not exist in West Hollywood. Therefore, the environmental issue area of Agricultural Resources was not analyzed in this EIR.

CHAPTER 5.0
ALTERNATIVES

5.1 CEQA REQUIREMENTS AND APPROACH FOR ALTERNATIVES ANALYSIS

According to Section 15126.6 of the CEQA Guidelines, the purpose of the analysis of alternatives is "… focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant impacts of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." Thus, project alternatives are intended to reduce or eliminate the potentially significant adverse environmental effects of the proposed General Plan, while attempting to meet most of the basic project objectives, as stated in Chapter 2.0, "Project Description."

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Through comparison of these alternatives to the proposed project, the advantages of each can be weighed and analyzed. Section 15126.6 of the CEQA Guidelines requires that an EIR, "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of 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."

Additionally, the CEQA Guidelines state:

- The specific alternative of "no project" shall also be evaluated along with its impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. [Section 15126.6(e)(1)(2)]
- An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly discuss the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were

rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii), infeasibility, or (iii) inability to avoid significant environmental impacts. [Section 15126.6(a) and (c)]

- "Feasible" means capable of being accomplished within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. [Section 15364]

5.1.1 PROJECT OBJECTIVES

As described in Chapter 2.0, "Project Description," the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts. The objectives for the West Hollywood General Plan include:

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, cars, 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.

5.2 ALTERNATIVES CONSIDERED BUT REJECTED

ALTERNATIVE LOCATION

Although CEQA Guidelines recommend considering an alternative location to reduce potential impacts of a proposed project, none of the alternatives involve an alternate location because the regulatory authority and goals and policies of the General Plan and CAP are specific to the geographic context of the City of West Hollywood. Buildout pursuant to goals and policies contained in the proposed General Plan at an alternate location would not achieve the City of West Hollywood's goals.

STRAIGHT LINE GROWTH APPLIED TO TRAFFIC ANALYSIS ZONES

This alternative would have assumed a specific growth rate applied equally throughout the City. However, it was determined that this would not represent realistic future conditions in the City. Additionally, this alternative would not achieve the City of West Hollywood's quality of life, housing, neighborhood character, environment, traffic and parking, and other goals for the proposed General Plan.

SCAG GROWTH PROJECTIONS ALTERNATIVE

This alternative would have applied existing SCAG growth projections to traffic analysis zones. This alternative was rejected because it would not represent realistic future conditions in the City and would not enable the City to meet goals related to focused redevelopment of commercial corridors.

5.3 ALTERNATIVES CARRIED FORWARD FOR DETAILED ANALYSIS

In addition to focusing on alternatives capable of either eliminating any significant environmental effects of the project or reducing them to a less-than-significant level, the following analysis examines variations of the proposed project that were considered during preparation of the General Plan and that may be considered further during the public hearing process. The following project alternatives are examined:

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

The alternatives analyzed in the EIR are general in nature, as is the proposed project. The degree of specificity used in the alternatives analysis is related to the programmatic approach used in the analysis of impacts associated with implementation of the General Plan.

Pursuant to the CEQA Guidelines, a range of alternatives to the proposed project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The analysis in this section provides:

1. A description of alternatives considered;
2. An analysis of whether each alternative meets most of the basic objectives of the proposed project as described in the Chapter 2.0 of this EIR and above; and
3. A comparative analysis of the alternatives under consideration and the proposed project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the project to a less-than-significant level.

Table 5-1 provides a summary of general buildout projections determined by the three land use alternatives, including the proposed General Plan. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon but rather provide a likely development scenario that would only occur if all of the areas of the City were to develop the probable capacity yielded by the land use designations.

Table 5-1. City of West Hollywood Development Changes Comparison

	Proposed General Plan	No Project/ Existing General Plan		Two Transit Overlay Areas Only		Extensive TDM	
	Projection	Projection	Comparison to Proposed Project	Projection	Comparison to Proposed Project	Projection	Comparison to Proposed Project
Dwelling Units	28,847	28,619	-228 (-0.8%)	27,781	-1,066 (-3.7%)	28,847	± 0 (0%)
Nonresidential development, square feet	13,949,860	13,759,254	-190,606 (-1.4%)	13,293,572	-656,288 (-4.7%)	13,949,860	± 0 (0%)
Population	44,182	43,821	-361 (0.8%)	42,482	-1,700 (-3.8%)	44,182	± 0 (0%)

Source: California Department of Finance 2009; Raimi and Associates 2010

The No Project/Existing General Plan column shows the realistic growth projections that would occur under the existing General Plan if the proposed General Plan was not adopted. The estimates are based on 2008 calculations of proposed pipeline projects and parcel-by-parcel analysis of development potential using density and intensity assumptions for existing General Plan land use designations.

The Two Transit Overlay Areas Only, and Extensive TDM columns indicate the growth projections for these alternatives. The methodology for these alternatives is consistent with the approach used for the proposed project.

As discussed in subsequent sections, each of the three alternatives contain a range of different TDM features. Table 5-2 compares the TDM features for each alternative. Table 5-3 provides a summary of the detailed alternatives analysis found in the following sections.

Table 5-2. Comparison of Transportation Demand Management Features per Alternative

TDM Measure	Proposed Project		Two Transit Overlay Areas Only		Extensive TDM	
	Residential Areas	Commercial Corridors/ TOD Nodes	Residential Areas	Commercial Corridors/ TOD Nodes	Residential Areas	Commercial Corridors/ TOD Nodes
Reduced or Eliminated Auto Parking Requirements	No change from existing policy	Phase in tailored reductions in minimum parking requirements	- Eliminate minimum parking requirements - Set low maximum parking requirements		No change from existing policy	- Eliminate minimum parking requirements for TOD projects. - Phase in tailored reductions in minimum parking requirements for TOD projects
Unbundled Auto Parking	No change from existing policy	All new multi-family residential and commercial development will be required to unbundle parking.	- All new multi-family residential and commercial development will be required to unbundle parking - Explore creating a Zoning Parking Credit program		No change from existing policy	- All new multi-family residential and commercial development will be required to unbundle parking - Explore creating a Zoning Parking Credit program
Pricing of Public Auto Parking	No change from existing policy	Demand responsive pricing of all public on- and off-street parking in commercial corridors	- Demand responsive pricing of all public on- and off-street parking in all areas - Phased increases to price of on-street residential parking permits		No change from existing policy	- Demand responsive pricing of all public on- and off-street parking in all areas
Bike System Improvements	Implement improvements identified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available		- Expedite funding of improvements identified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available, with target improvements to enhance regional/through connectivity to jobs, educational institutions, and services		Implement improvements identified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available, with targeted improvements to enhance access to TOD projects	

TDM Measure	Proposed Project		Two Transit Overlay Areas Only		Extensive TDM	
	Residential Areas	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**
Pedestrian System Improvements	- Implement improvements identified in the adopted Bicycle and Pedestrian Mobility Plan/ADA Transition Plan as funding becomes available. - Continue to pursue Safe Routes to School funding for public schools and work to improve cooperation with the LAUSD to be eligible for additional funding opportunities		- Expedite funding of improvements identified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available, with target improvements to enhance regional/through connectivity to jobs, educational institutions, and services - Continue to pursue Safe Routes to School funding for public schools and work to improve cooperation with the LAUSD to be eligible for additional funding opportunities - Coordinate with private schools located within the City and adjacent cities to develop Safe Routes to School programs/projects and apply for funding.		- Implement improvements identified in the adopted Bicycle and Pedestrian Mobility Plan as funding becomes available, with targeted improvements to enhance access to TOD projects. - Continue to pursue Safe Routes to School funding for public schools and work to improve cooperation with the LAUSD to be eligible for additional funding opportunities.	
Transit System Improvements	- Implement improvements identified in the adopted regional Short-Range Transit Plan as funding becomes available - Assume subway-to-the-sea alignment through West Hollywood		- Advocate for expedited funding of improvements identified in the adopted regional Short-Range Transit Plan as funding becomes available, with targeted improvements to enhance regional/through connectivity to jobs, educational institutions, and services. - Assume subway-to-the-sea alignment through West Hollywood		- Advocate for expedited funding of improvements identified in the adopted regional Short-Range Transit Plan as funding becomes available, with targeted improvements to enhance access to TOD projects - Assume subway-to-the-sea alignment through West Hollywood	

TDM Measure	Proposed Project		Two Transit Overlay Areas Only		Extensive TDM	
	Residential Areas	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**
Subsidized Transit Passes	- In all new residential or commercial development; the developer and/or property management will be required to provide a 50% transit subsidy for all employees/residents for the lifetime of the building		- In all new residential or commercial development; the developer and/or property management will be required to provide a 100% transit subsidy for all employees/residents for the lifetime of the building - With facilitation by the City, BIDs and/or TMAs will be encouraged to provide a similar transit pass subsidy to groups not covered by the requirements for new construction - Require development to provide financial contributions to the transit capital and/or operational funds to expand existing City transportation services.		No change from existing policy	- In all new residential or commercial development, the developer and/or property management will be required to provide a 100% transit subsidy for all employees/ residents for the lifetime of the building - With facilitation by the City, BIDs and/or TMAs will be encouraged to provide a similar transit pass subsidy to groups within 0.5 mile of TOD nodes but that are not covered by the requirements of new construction - Require development to provide financial contributions to the transit capital and/or operational funds to expand existing City transportation services.
Fare Free Transit Zone	No change from existing policy		No change from existing policy		- Create a fare-free transit zone within the City of West Hollywood so that all transit trips originating within City boundaries are fare-free.	

TDM Measure	Proposed Project		Two Transit Overlay Areas Only		Extensive TDM	
	Residential Areas	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**
Auto Parking Cash-Out	N/A to residential development (see unbundled parking)	No change from existing policy.	N/A to residential development (see unbundled parking)	- Expand existing parking cash-out requirement to all businesses (i.e., regardless of number of employees or SF of business) if the employer subsidizes or provides free parking for employees	N/A to residential development (see unbundled parking	- Expand existing parking cash-out requirement to all businesses in TOD projects (i.e., regardless of number of employees or SF of business) if the employer subsidizes or provides free parking for employees
Car Sharing	- Implement a small-scale carsharing program for City employees. - Pursue multijurisdictional car sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG		- Require development projects to implement on-site car sharing program or pay into a fund to incentivize a bike sharing operator to implement a Citywide program in the near term - Pursue multijurisdictional car sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG		- Require TOD development projects to implement on-site car sharing program or pay into a fund to incentivize a bike sharing operator to implement a Citywide program in the near term - Pursue multijurisdictional car sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG	

TDM Measure	Proposed Project		Two Transit Overlay Areas Only		Extensive TDM	
	Residential Areas	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**	**Residential Areas**	**Commercial Corridors/ TOD Nodes**
Bike Sharing	- Implement a small-scale bike sharing program for City employees. - Pursue multijurisdictional bike sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG		- Require development projects to implement on-site bike sharing program or pay into a fund to incentivize a bike sharing operator to implement a Citywide program in the near term - Pursue multijurisdictional bike sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG		- Require TOD development projects to implement on-site bike sharing program or pay into a fund to incentivize a bike sharing operator to implement a Citywide program in the near term - Pursue multijurisdictional bike sharing program with regional partners including City of Los Angeles, Westside Cities, and SCAG	
Carpooling/ Vanpooling	Target small to moderate increase in employee participation rates in carpools and vanpools due to additional promotional efforts by the City		Target moderate to high increase in employee participation rates in carpools and vanpools due to additional promotional efforts by the City, mode split performance targets for new development, and public or private subsidies		Target moderate to high increase in employee participation rates in carpools and vanpools at TOD projects due to additional promotional efforts by the City, mode split performance targets for new development, and public or private subsidies	
Telecommuting Alternative Work Schedules	Target small to moderate increase in employee participation rates in telecommuting and alternative work schedules due to additional promotional efforts by the City		Target moderate to high increase in employee participation rates in telecommuting and alternative work schedules for employees due to additional promotional efforts by the City, mode split performance targets for new development, and public or private subsidies		Target moderate to high increase in employee participation rates in telecommuting and alternative work schedules for employees at TOD projects due to additional promotional efforts by the City, mode split performance targets for new development, and public or private subsidies	

Table 5-3. Comparison of Impacts of Alternatives to the Proposed Project

Issue Area	Proposed Project		Alternatives to the Proposed Project		
	Without Mitigation	With Mitigation	No Project	Two Transit Overlay Areas Only	Extensive TDM
3.1 Aesthetics					
Scenic Vistas	LS	LS	—	—	—
Scenic Highways	LS	LS	—	—	—
Visual Character	LS	LS	—	—	—
Light and Glare	LS	LS	—	—	—
3.2 Air Quality					
SCAQMD Air Quality Management Plan	PS	SU	—	—	—
Violation of Air Quality Standards – Short-Term Impacts	PS	SU	—	▼	—
Violation of Air Quality Standards – Long-Term Impacts	PS	SU	▲	▼	▼
Increase in Criteria Air Pollutants	PS	SU	▲	▼	▼
Toxic Air Contaminants – Construction-Related Emissions	LS	LS	—	▼	—
Toxic Air Contaminants – Operational Emissions – Stationary Sources	LS	LS	—	▼	—
Toxic Air Contaminants – Operational Emissions – On-Road Mobile Sources	LS	LS	▲	▼	▼
Local CO Hotspots	LS	LS	—	—	—
Odors	LS	LS	—	—	—
3.3 Biological Resources					
Sensitive Species	NI	NI	—	—	—
Riparian Habitat or Other Sensitive Habitat	NI	NI	—	—	—
Wetlands	NI	NI	—	—	—
Movement of Wildlife Species	NI	NI	—	—	—
Conflict with Polices or Ordinances Protection Species	LS	LS	—	—	—
Habitat Conservation Plan/Natural Community Conservation Plan	NI	NI	—	—	—
3.4 Cultural Resources					
Historical Resources	LS	LS	—	—	—
Archaeological Resources and Human Remains	LS	LS	—	—	—

Issue Area	Proposed Project		Alternatives to the Proposed Project		
	Without Mitigation	With Mitigation	No Project	Two Transit Overlay Areas Only	Extensive TDM
3.5 Geology, Soils, and Mineral Resources					
Fault Rupture	LS	LS	—	—	—
Ground Shaking	LS	LS	—	—	—
Liquefaction and Ground Failure	LS	LS	—	▼	—
Earthquake-Induced Landslides	LS	LS	—	—	—
Soil Erosion or Loss of Topsoil	LS	LS	—	—	—
Soil Hazards: Landslides, Subsidence, Lateral Spreading, Expansive Soils	LS	LS	—	—	—
Mineral Resources	LS	LS	—	—	—
3.6 Hazards and Hazardous Materials					
Routine Use, Transportation, Disposal, and Release of Hazardous Materials	LS	LS	—	—	—
Interference with an Adopted Emergency Plan	LS	LS	—	▼	▼
Development on a Known Hazardous Materials Site	LS	LS	—	—	—
Fire Hazards	LS	LS	—	—	—
Underground Gas Hazards	LS	LS	—	—	—
Hazardous Materials within 0.25 mile of Schools	LS	LS	—	—	—
3.7 Hydrology and Water Quality					
Violation of Water Quality Standards	LS	LS	—	—	—
Groundwater Resources	LS	LS	▲	—	—
Surface Hydrology and Drainage	LS	LS	—	—	—
Flooding and Dam Inundation	LS	LS	—	—	—
Mudflows	LS	LS	—	—	—
3.8 Land Use and Planning					
Divide an Established Community	LS	LS	—	—	—
Conflict with an Adopted Land Use Plan	LS	LS	▼	—	—
Conflict with an Applicable Habitat Conservation Plan	LS	LS	—	—	—

Issue Area	Proposed Project		Alternatives to the Proposed Project		
	Without Mitigation	With Mitigation	No Project	Two Transit Overlay Areas Only	Extensive TDM
3.9 Noise					
Construction Noise	PS	LS	—	—	—
Transportation Noise	LS	LS	—	▼	—
Stationary and Area- Source Noise Levels – Changes in Land Use	PS	LS	—	▼	—
Stationary and Area- Source Noise Levels – Other Noise Sources	PS	LS	—	▼	—
Aircraft Noise	LS	LS	—	—	—
Construction-Induced Vibration	PS	LS	—	—	—
Vehicular Traffic-Induced Vibration	LS	LS	—	▼	—
Industrial and Commercial Operations Vibration	LS	LS	—	▼	—
3.10 Paleontological Resources					
Paleontological Resources	PS	LS	▲	▼	—
3.11 Population and Housing					
Induce Substantial Population Growth	LS	LS	—	▼	—
Displace Substantial Numbers of Existing Housing or People	LS	LS	—	▼	—
3.12 Public Services and Utilities					
Police Protection	PS	LS	—	▼	—
Fire Protection	PS	LS	—	▼	—
Education	LS	LS	—	▼	—
Libraries	LS	LS	—	▼	—
Water – Water Infrastructure	LS	LS	—	▼	—
Water – Water Supply	PS	SU	▲	▼	—
Wastewater	LS	LS	—	▼	—
Storm Drain System	LS	LS	—	▼	—
Electricity and Natural Gas	LS	LS	—	▼	—
Solid Waste	LS	LS	▲	▼	—

Issue Area	Proposed Project		Alternatives to the Proposed Project		
	Without Mitigation	With Mitigation	No Project	Two Transit Overlay Areas Only	Extensive TDM
3.13 Recreation					
Increased use and physical deterioration of existing recreational facilities	LS	LS	—	▼	—
Construction or Expansion of Existing Facilities	LS	LS	—	▼	—
3.14 Transportation and Circulation					
Peak Hour Intersection Level of Service	PS	SU	▲	▼	▼
Congestion Management Program Level of Service	PS	SU	▲	▼	▼
Design Hazards	LS	LS	—	—	—
Air Traffic Hazards	LS	LS	—	—	—
Emergency Access	LS	LS	▲	—	—
Public Transit, Bicycle, and Pedestrian Facilities	LS	LS	—	—	—
Parking	LS	LS	▲	—	—
3.15 Global Climate Change					
Construction-Related GHG Emissions	PS	SU	▲	▼	▼
Operations-Related GHG Emissions	PS	SU	▲	▼	▼
Conflict with an Applicable Plan, Policy, or Regulation	PS	SU	▲	▼	▼

▲ Alternative is likely to result in greater impacts to issue when compared to proposed project

— Alternative is likely to result in similar impacts to issue when compared to proposed project

▼ Alternative is likely to result in less impacts to issue when compared to proposed project; however, impacts would still be significant before mitigation

PS Potentially significant impact

LS Less-than-significant impact

SU Potentially significant and unavoidable

NI No impact

5.3.1 ALTERNATIVE 1: NO PROJECT/EXISTING GENERAL PLAN

This alternative is analyzed within this EIR as it is required under CEQA Guidelines Section 15126.6(e). According to Section 15126.6(e)(2) of the CEQA Guidelines, the "no project" analysis shall discuss, "what is reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." This alternative assumes that the proposed General Plan would not be adopted and implemented. Instead, the City of West Hollywood would be developed according to the existing General Plan's land use designations and circulation plan. The existing General Plan would not allow for changes in land use in the five commercial subareas pursuant to the proposed project. Additionally, under this alternative, the City of West Hollywood would be developed in accordance with existing General Plan goals and policies.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Aesthetics

All aesthetics impacts would be less than significant for both the proposed project and Alternative 1. Future development under the proposed project could result in slightly taller structures in limited areas of the City than would be permitted under Alternative 1, potentially affecting scenic vistas. However, SSP and 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.

There are no designated scenic highways in West Hollywood, so there would be no impact under either the proposed project or this alternative.

Future development under the proposed project and this alternative would include infill and redevelopment projects, which would have the potential to impact the visual character of existing neighborhoods, adding new sources of light and glare, and shade or shadow. Future development projects would be subject to subsequent environmental and design review, which would include analysis of visual impacts. Both the proposed project and Alternative 1 include policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Future development would also be subject to existing building and development standards specified in the City's Zoning Code. Because of requirements for aesthetic improvements under the proposed project and Alternative 1, as well as implementation

of existing Zoning Code requirements and SSP requirements, aesthetics impacts would be similar for the proposed project and Alternative 1.

Air Quality

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. Because the level of development would be similar under Alternative 1; construction-related air quality impacts would be similar and would remain significant. The majority of development under the proposed project would occur within five commercial subareas of the City as a result of redevelopment. New development in the commercial subareas, which could include residential development, has the potential to expose more sensitive receptors to new and existing sources of air pollution. Although potentially fewer receptors would be exposed under Alternative 1, this impact would remain significant. However, intensification of the commercial subareas could provide a wider range of services and uses, potentially reducing or shortening vehicle trips. Additionally the Mobility Element of the proposed General Plan emphasizes alternative transportation, including pedestrian walkways, and bicycle paths throughout the City that could also reduce vehicle trips, as well as vehicle miles traveled. The proposed General Plan includes green building policies, potentially reducing emissions from existing and future buildings. This alternative would have greater traffic volumes on most roadway segments, and would have more intersections that operate at an unacceptable level of service (LOS) compared to the proposed project. This alternative would be similar to the proposed project with respect to implementation of the SCAQMD Air Quality Plan.

Implementation of this alternative would result in generally similar impacts associated with construction sources, and similar impacts associated with stationary sources, but increased impacts associated with mobile sources. No significant air quality impacts for the proposed project would be reduced to a less-than-significant level under this alternative. Because mobile sources are the largest contributor to air quality impacts, Alternative 1 is considered to have greater air quality impacts compared to the proposed project.

Biological Resources

There would be no significant biological resources impacts for the proposed project. The urban environment in the City of West Hollywood does not support sensitive species, migration corridors, riparian habitat or other sensitive natural communities, or wetlands. There would be no impact to these resources under either the proposed project or Alternative 1. Similarly, there are

no habitat conservation plans or natural community conservation plans that apply to the City, so there would be no impact under the proposed project or this alternative.

Future development under both the proposed project and Alternative 1 would be subject to all applicable state, federal, and local ordinances protecting biological resources. Implementation of either the proposed project or Alternative 1 would result in a less-than-significant impact related to conflict with these plans, regulations, and ordinances. Impacts to biological resources would be similar under the proposed General Plan and Alternative 1.

Cultural Resources

All cultural resources impacts would be less than significant under both the proposed project and Alternative 1. Under both Alternative 1 and the proposed project, the City would continue to preserve historic resources through preservation policy, design standards, and environmental review. With respect to archaeological resources and burial sites, policies in both Alternative 1 and the proposed project require evaluation and oversight by a qualified archaeologist if resources are identified during construction activities.

Because future development under both Alternative 1 and the proposed project would be required to comply with policies and ordinances protecting historical and cultural resources, Alternative 1 would result in similar impacts to cultural resources compared to the proposed project.

Geology, Soils, and Mineral Resources

All geology, soils, and mineral resource impacts would be less than significant for the proposed project. The majority of development under the proposed project would occur as infill or redevelopment within five commercial subareas. The City is currently built out, and under Alternative 1, any changes would similarly represent infill or redevelopment.

The Hollywood Fault runs through the City. A seismic event on this fault or a smaller nearby fault could result in surface fault rupture. Therefore, infill development or redevelopment under either the proposed project or this alternative within proximity to these faults would have the potential to expose additional people and/or structures to hazards in the event of fault rupture.

Because the City is located within a seismically active region of Southern California near large regional faults capable of generating strong earthquakes with high intensity ground shaking, the

entire City is at risk for damage caused by ground shaking under either Alternative 1 or the proposed General Plan.

Approximately half of the City has been designated as a liquefaction hazard area. Some or all of the Sunset Strip, Santa Monica Boulevard West, and Melrose/Beverly District commercial subareas proposed within the Draft General Plan are located within this hazard area. Thus, development under the proposed General Plan may expose more people and property to liquefaction hazards than under Alternative 1. However, this impact would be less than significant for the proposed project, so this alternative would not reduce or avoid a significant impact related to liquefaction hazards.

A small area along the northern edge of the City has been designated as susceptible to earthquake-induced landslides. No land use changes are proposed in this area under either Alternative 1 or the proposed project, so the potential for redevelopment or infill activities that would subject buildings, roadways, utilities, and persons to severe damage or injury in the event of an earthquake-induced landslide would be similar under both alternatives.

Sites undergoing development or redevelopment could be susceptible to erosion from wind and storm water runoff associated with construction activities. New development under either Alternative 1 or the proposed project has the potential to increase soil erosion if undertaken without erosion control.

Soil hazards, including land sliding, debris flows, expansive soils, and collapsible soils, are present in the City. Future development permitted under either the proposed project or Alternative 1 would expose additional people and structures to soil hazards.

There are no designated mineral resources zones in the City, and neither the proposed project nor this alternative would result in the loss of availability of mineral resources. Wastewater conveyance and treatment are available throughout the City, so neither the proposed project nor Alternative 1 would result in impacts related to suitability of soils for septic systems.

Like the proposed General Plan, several programs and regulations are implemented under Alternative 1 to protect people and property from geologic and seismic hazards. All new development would be subject to state and federal regulations, including the California Building Code seismic safety standards for construction. Safety policies and protections under both the proposed and existing General Plans are similar. All geology, soils, and mineral resource impacts of the proposed project would be less than significant. However, based on the fact that all or part

of three of the five commercial subareas identified for development and redevelopment in the proposed project lie in areas subject to liquefaction hazards, Alternative 1 would result in lesser impacts to geology, soils, and mineral resources compared to the proposed project.

Hazards and Hazardous Materials

The proposed project would not result in any significant impacts related to hazards and hazardous materials. Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. The majority of development under the proposed project would occur within five commercial subareas of the City as a result of redevelopment. Some of these areas include commercial lands that may use, store, or release hazardous materials. Under both the existing and proposed General Plans, future commercial land uses would remain within currently designated areas.

Increased population and commercial square footage under both the proposed project and Alternative 1 would result in increased use, storage, and/or disposal of hazardous materials during routine operations, and increased transportation of hazardous materials to and through the City. However, compliance with regulations governing hazardous materials transportation, handling and disposal, including handling of materials within 0.25 mile of existing or proposed schools, would be required under both the proposed General Plan and Alternative 1.

The level of development associated with the proposed General Plan would result in relatively lower levels of congestion at intersections and along roadways identified as evacuation routes compared to buildout of Alternative 1. However, implementation of either the proposed project or Alternative 1 would require periodic updating of, and compliance with, adopted emergency plans.

Several Cortese-listed sites are present in the City, and development or redevelopment of these sites or other parcels with known hazardous materials or hazardous waste could occur under either the proposed project or this alternative. However, compliance with existing state, federal, and local hazardous waste site cleanup standards would be required under both the proposed project and this alternative.

No change will occur to land use designations in the portion of the City designated as a wildfire hazard severity zone under either Alternative 1 or the proposed General Plan. Underground gas

hazards are present in some areas of the City, and redevelopment or infill development under either the existing or the proposed General Plan could expose additional people to underground gas hazards.

Development pursuant to either Alternative 1 or the proposed General Plan would be subject to the same local, state, and federal regulations regarding hazards and hazardous materials. The level of development that would occur under either the proposed General Plan or Alternative 1 would be similar, and therefore the increased presence of hazardous materials within the commercial subareas would be similar. Future development in proximity to these uses could be exposed to hazardous materials related to the use, disposal, and transport of hazardous materials. The proposed project would not result in any significant impacts related to hazards and hazardous materials, and implementation of Alternative 1 would not reduce or avoid any significant hazards or hazardous materials impacts of to the proposed project. Implementation of Alternative 1 would result in similar impacts with respect to hazards and hazardous materials compared to the proposed project.

Hydrology and Water Quality

The proposed project would not result in any significant impacts related to hydrology and water quality. Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. The majority of development under the proposed project would occur through redevelopment within five commercial subareas. However, because most new development would occur in the form of infill, redevelopment, or adaptive reuse in existing urbanized areas, it would not result in substantial changes to absorption rates, drainage patterns, and the rate of surface runoff. Site redevelopment will likely improve the quality of urban runoff contributing to groundwater infiltration and recharge due to enforcement of NPDES permit requirements. The proposed General Plan could lead to a net reduction in Citywide impervious surface in the environment when compared to Alternative 1, due to the addition of pervious surface and landscaping occurring through retrofitting of previously developed sites, particularly in the commercial areas of the City, thus improving absorption and surface runoff rates.

Neither the proposed project nor Alternative 1 would result in the alteration of existing streams, rivers, or drainage channels. Future infill development in the City's existing urban areas would not substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of storm water runoff.

Under either the proposed project or Alternative 1, future development would occur in urbanized areas; new land would not be converted to urban uses, and substantial new areas of impervious surfaces would not be created. In fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, increasing groundwater recharge.

Two areas of the City are located within the 0.2% AEP boundary for floods (500-year floodplain). However, there are no areas of West Hollywood that are located within the 1% AEP boundary (100-year floodplain). Neither the proposed project nor Alternative 1 would expose people or structures to hazards related to a 100-year flood. Portions of West Hollywood are susceptible to flood events related to dam failure. The West Franklin Dam and the Mulholland Dam are located in the Hollywood Hills above West Hollywood. Areas below the dams, including portions of the City, have the potential to be inundated in the unlikely event of catastrophic dam failure. The projected increases in population, housing, and nonresidential development would be similar in the proposed project and Alternative 1, and the potential exposure of persons and property to flooding and dam inundation would be similar under the proposed project and Alternative 1.

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 steeply graded slopes, including following construction activities or after wildfires. Infill development or redevelopment could occur in this area under either Alternative 1 or the proposed General Plan.

Development under this alternative and the proposed General Plan would be subject to local, regional, state, and federal standards for water quality. Additionally, in comparison to Alternative 1, the proposed General Plan's Infrastructure, Resources, and Conservation Element contains updated goals, policies, and programs related to groundwater, water supply, hydrology, and water quality responsive to recent changes in federal and state regulation. Due to the updated policies and programs, implementation of Alternative 1 would result in greater impacts to hydrology and water quality compared to the proposed project.

Land Use and Planning

The proposed project would not result in any significant impacts related to land use and planning. Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361

fewer people than would be forecast under the proposed project, a difference of about 1%. The majority of development under the proposed project would occur through redevelopment within five commercial subareas.

Due to the urbanized character of the City, development pursuant to either Alternative 1 or the proposed General Plan would not physically divide established communities, as all new development would occur in the form of site redevelopment.

The proposed project and Alternative 1 are consistent with the goals of the Regional Comprehensive Plan and Guide, including the Compass Growth Visioning Principles. However, the Zoning Code, existing specific plans, and West Hollywood Redevelopment Plan, all of which are consistent with the existing General Plan, would have to be reviewed and/or updated as needed to conform to the proposed General Plan.

There are no adopted habitat conservation plans or natural community conservation plans in the City.

Although not considered a significant physical land use and planning impact, because other plans and ordinances of the City that are consistent with Alternative 1 would have to be reviewed and/or updated as needed to conform with the proposed project, implementation of Alternative 1 would result in lesser impacts to land use and planning than the proposed project.

Noise

The majority of development under the proposed project would occur as a mix of uses within five commercial subareas, all of which are located adjacent to roadways with high traffic volumes. Additional residents would be exposed to elevated traffic-related noise levels under the proposed project. These increases could exceed noise significance thresholds and have the potential to affect noise-sensitive receptors and uses located adjacent to arterials. However, the proposed General Plan also includes policies aimed at reducing noise related to vehicular traffic that are not found in the existing General Plan.

Construction activities associated with either Alternative 1 or the proposed General Plan would generate elevated noise from construction and have the potential to impact noise-sensitive land uses.

The proposed project would result in the development of more residences and nonresidential development than Alternative 1. West Hollywood is an urbanized area, with a variety of existing stationary noise sources, including both daytime and nighttime activities.

West Hollywood is located more than 8 miles from the nearest airport (Burbank-Glendale-Pasadena Airport), and noise from aircraft would be an intermittent occurrence under both the proposed project and Alternative 1.

Vibration from sources, including construction activities, and ongoing commercial and industrial activities, would affect a similar number of people under the proposed project and Alternative 1, based on the similar level of construction and development.

Because the increases in population and nonresidential square footage would be similar under Alternative 1 and the proposed project, impacts related to stationary noise sources, traffic noise, and vibration would be similar under Alternative 1 compared to the proposed project. Because Alternative 1 would result in similar increases in similar new noise sources, and similar number of receptors exposed to noise, implementation of Alternative 1 would not reduce any significant noise impacts of the proposed project below the level of significance.

Paleontological Resources

The majority of development under the proposed project would occur as infill or redevelopment within five commercial subareas. The City is currently built out, and under Alternative 1, any changes would similarly represent infill or redevelopment. Most areas of the City (excluding only the Hollywood Hills) are located on paleontologically sensitive alluvial fan deposits similar to rock formations where large numbers of fossils have been recovered. As under the proposed project, development under Alternative 1 would have the potential to affect paleontological resources, but implementation of the existing General Plan under Alternative 1 would not be subject to the requirement for construction worker training and evaluation by a qualified paleontologist if resources were identified during construction. The proposed project requires this training and evaluation, reducing the impact to a less-than-significant level. Impacts would thus be greater under Alternative 1 than the proposed project.

Population and Housing

The proposed project would not result in any significant impacts related to population and housing. Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361

fewer people than would be forecast under the proposed project, a difference of about 1%. Although both Alternative 1 and the proposed project would result in more growth than forecast by SCAG, Alternative 1 would have a slightly lesser population increase.

While it is likely that the creation of housing units associated with the proposed General Plan could provide additional housing opportunities and the replacement of substandard housing with newer housing units relative to Alternative 1, it is also possible that residents of older housing units could be displaced as a result of the demolition and replacement of older housing units with newer housing units. Policies in both the existing and proposed General Plans address, facilitate, and promote development of a variety of rental and ownership housing types in the planning area aimed at all income levels to meet the needs of the projected population.

No significant population and housing impacts were identified for the proposed project, and although the change in the number of residential units and the quantity of nonresidential square footage is projected to be slightly smaller compared to the proposed project, these differences are less than 1%, and population and housing impacts would be similar for Alternative 1 compared to the proposed project. Alternative 1 would not reduce any population and housing impacts below a level of significance.

Public Services and Utilities

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. The levels of development and population projected under Alternative 1 are similar to the proposed project, and would generate a similar number of calls associated with criminal activity, medical emergencies, fires, and accidents, as well as a similar need for expanded public education efforts related to crime and fire prevention. With the similar increase in population and new development under Alternative 1, a similar increase in police and fire personnel, equipment, and facilities would be required to ensure adequate emergency service capabilities and short response times.

Given the similar increase in the number of dwelling units and associated school-age population under Alternative 1 compared to the proposed project, demands on school facilities and staff would be similar relative to the proposed project. Also, the similar increase in residential population under Alternative 1 would create a similar increase in demand for additional library services. Nevertheless, a new West Hollywood Library is currently under construction as part of

the redevelopment of West Hollywood Park. The impacts of library construction have been previously evaluated in environmental documentation external to this EIR. The similar increase in population and development resulting from Alternative 1 would create a similar increase in demand for additional water infrastructure as well as replacement and upgrading of water facilities relative to the proposed project.

Future water supply for the proposed project is a significant and unavoidable impact based on future uncertainties related to the consistent availability of water from the San Francisco Bay/Sacramento River Delta region. The proposed project includes a variety of policies and programs aimed at reducing per capita water use, and because the increases in population, and commercial square footage would be similar under the proposed project and Alternative 1, increased water demand would be potentially greater under Alternative 1 compared to the proposed project.

Implementation of Alternative 1 would result in a similar increase in population relative to the proposed project, creating similar demand for wastewater collection and treatment facilities. The population growth associated with Alternative 1 would also create similar new demand for electricity and natural gas. Because the proposed project includes policies to reduce waste that are not present in the existing General Plan, implementation of Alternative 1 would result in greater increases in demand for solid waste collection and disposal capacity relative to the proposed project.

Overall, implementation of Alternative 1 would allow a similar amount of new development and redevelopment in the City to what would occur under implementation of the proposed project. Because of the similar population and employment forecast, demand for police, fire, school, and library services and infrastructure capacity would be similar for this alternative compared to the proposed project. Because the proposed project includes water conservation and waste reduction policies not present in the existing General Plan, implementation of Alternative 1 would result in greater impacts to public services and utilities compared to the proposed project.

Recreation

The proposed project would not result in any significant impacts related to recreation. Implementation of either the proposed project or Alternative 1 would result in an increase in the City's population, and neither the proposed project nor Alternative 1 identifies new or expanded park facilities. Buildout under Alternative 1 would result in a similar number of dwelling units, and residents as would be forecast under the proposed project. Because the increase in

population would be similar, impacts related to recreation would be similar under Alternative 1 compared to the proposed project.

Transportation and Traffic

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. However, the proposed project includes new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management. These policies and programs are not present in the existing General Plan. Table 5-3 presents a comparison of the TDM policies that would be implemented under each alternative.

Implementation of the proposed project would result in 22 intersections with significant LOS impacts during the a.m. peak hour, with 26 intersections having significant impacts during the p.m. peak hour. Buildout of Alternative 1, which lacks the proposed project's emphasis on management of the transportation system, would result in 24 intersections with significant impacts during the a.m. peak hour, and 29 intersections during the p.m. peak hour. Table 5-4 presents future intersection LOS for Alternative 1. Most roadway segments would have similar or greater volumes under Alternative 1 compared to the proposed project; Table 5-5 presents future roadway segment volumes for the proposed project and Alternative 1.

Because of the policies and programs of the proposed project that serve to reduce the number and distance of automobile trips, vehicle miles traveled (VMT), vehicle hours traveled (VHT), vehicle trips generated (VT), and average trip length would all be lower for the proposed project compared to Alternative 1. Table 5-6 presents daily performance measures for the proposed project and the alternatives.

Because of the proposed project's emphasis on alternative transportation and reduced demand for automobile travel, impacts on county CMP intersections would be less under the proposed project compared to this alternative. Table 5-7 presents CMP Impact information for the proposed project and the three alternatives.

Neither the proposed project nor Alternative 1 would increase hazards due to design features or incompatible uses; no new roadways are planned for the City, and any proposed expansions or alterations would be subject to existing City design standards.

Table 5-4. Future No Project Level of Service

Int	North/South Street	East/West Street	Existing (2008) AM		Existing (2008) PM		Future (2035) No Project AM		Future (2035) No Project PM		AM Impact Analysis		PM Impact Analysis	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Change in Delay	Impact?	Change in Delay	Impact?
1	Doheny Road/Cory Avenue	Sunset Boulevard	23	C	28	C	29	C	37	D	7	No	9	No
2	Doheny Drive	Sunset Boulevard	52	D	60	E	82	F	84	F	30	**Yes**	25	**Yes**
4	San Vicente Boulevard	Sunset Boulevard	33	C	36	D	49	D	76	E	15	**Yes**	39	**Yes**
5	Larrabee Street	Sunset Boulevard	7	A	10	B	10	A	12	B	2	No	2	No
6	Sunset Plaza Drive	Sunset Boulevard	9	A	14	B	11	B	26	C	2	No	12	No
7	La Cienega Boulevard/Miller Drive	Sunset Boulevard	19	B	59	E	28	C	110	F	10	No	51	**Yes**
9	Crescent Heights Boulevard	Sunset Boulevard	58	E	60	E	81	F	80	F	22	**Yes**	20	**Yes**
11	La Cienega Boulevard	Fountain Avenue	54	D	192	F	73	E	276	F	19	**Yes**	84	**Yes**
12	Olive Drive	Fountain Avenue	6	A	4	A	10	A	6	A	4	No	2	No
14	Sweetzer Avenue	Fountain Avenue	9	A	12	B	12	B	14	B	3	No	2	No
15	Crescent Heights Boulevard	Fountain Avenue	98	F	49	D	123	F	81	F	25	**Yes**	32	**Yes**
17	Fairfax Avenue	Fountain Avenue	66	E	58	E	112	F	124	F	46	**Yes**	67	**Yes**
18	Spaulding Avenue	Fountain Avenue	5	A	5	A	6	A	7	A	1	No	1	No
20	Gardner Street	Fountain Avenue	56	E	190	F	88	F	300	F	33	**Yes**	111	**Yes**
24	La Brea Avenue	Fountain Avenue	64	E	50	D	90	F	68	E	26	**Yes**	18	**Yes**
26	Holloway Drive/Horn Avenue	Sunset Boulevard	40	D	54	D	61	E	76	E	21	**Yes**	22	**Yes**
27	La Cienega Boulevard	Holloway Drive	30	C	58	E	47	D	72	E	18	**Yes**	14	**Yes**
28	Doheny Drive	Cynthia Street[2]	21	C	52	F	60	F	176	F	39	**Yes**	124	**Yes**
29	San Vicente Boulevard	Cynthia Street	15	B	20	C	17	B	28	C	2	No	8	No
30	Doheny Drive	Santa Monica Boulevard (WB)[3]	98	F	39	D	119	F	42	D	22	**Yes**	3	No
	Doheny Drive	Melrose Avenue/Santa Monica Boulevard (EB)[3]	65	E	191	F	228	F	211	F	163	**Yes**	21	**Yes**
32	Robertson Boulevard	Santa Monica Boulevard	35	C	33	C	63	E	71	E	28	**Yes**	38	**Yes**
33	San Vicente Boulevard	Santa Monica Boulevard	42	D	61	E	79	E	119	F	36	**Yes**	58	**Yes**
34	Westbourne Drive	Santa Monica Boulevard	16	B	18	B	22	C	40	D	6	No	22	**Yes**
35	La Cienega Boulevard	Santa Monica Boulevard	83	F	77	E	123	F	112	F	40	**Yes**	35	**Yes**
36	Croft Avenue/Holloway Drive	Santa Monica Boulevard	15	B	32	C	19	B	53	D	4	No	21	**Yes**
39	Sweetzer Avenue	Santa Monica Boulevard	14	B	18	B	19	B	23	C	4	No	5	No
41	Crescent Heights Boulevard	Santa Monica Boulevard	54	D	111	F	82	F	143	F	28	**Yes**	32	**Yes**
42	Laurel Avenue	Santa Monica Boulevard	10	A	11	B	11	B	12	B	2	No	1	No
43	Fairfax Avenue	Santa Monica Boulevard	60	E	82	F	104	F	166	F	45	**Yes**	84	**Yes**
46	Gardner Street	Santa Monica Boulevard	19	B	25	C	21	C	43	D	3	No	17	**Yes**
47	Martel Avenue	Santa Monica Boulevard	8	A	15	B	9	A	17	B	1	No	2	No
49	Formosa Avenue	Santa Monica Boulevard	10	A	36	D	15	B	68	E	5	No	32	**Yes**
50	La Brea Avenue	Santa Monica Boulevard	59	E	71	E	89	F	115	F	30	**Yes**	44	**Yes**
54	Robertson Boulevard	Melrose Avenue	15	B	13	B	18	B	17	B	3	No	4	No
55	San Vicente Boulevard	Melrose Avenue	34	C	23	C	43	D	35	D	9	No	12	**Yes**
56	Huntley Drive	Melrose Avenue	26	C	7	A	53	D	8	A	27	**Yes**	2	No
57	La Cienega Boulevard	Melrose Avenue	60	E	40	D	77	E	61	E	17	**Yes**	21	**Yes**
61	Doheny Drive	Beverly Boulevard	45	D	48	D	81	F	83	F	36	**Yes**	35	**Yes**
63	Robertson Boulevard	Beverly Boulevard	61	E	34	C	78	E	52	D	17	**Yes**	18	**Yes**
65	San Vicente Boulevard	Beverly Boulevard	40	D	39	D	46	D	72	E	6	No	33	**Yes**
66	La Cienega Boulevard	Beverly Boulevard	64	E	84	F	94	F	112	F	30	**Yes**	29	**Yes**
72	La Brea Avenue	Romaine Street	11	B	51	D	14	B	46	D	3	No	-5	No

[1] Beyond a certain point, intersection delay can no longer be accurately calculated. The intersection is said to be overflowing.
[2] Intersection (Int) is controlled by stop signs and delay is reported for the worst-case movement.
[3] Intersection is controlled by two signals on one controller. Delay and LOS are reported for each signal.
Notes: AM and PM represent AM and PM Peak Hour.
Change in delay is in seconds.
For signalized intersections, average delay beyond 200 seconds is reported as overflowing.
For unsignalized intersections, worst-case approach delay beyond 50 seconds is reported as overflowing.

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Table 5-5. Future (Year 2035) No Project Scenario and Proposed Project Scenario Forecast Roadway Segment Volumes – City of West Hollywood General Plan Update Study Segments

Roadway	Segment	Existing (Year 2008)			Future (Year 2035) Proposed Project			Future (Year 2035) No Project		
		ADT	AM	PM	ADT	AM	PM	ADT	AM	PM
Beverly Boulevard	W/O Doheny	25,679	2,271	2,058	27,010	2,380	2,240	27,010	2,460	2,350
Beverly Boulevard	E/O La Cienega Boulevard	34,361	2,070	2,508	37,960	2,320	2,770	37,960	2,360	2,870
Crescent Heights Boulevard	S/O Santa Monica Boulevard	23,089	1,700	1,652	23,640	1,730	1,720	23,640	1,790	1,660
Crescent Heights Boulevard	S/O Sunset Boulevard	33,538	2,192	2,257	36,860	2,270	2,350	36,860	2,300	2,270
Doheny Drive	S/O Santa Monica Boulevard	14,545	974	1,063	16,490	1,100	1,180	16,490	1,100	1,190
Doheny Drive	S/O Beverly	18,552	1,177	1,249	22,120	1,330	1,450	22,120	1,410	1,480
Doheny Drive	S/O Sunset Boulevard	9,619	507	613	11,560	550	680	11,560	610	720
Fairfax Avenue	S/O Santa Monica Boulevard	30,457	1,917	2,160	33,330	2,410	2,660	33,330	2,180	2,470
Fairfax Avenue	S/O Sunset Boulevard	31,318	1,948	2,260	34,770	2,270	2,550	34,770	2,080	2,580
Fountain Avenue	E/O La Cienega Boulevard	28,364	1,951	1,987	31,580	2,070	2,180	31,580	2,060	2,000
Fountain Avenue	@ Crescent Heights	34,890	2,413	2,017	41,050	2,600	2,200	41,050	2,820	2,180
Fountain Avenue	@ Fuller Av	35,627	2,072	2,275	41,040	2,330	2,520	41,040	2,260	2,420
La Brea Avenue	S/O Santa Monica Boulevard	39,173	2,394	2,547	42,100	2,610	2,730	42,100	2,760	2,880
La Brea Avenue	S/O Sunset Boulevard	38,020	2,336	2,500	40,310	2,510	2,660	40,310	2,450	2,620
La Cienega Boulevard	S/O Santa Monica Boulevard	35,501	1,972	2,254	38,990	2,130	2,490	38,990	2,250	2,530
La Cienega Boulevard	S/O Sunset Boulevard	36,112	2,140	2,209	36,420	2,150	2,220	36,420	2,200	2,490
Melrose Avenue	E/O Robertson Bl	21,203	1,117	1,484	23,070	1,300	1,640	23,070	1,290	1,610
Melrose Avenue	E/O La Cienega Boulevard	33,983	2,321	2,437	38,830	2,510	2,620	38,830	2,550	2,810
Robertson Boulevard	S/O Beverly	18,840	1,104	1,256	21,500	1,230	1,410	21,500	1,260	1,510
Robertson Boulevard	S/O Santa Monica Boulevard	11,235	550	725	12,490	590	760	12,490	560	740
San Vicente Boulevard	S/O Santa Monica Boulevard	21,220	1,322	1,527	23,230	1,480	1,700	23,230	1,460	1,690
San Vicente Boulevard	S/O Sunset Boulevard	12,830	850	991	15,260	1,000	1,160	15,260	900	1,060
Santa Monica Boulevard	W/O Doheny	40,423	2,229	2,160	45,050	2,430	2,380	45,050	2,410	2,240
Santa Monica Boulevard	E/O La Cienega Boulevard	45,313	2,520	2,771	50,800	2,810	3,080	50,800	3,120	3,460
Santa Monica Boulevard	@ Westbourne Dr	53,388	2,979	3,015	59,600	3,220	3,330	59,600	3,280	3,300
Santa Monica Boulevard	@Crescent Heights Bl	46,468	2,216	2,779	51,550	2,460	2,960	51,550	2,770	3,190
Santa Monica Boulevard	@Formosa Av	45,489	2,389	2,933	52,090	2,570	3,190	52,090	2,870	3,430
Sunset Boulevard	E/O Crescent Heights Bl	56,525	2,995	2,940	60,980	3,210	3,080	60,980	3,220	2,990
Sunset Boulevard	@ Sunset Plaza	51,462	2,124	2,621	56,680	2,320	2,850	56,680	2,560	3,130
Sunset Boulevard	E/O La Cienega Boulevard	52,231	3,097	3,090	55,360	3,220	3,230	55,360	3,330	3,640

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Table 5-6. Daily Performance Measures Comparison

Alternative Scenario	Per Capita VMT	VMT	VHT	VT	Average Trip Length
Existing Conditions (2008)	24.62	1,503,718	44,557	354,967	7.02
Proposed Project	27.55	1,726,427	56,004	409,341	6.99
No Project/Existing General Plan	27.73	1,737,545	56,440	411,077	7.00
Two Transit Overlay Areas Only Alternative	23.91	1,651,080	53,005	393,311	6.95
Extensive TDM Alternative	23.55	1,691,569	54,597	402,052	6.97

Note: Per capita VMT calculation includes both population and employment.
Source: Fehr & Peers 2010

Table 5-7. Intersection Levels of Service for CMP Impact Analysis

Scenario	Street Names	Peak Hour	Scenario V/C	Scenario LOS	Change in V/C	Significant Impact?
Existing Conditions	Doheny Drive & Santa Monica Boulevard	AM	1.053	F	N/A	N/A
		PM	0.984	E	N/A	N/A
	La Cienega Boulevard & Santa Monica Boulevard	AM	0.989	E	N/A	N/A
		PM	0.799	C	N/A	N/A
Proposed General Plan	Doheny Drive & Santa Monica Boulevard	AM	1.111	F	0.058	**Yes**
		PM	1.019	F	0.035	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.058	F	0.069	**Yes**
		PM	0.889	D	0.090	No
No Project	Doheny Drive & Santa Monica Boulevard	AM	1.144	F	0.091	**Yes**
		PM	1.057	F	0.073	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.119	F	0.130	**Yes**
		PM	0.918	E	0.119	No
Two Transit Overlay Areas Only Alternative	Doheny Drive & Santa Monica Boulevard	AM	1.101	F	0.048	**Yes**
		PM	1.013	F	0.029	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.028	F	0.039	**Yes**
		PM	0.856	D	0.057	No
Extensive TDM Alternative	Doheny Drive & Santa Monica Boulevard	AM	1.074	F	0.021	**Yes**
		PM	1.014	F	0.030	**Yes**
	La Cienega Boulevard & Santa Monica Boulevard	AM	1.016	F	0.027	**Yes**
		PM	0.826	D	0.027	No

No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns would not be altered with implementation of the proposed General Plan. Current patterns utilized by helicopters accessing facilities within the City and surrounding area, including the areas with existing and proposed mid- to high-rise buildings, would not be considerably altered with implementation of either the existing or the proposed General Plan.

The intersection LOS impacts and roadway segment volumes of Alternative 1 would be greater than those of the proposed project, resulting in increased effects related to emergency access.

Neither the existing nor the proposed General Plan would conflict with policies supporting alternative modes of transportation, or result in further extension of roadways into areas that are not serviced by bus or rail services necessitating the use of automobiles by residents beyond those currently planned. Additional policies in the proposed General Plan include actions aimed at encouraging alternative transportation modes such as walking, biking, and using public transportation, relative to Alternative 1.

On-street parking and off-street municipal parking operate above 85% capacity during peak hours in commercial areas within the City. Although sufficient spaces are available in private parking facilities to meet the existing and likely future demand in these areas, the existing General Plan does not include policies or programs to support the better management and utilization of existing parking facilities. Parking impacts would be greater under Alternative 1 compared to the proposed project.

More intersections would operate at unacceptable LOS under Alternative 1 compared to the proposed project; similarly, Alternative 1 would have higher (less desirable) numbers under alternative metrics such as VMT, VHT, VT, and average trip length. Because the existing General Plan lacks the proposed project's emphasis on support for transportation demand management, public transportation, bicycle and pedestrian transportation, and parking management, transportation and traffic impacts would be greater under Alternative 1 compared to the proposed project. Implementation of Alternative 1 would result in additional significant LOS impacts at intersections with less-than-significant impacts under the proposed project.

Global Climate Change

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. The proposed project includes new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management. The proposed project includes the preparation of a Climate Action Plan (CAP) to reduce communitywide greenhouse gas (GHG) emissions 20 to 25% over 2008 levels by 2035. The CAP is an Implementation Program of the Infrastructure, Resources, and Conservation Element of the proposed General Plan. These policies and programs are not present in the existing General Plan. In the absence of these policies and programs, Alternative 1 would have higher per-capita VMT, VHT, more trips generated, and longer average trip length compared to the proposed project. Given the potential

increase in VMT and GHG emissions, and the lack of climate change policies and programs within the existing General Plan, this alternative would result in greater cumulative impacts compared to the proposed project. These impacts would be significant and unavoidable under both alternatives. All impacts related to global climate change would be significant and unavoidable for both the proposed project and Alternative 1.

CONCLUSION

Buildout under Alternative 1 would result in approximately 228 fewer dwelling units, approximately 190,606 fewer square feet of nonresidential development, and approximately 361 fewer people than would be forecast under the proposed project, a difference of about 1%. This alternative would result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, population and housing, and recreation. This alternative would result in greater environmental impacts to air quality, hydrology and water quality, paleontological resources, public services and utilities, transportation and circulation, and global climate change. Lesser impacts can be expected to occur under this alternative for land use and planning. Therefore, Alternative 1 is not environmentally superior to the proposed project.

Alternative 1 would not implement the proposed General Plan. As such, Alternative 1 would not achieve most of the objectives of the proposed General Plan, such as reducing dependence on the automobile, increasing other options for movement, and meeting GHG reduction targets.

5.3.2 ALTERNATIVE 2: GROWTH CONSTRAINED TO TWO TRANSIT OVERLAY AREAS ONLY

This alternative includes all development in the City's existing project pipeline as of November 2009, as well as new development allowed by the General Plan in two of the three areas identified as transit overlay zones. The three transit overlay zones include La Brea Avenue and Santa Monica Boulevard, Santa Monica Boulevard West, and Fairfax Avenue and Santa Monica Boulevard. To achieve this alternative, the City would need to adopt a policy that would stop all growth in the City except for projects in the pipeline as of 2009 and projects in two of the three transit overlay areas of the City. The two transit overlay areas where growth could occur include La Brea Avenue and Santa Monica Boulevard, and Fairfax Avenue and Santa Monica Boulevard. Growth would not be allowed in the Santa Monica Boulevard West transit overlay area. New development in other areas would not be allowed.

Existing General Plan land use designations would be maintained in all areas of the City except for two of the three transit nodes. FAR and height development standards would be increased compared to the existing General Plan on some parcels in the vicinity of La Brea Avenue and Santa Monica Boulevard, and Fairfax Avenue and Santa Monica Boulevard. This alternative assumes that the new Redline subway extension would open toward the end of the General Plan time horizon and that development would be focused only in these two areas (except for projects already in the pipeline). Policies to encourage development in the two transit overlay areas—such as parking reductions, TDM, etc.—are included in the alternative. Policies would also be included to prohibit new development in areas outside of the two designated transit node, growth areas. All other policies in the proposed General Plan would be expected to remain the same.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Aesthetics

All aesthetics impacts would be less than significant under the proposed project. Future development under both the proposed project and Alternative 2 could result in taller structures limited to a small number of parcels in the transit zones than would be permitted in the existing General Plan, potentially affecting scenic vistas. However, SSP and 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.

There are no designated scenic highways in West Hollywood, so there would be no impact under either the proposed project or this alternative.

Future development under the proposed project would include infill and redevelopment projects, which would have the potential to impact the visual character of existing neighborhoods, adding new sources of light and glare, and shade or shadow. Similarly, development under Alternative 2 would occur through infill and redevelopment projects, but the number of such projects would be limited based on the focus of redevelopment at two transit nodes and policies discouraging additional development elsewhere in the City. Future development projects would be subject to subsequent environmental and design review, which would include analysis of visual impacts. Under both the proposed project and Alternative 2, the General Plan would include policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Future development would also be subject to existing building and development standards specified in the City's Zoning Code. Because of requirements for aesthetic improvements under the proposed project and this alternative, as well

as implementation of existing Zoning Code requirements and SSP requirements, aesthetics impacts would be similar for the proposed project and Alternative 2.

Air Quality

Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. Because the level of development would be less under Alternative 2, construction-related air quality impacts would be reduced. However, this alternative still represents substantial growth and construction compared to existing conditions, and these impacts would also be significant for Alternative 2. The majority of development under the proposed project would occur within five commercial subareas of the City as a result of redevelopment. New development in the commercial subareas, which could include residential development, has the potential to expose more sensitive receptors to new and existing sources of air pollution. Similarly, in Alternative 2, new development would be constrained only to two transit-oriented development (TOD) nodes at the intersections of Santa Monica Boulevard and La Brea and Fairfax avenues, exposing more sensitive receptors to air pollution. However, the focus on mixed-use and TOD under both the proposed project and this alternative could provide a wider range of services and uses near residents, potentially reducing or shortening vehicle trips. Alternative 2 would have lower traffic volumes on most roadway segments and would have fewer intersections that operate at an unacceptable LOS compared to the proposed project. Although mobile source air emissions would be relatively smaller under this alternative, the increased mobile source emissions compared to existing conditions would still result in a significant impact under Alternative 2. Impacts related to implementation of the SCAQMD Air Quality Plan would be similar under the proposed project and Alternative 2.

Implementation of this alternative would result in generally smaller impacts associated with construction sources, smaller impacts associated with mobile sources, and similar impacts associated with stationary sources. Because mobile sources are the largest contributor to air quality impacts, Alternative 2 is considered to have lesser air quality impacts compared to the proposed project. However, this alternative would not reduce any significant air quality impacts of the proposed project to a less-than-significant level.

Biological Resources

Biological resources impacts of the proposed project would be less than significant. The urban environment in the City of West Hollywood does not support sensitive species, migration

corridors, riparian habitat or other sensitive natural communities, or wetlands. There would be no impact to these resources under either the proposed project or Alternative 2. Similarly, there are no habitat conservation plans or natural community conservation plans that apply to the City, so there would be no impact under the proposed project or this alternative.

Future development under both the proposed project and Alternative 2 would be subject to all applicable state, federal, and local ordinances protecting biological resources. Implementation of either the proposed project or Alternative 2 would result in a less-than-significant impact related to conflict with these plans, regulations, and ordinances. Impacts to biological resources would be similar under the proposed General Plan and Alternative 2.

Cultural Resources

Cultural resources impacts of the proposed project would be less than significant. Under both Alternative 2 and the proposed project, the City would continue to preserve historic resources through preservation policy, design standards, and environmental review. With respect to archaeological resources and burial sites, existing policies and policies of the proposed project require evaluation and oversight by a qualified archaeologist if resources are identified during construction activities.

Because future development under both Alternative 2 and the proposed project would be required to comply with policies and ordinances protecting historical and cultural resources, Alternative 2 would result in similar impacts to cultural resources compared to the proposed project.

Geology, Soils, and Mineral Resources

Geology, soils, and mineral resources impacts of the proposed project would be less than significant. The majority of development under the proposed project would occur as infill or redevelopment within five commercial subareas. The City is currently built out, and under Alternative 2, any changes would similarly represent infill or redevelopment. However, for Alternative 2, the redevelopment would be focused on transit nodes at the intersections of Santa Monica Boulevard with La Brea and Fairfax avenues.

The Hollywood Fault runs through the City. A seismic event on this fault or smaller nearby faults could result in surface fault rupture. Therefore, infill development or redevelopment under either the proposed project or this alternative within proximity to these faults would have the potential to expose additional people and/or structures to hazards in the event of fault rupture.

Because West Hollywood is located within a seismically active region of southern California near large regional faults capable of generating strong earthquakes with high intensity ground shaking, the entire City is at risk for damage caused by ground shaking under either the proposed General Plan or Alternative 2.

Approximately half of the City has been designated as a liquefaction hazard area. Some or all of the Sunset Strip, Santa Monica Boulevard West, and Melrose/Beverly District commercial subareas proposed within the Draft General Plan are located within this hazard area. These commercial subareas are not proposed for intensified development in Alternative 2; development under the proposed General Plan may expose more people and property to liquefaction hazards than Alternative 2. However, this impact would be less than significant for both the proposed project and Alternative 2.

A small area along the northern edge of the City has been designated as susceptible to earthquake-induced landslides. No land use changes are proposed in this area under either the proposed project or Alternative 2, so the potential for redevelopment or infill activities that would subject buildings, roadways, utilities, and persons to severe damage or injury in the event of an earthquake-induced landslide would be similar for both.

Sites undergoing development or redevelopment could be susceptible to erosion from wind and stormwater runoff associated with construction activities. New development under either the proposed project or Alternative 2 has the potential to increase soil erosion if undertaken without erosion control.

Soil hazards, including land-sliding, debris flows, expansive soils, and collapsible soils, are present in the City. Future development permitted under either the proposed project or Alternative 2 would expose additional people and structures to soil hazards.

There are no designated mineral resources zones in the City, and neither the proposed project nor this alternative would result in the loss of availability of mineral resources. Wastewater conveyance and treatment are available throughout the City, so neither the proposed project nor Alternative 2 would result in impacts related to suitability of soils for septic systems.

Like the proposed General Plan, several programs and regulations would be implemented under Alternative 2 to protect people and property from geologic and seismic hazards. All new development would be subject to state and federal regulations, including the California Building Code seismic safety standards for construction. All geology, soils, and mineral resources impacts

would be less than significant under either the proposed project or Alternative 2. However, based on the slightly higher forecasts for population and new commercial development under the proposed General Plan compared to Alternative 2, and the fact that all or part of three of the five commercial subareas identified for development and redevelopment in the proposed project lie in areas subject to liquefaction hazards, Alternative 2 would result in lesser impacts to geology, soils, and mineral resources compared to the proposed project.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts of the proposed project would be less than significant. Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. The majority of development under the proposed project would occur within five commercial subareas of the City as a result of redevelopment. Some of these areas include commercial lands that may use, store, or release hazardous materials. Under both the proposed project and Alternative 2, future commercial land uses would remain within currently designated areas. However, for Alternative 2, the redevelopment would be focused on transit nodes at the intersections of Santa Monica Boulevard with La Brea and Fairfax avenues.

An increase over the existing population and commercial square footage under both the proposed project and Alternative 2 would result in increased use, storage, and/or disposal of hazardous materials during routine operations, and increased transportation of hazardous materials to and through the City. However, compliance with regulations governing hazardous materials transportation, handling and disposal, including handling of materials within 0.25 mile of existing or proposed schools, would be required under both the proposed General Plan and Alternative 2.

Similarly, the level of development associated with the proposed General Plan would result in greater levels of congestion at intersections and along roadways identified as evacuation routes than under Alternative 2. However, implementation of either the proposed project or Alternative 2 would require periodic updating of, and compliance with, adopted emergency plans. Impacts related to evacuation routes and compliance with emergency plans would be less than significant for both the proposed project and Alternative 2.

Several Cortese-listed sites are present in the City, and development or redevelopment of these sites or other parcels with known hazardous materials or hazardous waste could occur under

either the proposed project or this alternative. However, compliance with existing state, federal, and local hazardous waste site cleanup standards would be required under both the proposed project and Alternative 2.

No change will occur to land use designations in the portion of the City designated as a wildfire hazard severity zone under either the proposed General Plan or Alternative 2. Underground gas hazards are present in some areas of the City, and redevelopment or infill development under either proposed project or Alternative 2 could expose additional people to underground gas hazards.

Development pursuant to either the proposed General Plan or Alternative 2 would be subject to the same local, state, and federal regulations regarding hazards and hazardous materials. The proposed project would not result in any significant hazards or hazardous materials impacts, and thus Alternative 2 would not reduce or avoid any significant hazards impacts of the proposed project. However, the increased level of development under the proposed General Plan would potentially result in an increased presence of hazardous materials within commercial and industrial focus areas compared to Alternative 2. Future development in proximity to these uses could be exposed to hazardous materials related to the use, disposal, and transport of hazardous materials. Thus, implementation of Alternative 2 would result in lesser impacts with respect to hazards and hazardous materials compared to the proposed project.

Hydrology and Water Quality

Hydrology and water quality impacts of the proposed project would be less than significant. Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. The majority of development under the proposed project would occur through redevelopment within five commercial subareas. For Alternative 2, the redevelopment would be focused on transit nodes at the intersections of Santa Monica Boulevard with La Brea and Fairfax avenues. However, because most new development would occur in the form of infill, redevelopment, or adaptive reuse in existing urbanized areas, it would not result in substantial changes to absorption rates, drainage patterns, and the rate of surface runoff. Site redevelopment will likely improve the quality of urban runoff contributing to groundwater infiltration and recharge due to enforcement of NPDES permit requirements. The proposed General Plan and Alternative 2 could both lead to a net reduction in Citywide impervious surface in the environment when compared to existing conditions, due to the addition of pervious surface and landscaping occurring through retrofitting

of previously developed sites, particularly in the commercial areas of the City, thus improving absorption and surface runoff rates. The proposed General Plan and Alternative 2 both include goals and policies intended to further improve water quality, manage stormwater, and reduce runoff.

Neither the proposed project nor Alternative 2 would result in the alteration of existing streams, rivers, or drainage channels. Future infill development in the City's existing urban areas would not substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of storm water runoff.

Under either the proposed project or Alternative 2, future development would occur in urbanized areas; new land would not be converted to urban uses, and substantial new areas of impervious surfaces would not be created. In fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, increasing groundwater recharge.

Two areas of the City are located within the 0.2% AEP boundary for floods (500-year floodplain). However, there are no areas of the City that are located within the 1% AEP boundary (100-year floodplain). Neither the proposed project nor Alternative 2 would expose people or structures to hazards related to a 100-year flood. Portions of West Hollywood are susceptible to flood events related to dam failure. The West Franklin Dam and the Mulholland Dam are located in the Hollywood Hills above West Hollywood. Areas below the dams, including the Santa Monica Boulevard-La Brea Avenue Transit node, have the potential to be inundated in the unlikely event of catastrophic dam failure. Given proposed increases in population, housing, and nonresidential development in both the proposed project and Alternative 2, exposure of persons and property to flooding and dam inundation would be similar.

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 steeply graded slopes, including following construction activities or after wildfires. No infill development or redevelopment is proposed in this area under either the proposed project or Alternative 2.

Development under this alternative and the proposed General Plan would be subject to local, regional, state, and federal standards for water quality. Additionally, the proposed General Plan's Infrastructure, Resources, and Conservation Element contains updated goals, policies and

programs related to groundwater, water supply, hydrology, and water quality responsive to recent changes in federal and state regulation. Due to these updated policies and programs in both the proposed project and Alternative 2, implementation of Alternative 2 would result in similar impacts to hydrology and water quality compared to the proposed project.

Land Use and Planning

Land use and planning impacts of the proposed project would be less than significant. Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. The majority of development under the proposed project would occur through redevelopment within five commercial subareas. For Alternative 2, the redevelopment would be focused on transit nodes at the intersections of Santa Monica Boulevard with La Brea and Fairfax avenues. Due to the urbanized character of the City, development pursuant to either the proposed General Plan or Alternative 2 would not physically divide established communities, as all new development would occur in the form of site redevelopment.

Both the proposed project and Alternative 2 are consistent with the goals of the Regional Comprehensive Plan and Guide, including the Compass Growth Visioning Principles. However, the Zoning Code, existing specific plans, and West Hollywood Redevelopment Plan, all of which are consistent with the existing General Plan, would have to be updated to conform to either the proposed General Plan or Alternative 2.

There are no adopted habitat conservation plans or natural community conservation plans in the City.

Because neither the proposed project nor Alternative 2 would divide existing communities, both would be consistent with the Regional Comprehensive Plan and Guide, and both would require updating of other plans and ordinances of the City, land use impacts would be similar under the proposed project and Alternative 2.

Noise

The majority of development under the proposed project would occur as a mix of uses within five commercial subareas, all of which are located adjacent to roadways with high traffic volumes. Alternative 2 would include development primarily in transit nodes at two locations along Santa Monica Boulevard. However, Alternative 2 would include lesser increases in

population and residents along high-traffic roadways. Fewer residents would be exposed to elevated traffic-related noise levels than under the proposed project. However, under either the proposed project or Alternative 2, these increases could exceed noise significance thresholds and have the potential to affect noise-sensitive receptors and uses located adjacent to arterials.

Construction activities associated with either the proposed project or Alternative 2 would generate elevated noise from construction and have the potential to impact noise-sensitive land uses.

West Hollywood is located more than 8 miles from the nearest airport (Burbank-Glendale-Pasadena Airport), and noise from aircraft would be an intermittent occurrence under both the proposed project and Alternative 2.

Vibration from sources including construction activities, and ongoing commercial and industrial activities would affect fewer people under Alternative 2 based on the increased level of construction and development.

Because of the smaller increases in population and nonresidential square footage, impacts related to stationary noise sources, traffic noise, and vibration would be lesser under Alternative 2 compared to the proposed project. Although the increased population and development under Alternative 2 would result in slightly reduced noise impacts compared to the proposed project, Alternative 2 would still represent a substantial change from existing conditions, and no noise impacts of the proposed project would be reduced below the level of significance in this alternative. Furthermore, after implementation of mitigation measures, all noise impacts of the proposed project would be less than significant. Alternative 2 would not avoid any significant noise impacts of the proposed project.

Paleontological Resources

The majority of development under the proposed project would occur as infill or redevelopment within five commercial subareas. The City is currently built out, and under Alternative 2, any changes would represent infill or redevelopment, primarily of areas around the intersections of Santa Monica Boulevard with La Brea and Fairfax avenues. Most areas of the City (excluding only the Hollywood Hills) are located on paleontologically sensitive alluvial fan deposits similar to rock formations where large numbers of fossils have been recovered. As under the proposed project, development under Alternative 2 would have the potential to affect paleontological resources, but fewer areas are proposed for development or redevelopment under Alternative 2.

Impacts would thus be lesser under Alternative 2 than the proposed project, although the construction that could occur under Alternative 2 would still result in a potentially significant paleontological resources impact. Both the proposed project's paleontological resource impacts and the impacts of Alternative 2 would be reduced to a less-than-significant level following mitigation.

Population and Housing

Population and housing impacts of the proposed project would be less than significant. Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. Although both Alternative 2 and the proposed project would result in more growth than forecast by SCAG, Alternative 2 would have a lesser population increase. This impact would be less than significant for both the proposed project and Alternative 2.

While it is likely that the creation of housing units associated with the proposed General Plan could provide for additional housing opportunities and the replacement of substandard housing with newer housing units relative to Alternative 2, it is also possible that residents of older housing units could be displaced as a result of the demolition and replacement of older housing units with newer housing units. General Plan policies under both Alternative 2 and the proposed project address, facilitate, and promote development of a variety of rental and ownership housing types in the planning area aimed at all income levels to meet the needs of the projected population.

Although no significant population and housing impacts were identified for the proposed project, because of the smaller change in the number of residential units and the quantity of nonresidential square footage compared to the proposed project, population and housing impacts would be lesser for Alternative 2. No significant impacts related to population and housing would be avoided by implementation of Alternative 2.

Public Services and Utilities

Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. The lower levels of development and population under Alternative 2 would generate fewer calls associated with criminal activity, medical emergencies, fires, and accidents, as well as a reduced need for

expanded public education efforts related to crime and fire prevention. With the smaller increase in population and new development under Alternative 2, a lesser increase in police and fire personnel, equipment, and facilities would be required to ensure adequate emergency service capabilities and short response times. However, the incrementally smaller increases in population and development under Alternative 2 compared to the proposed project would not reduce significant police and fire service-level impacts below the level of significance, and implementation of the proposed mitigation measures would reduce impacts to a less-than-significant level for both the proposed project and Alternative 2.

Given the smaller increase in the number of dwelling units and associated school age population under Alternative 2 compared to the proposed project, demands on school facilities and staff would be lower relative to the proposed project. Similarly, the smaller increase in residential population under Alternative 2 would create a lesser increase in demand for additional library services requiring expansion of existing libraries and/or construction of new libraries relative to the proposed project. These impacts would be less than significant for both the proposed project and Alternative 2.

The smaller increase in population and development resulting from Alternative 2 would create a smaller increase in demand for additional water infrastructure as well as replacement and upgrading of water facilities relative to the proposed project. This impact would be less than significant for both the proposed project and Alternative 2.

Future water supply for the proposed project is a significant and unavoidable impact based on future uncertainties related to the consistent availability of water from the San Francisco Bay/Sacramento River Delta region. Both the proposed project and Alternative 2 include a variety of policies and programs aimed at reducing per capita water use. The increases in population, commercial square footage, and therefore also water demand would be relatively smaller under Alternative 2 compared to the proposed project; however, the impact would remain significant and unavoidable for Alternative 2.

Implementation of Alternative 2 would result in a smaller increase in population relative to the proposed project, creating less new demand for wastewater collection and treatment facilities. This impact would be less than significant for both the proposed project and Alternative 2.

The smaller increase in population associated with Alternative 2 would also create less new demand for electricity and natural gas. Lower levels of development and population growth with implementation of Alternative 2 would result in smaller increases in demand for solid waste

collection and disposal capacity relative to the proposed project. These impacts would be less than significant for both the proposed project and Alternative 2.

Overall, implementation of Alternative 2 would allow slightly less new development and redevelopment in the City than would occur under implementation of the proposed General Plan. Because of the smaller population and employment forecast, demand for police, fire, school, and library services and infrastructure capacity would be lower for this alternative than for the proposed project. Implementation of Alternative 2 would therefore result in lesser impacts to public services and utilities compared to the proposed project. However, implementation of Alternative 2 would not reduce any significant impacts of the proposed project to a less-than-significant level.

Recreation

Recreation impacts of the proposed project would be less than significant. Implementation of either the proposed project or Alternative 2 would result in an increase in the City's population, and neither the proposed project nor Alternative 2 identifies new or expanded park facilities. Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. Because the increase in population would be smaller, impacts related to recreation would be less under Alternative 2 compared to the proposed project. However, implementation of Alternative 2 would not reduce or avoid any significant recreation impacts that were identified for the proposed project.

Transportation and Traffic

Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. Both the proposed project and Alternative 2 include new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management. Table 5-2 presents a comparison of the TDM policies, which would be implemented under each alternative.

Implementation of the proposed project would result in 22 intersections with significant LOS impacts during the a.m. peak hour, with 26 intersections having significant impacts during the p.m. peak hour. Buildout of Alternative 2 would result in 21 intersections with significant impacts during the a.m. peak hour, and 23 intersections during the p.m. peak hour. Table 5-8

presents future intersection LOS for Alternative 1. Most roadway segments would have similar or greater volumes under the proposed project compared to Alternative 2; Table 5-9 presents future roadway segment volumes for Alternative 2 and Alternative 3.

Because of the smaller increase in population compared to the proposed project and the focus on development and redevelopment only in areas with access to public transportation, VMT, VHT, VT, and average trip length would all be lower for Alternative 2 compared to the proposed project. Table 5-6 presents daily performance measures for the proposed project and the alternatives.

Significant impacts on County CMP intersections would still result under Alternative 2, but V/C ratios would be lower at each intersection compared to those forecast for the proposed project. Table 5-7 presents CMP impact information for the proposed project and the three alternatives.

Neither the proposed project nor Alternative 2 would increase hazards due to design features or incompatible uses; no new roadways are planned for the City, and any proposed expansions or alterations would be subject to existing City design standards. This impact would be less than significant for both the proposed project and Alternative 2.

No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns would not be altered with implementation of the proposed General Plan or Alternative 2. Current patterns utilized by helicopters accessing facilities within the City and surrounding area, including the areas with existing and proposed mid- to high-rise buildings would not be considerably altered with implementation of either the proposed General Plan or Alternative 2. This impact would be less than significant for both the proposed project and Alternative 2.

The intersection LOS impacts and roadway segment volumes of Alternative 2 would be lesser than those of the proposed project, resulting in relatively smaller effects related to emergency access. This impact would be less than significant for both the proposed project and Alternative 2.

Neither the proposed General Plan nor this alternative would conflict with policies supporting alternative modes of transportation, or result in further extension of roadways into areas that are not serviced by bus or rail services necessitating the use of automobiles by residents beyond those currently planned. Additional policies in both the proposed General Plan and Alternative 2 include actions aimed at encouraging alternative transportation modes such as walking, biking, and using public transportation. This impact would be less than significant for both the proposed project and Alternative 2.

Table 5-8. Future TOD Focus Alternative Levels of Service

Int	North/South Street	East/West Street	Existing (2008) AM		Existing (2008) PM		Future (2035) TOD Alt AM		Future (2035) TOD Alt PM		AM Impact Analysis		PM Impact Analysis	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Change in Delay	Impact?	Change in Delay	Impact?
1	Doheny Road/Cory Avenue	Sunset Boulevard	23	C	28	C	26	C	34	C	4	No	7	No
2	Doheny Drive	Sunset Boulevard	52	D	60	E	73	E	81	F	21	**Yes**	22	**Yes**
4	San Vicente Boulevard	Sunset Boulevard	33	C	36	D	42	D	56	E	8	No	19	**Yes**
5	Larrabee Street	Sunset Boulevard	7	A	10	B	9	A	11	B	2	No	1	No
6	Sunset Plaza Drive	Sunset Boulevard	9	A	14	B	11	B	20	B	2	No	6	No
7	La Cienega Boulevard/Miller Drive	Sunset Boulevard	19	B	59	E	25	C	81	F	7	No	22	**Yes**
9	Crescent Heights Boulevard	Sunset Boulevard	58	E	60	E	65	E	72	E	7	**Yes**	12	**Yes**
11	La Cienega Boulevard	Fountain Avenue	54	D	192	F	57	E	213	F	2	No	21	**Yes**
12	Olive Drive	Fountain Avenue	6	A	4	A	8	A	6	A	1	No	2	No
14	Sweetzer Avenue	Fountain Avenue	9	A	12	B	11	B	13	B	2	No	1	No
15	Crescent Heights Boulevard	Fountain Avenue	98	F	49	D	107	F	67	E	9	**Yes**	18	**Yes**
17	Fairfax Avenue	Fountain Avenue	66	E	58	E	86	F	93	F	20	**Yes**	35	**Yes**
18	Spaulding Avenue	Fountain Avenue	5	A	5	A	6	A	6	A	1	No	1	No
20	Gardner Street	Fountain Avenue	56	E	190	F	84	F	258	F	28	**Yes**	69	**Yes**
24	La Brea Avenue	Fountain Avenue	64	E	50	D	75	E	62	E	11	**Yes**	13	**Yes**
26	Holloway Drive/Horn Avenue	Sunset Boulevard	40	D	54	D	53	D	57	E	13	**Yes**	3	No
27	La Cienega Boulevard	Holloway Drive	30	C	58	E	39	D	63	E	9	**Yes**	5	**Yes**
28	Doheny Drive	Cynthia Street[2]	21	C	52	F	33	D	102	F	12	**Yes**	50	**Yes**
29	San Vicente Boulevard	Cynthia Street	15	B	20	C	17	B	27	C	1	No	7	No
30	Doheny Drive	Santa Monica Boulevard (WB)[3]	98	F	39	D	112	F	41	D	14	**Yes**	2	No
	Doheny Drive	Melrose Avenue/SM Boulevard (EB)[3]	65	E	191	F	224	F	233	F	159	**Yes**	42	**Yes**
32	Robertson Boulevard	Santa Monica Boulevard	35	C	33	C	51	D	50	D	16	**Yes**	17	**Yes**
33	San Vicente Boulevard	Santa Monica Boulevard	42	D	61	E	57	E	88	F	15	**Yes**	27	**Yes**
34	Westbourne Drive	Santa Monica Boulevard	16	B	18	B	19	B	26	C	3	No	8	No
35	La Cienega Boulevard	Santa Monica Boulevard	83	F	77	E	93	F	92	F	10	**Yes**	15	**Yes**
36	Croft Avenue/Holloway Drive	Santa Monica Boulevard	15	B	32	C	17	B	44	D	2	No	12	**Yes**
39	Sweetzer Avenue	Santa Monica Boulevard	14	B	18	B	16	B	21	C	1	No	3	No
41	Crescent Heights Boulevard	Santa Monica Boulevard	54	D	111	F	71	E	131	F	18	**Yes**	20	**Yes**
42	Laurel Avenue	Santa Monica Boulevard	10	A	11	B	10	B	11	B	1	No	0	No
43	Fairfax Avenue	Santa Monica Boulevard	60	E	82	F	73	E	150	F	13	**Yes**	68	**Yes**
46	Gardner Street	Santa Monica Boulevard	19	B	25	C	20	C	33	C	2	No	8	No
47	Martel Avenue	Santa Monica Boulevard	8	A	15	B	9	A	17	B	1	No	2	No
49	Formosa Avenue	Santa Monica Boulevard	10	A	36	D	14	B	52	D	4	No	16	**Yes**
50	La Brea Avenue	Santa Monica Boulevard	59	E	71	E	77	E	92	F	18	**Yes**	21	**Yes**
54	Robertson Boulevard	Melrose Avenue	15	B	13	B	17	B	15	B	2	No	2	No
55	San Vicente Boulevard	Melrose Avenue	34	C	23	C	41	D	29	C	7	No	6	No
56	Huntley Drive	Melrose Avenue	26	C	7	A	32	C	8	A	6	No	1	No
57	La Cienega Boulevard	Melrose Avenue	60	E	40	D	68	E	47	D	8	**Yes**	6	No
61	Doheny Drive	Beverly Boulevard	45	D	48	D	73	E	70	E	28	**Yes**	22	**Yes**
63	Robertson Boulevard	Beverly Boulevard	61	E	34	C	75	E	47	D	15	**Yes**	14	**Yes**
65	San Vicente Boulevard	Beverly Boulevard	40	D	39	D	45	D	50	D	5	No	11	No
66	La Cienega Boulevard	Beverly Boulevard	64	E	84	F	80	E	100	F	16	**Yes**	16	**Yes**
72	La Brea Avenue	Romaine Street	11	B	51	D	14	B	45	D	3	No	-6	No

[1] Beyond a certain point, intersection delay can no longer be accurately calculated. The intersection is said to be overflowing.
[2] Intersection (Int) is controlled by stop signs and delay is reported for the worst-case movement.
[3] Intersection is controlled by two signals on one controller. Delay and LOS are reported for each signal.
Notes: AM and PM represent AM and PM Peak Hour.
Change in delay is in seconds.
For signalized intersections, average delay beyond 200 seconds is reported as overflowing.
For unsignalized intersections, worst-case approach delay beyond 50 seconds is reported as overflowing.

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Table 5-9. Future (Year 2035) TOD Focus Alternative and Extensive TDM Alternative Forecast Roadway Segment Volumes – City of West Hollywood General Plan Update Study Segments

Roadway	Segment	Existing (Year 2008)			Future (Year 2035) TOD Alternative			Future (Year 2035) TDM Alternative		
		ADT	AM	PM	ADT	AM	PM	ADT	AM	PM
Beverly Boulevard	W/O Doheny Drive	25,679	2,271	2,058	27,020	2,390	2,230	26,990	2,390	2,220
Beverly Boulevard	E/O La Cienega Boulevard	34,361	2,070	2,508	37,040	2,230	2,670	37,520	2,180	2,620
Crescent Heights Boulevard	S/O Santa Monica Boulevard	23,089	1,700	1,652	23,660	1,720	1,700	23,630	1,720	1,680
Crescent Heights Boulevard	S/O Sunset Boulevard	33,538	2,192	2,257	36,390	2,240	2,320	36,630	2,220	2,300
Doheny Drive	S/O Santa Monica Boulevard	14,545	974	1,063	16,360	1,070	1,140	16,420	1,050	1,110
Doheny Drive	S/O Beverly Boulevard	18,552	1,177	1,249	21,960	1,320	1,410	22,070	1,300	1,380
Doheny Drive	S/O Sunset Boulevard	9,619	507	613	11,080	550	670	11,230	540	650
Fairfax Avenue	S/O Santa Monica Boulevard	30,457	1,917	2,160	32,930	2,260	2,580	33,090	2,120	2,500
Fairfax Avenue	S/O Sunset Boulevard	31,318	1,948	2,260	34,180	2,170	2,490	34,540	2,120	2,450
Fountain Avenue	E/O La Cienega Boulevard	28,364	1,951	1,987	30,820	1,990	2,070	31,180	1,960	2,000
Fountain Avenue	@ Crescent Heights Boulevard	34,890	2,413	2,017	40,120	2,510	2,130	40,420	2,420	2,070
Fountain Avenue	@ Fuller Avenue	35,627	2,072	2,275	40,110	2,240	2,450	40,650	2,180	2,390
La Brea Avenue	S/O Santa Monica Boulevard	39,173	2,394	2,547	42,020	2,580	2,690	42,050	2,560	2,680
La Brea Avenue	S/O Sunset Boulevard	38,020	2,336	2,500	40,680	2,500	2,620	40,470	2,480	2,600
La Cienega Boulevard	S/O Santa Monica Boulevard	35,501	1,972	2,254	37,970	2,050	2,410	38,170	2,020	2,340
La Cienega Boulevard	S/O Sunset Boulevard	36,112	2,140	2,209	36,370	2,150	2,220	36,560	2,150	2,220
Melrose Avenue	E/O Robertson Boulevard	21,203	1,117	1,484	22,890	1,230	1,600	23,080	1,210	1,580
Melrose Avenue	E/O La Cienega Boulevard	33,983	2,321	2,437	37,530	2,400	2,510	38,150	2,330	2,450
Robertson Boulevard	S/O Beverly Boulevard	18,840	1,104	1,256	21,510	1,220	1,420	21,440	1,200	1,390
Robertson Boulevard	S/O Santa Monica Boulevard	11,235	550	725	12,510	580	750	12,510	570	740
San Vicente Boulevard	S/O Santa Monica Boulevard	21,220	1,322	1,527	22,660	1,410	1,610	23,090	1,350	1,540
San Vicente Boulevard	S/O Sunset Boulevard	12,830	850	991	15,180	950	1,110	15,350	940	1,090
Santa Monica Boulevard	W/O Doheny Drive	40,423	2,229	2,160	44,510	2,370	2,360	44,800	2,310	2,290
Santa Monica Boulevard	E/O La Cienega Boulevard	45,313	2,520	2,771	49,910	2,670	2,980	50,350	2,610	2,910
Santa Monica Boulevard	@ Westbourne Drive	53,388	2,979	3,015	58,550	3,180	3,250	59,060	3,130	3,180
Santa Monica Boulevard	@ Crescent Heights Boulevard	46,468	2,216	2,779	50,450	2,350	2,900	50,930	2,280	2,860
Santa Monica Boulevard	@ Formosa Avenue	45,489	2,389	2,933	51,090	2,450	3,070	51,580	2,420	3,030
Sunset Boulevard	E/O Crescent Heights Boulevard	56,525	2,995	2,940	60,120	3,130	3,030	60,520	3,060	2,990
Sunset Boulevard	@ Sunset Plaza	51,462	2,124	2,621	55,750	2,210	2,740	56,250	2,130	2,660
Sunset Boulevard	E/O La Cienega Boulevard	52,231	3,097	3,090	54,510	3,150	3,150	54,960	3,110	3,100

TDM = Traffic Demand Management; TOD = transit oriented development

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On-street parking and off-street municipal parking operate above 85% capacity during peak hours in commercial areas within the City. Sufficient spaces are available in private parking facilities to meet the existing and likely future demand in these areas, and both the existing General Plan and Alternative 2 include policies or programs to support the better management and utilization of existing parking facilities. Parking impacts would be similar under Alternative 2 compared to the proposed project. This impact would be less than significant for both the proposed project and Alternative 2.

Fewer intersections would operate at unacceptable LOS under Alternative 2 compared to the proposed project; Alternative 2 would avoid significant intersection impacts that would occur under the proposed project. Similarly, Alternative 2 would have lower (more desirable) numbers under alternative metrics such as VMT, VHT, VT, and average trip length, although no significance conclusion was offered for these metrics for either the proposed project or Alternative 2. Because a smaller amount of new development and redevelopment compared to the proposed project would be focused exclusively in areas with access to public transportation, traffic and transportation impacts would be lesser under Alternative 2 compared to the proposed project.

Global Climate Change

Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. Both the proposed project and Alternative 2 include new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management. Based on the reduced development and focus on transit, Alternative 2 would have lower per-capita VMT and VHT, fewer trips generated, and shorter average trip length compared to the proposed project. Given the potential decrease in VMT and smaller increase in GHG emissions, this alternative may result in reduced direct GHG emissions impacts with respect to climate change compared to the proposed General Plan, and cumulative impacts would also be less than those of the proposed project. These impacts would be significant and unavoidable under both alternatives.

CONCLUSION

Buildout under Alternative 2 would result in approximately 1,066 fewer dwelling units, approximately 656,288 fewer square feet of nonresidential development, and approximately 1,700 fewer people than would be forecast under the proposed project. This alternative would

result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, hydrology and water quality, and land use and planning. Lesser impacts can be expected to occur under this alternative for air quality, geology and soils, hazards and hazardous materials, noise, paleontological resources, population and housing, public services and utilities, recreation, transportation and traffic, and global climate change. Some significant intersection LOS impacts of the proposed project would be avoided under this alternative, but no other impacts would be reduced to a less-than-significant level. Therefore, Alternative 2 is environmentally superior to the proposed project.

Because Alternative 2 would restrict additional development in most areas of the City, the alternative would not achieve most of the objectives of the proposed General Plan, such as emphasizing opportunities to meet housing needs and economic development goals along the commercial boulevards, providing economic development to support public services, supporting innovative programs and policies for environmental sustainability, or adopting strategies to reduce GHG emissions.

5.3.3 ALTERNATIVE 3: EXTENSIVE TRANSPORTATION DEMAND MANAGEMENT PROGRAM

This alternative uses the same basic land use and policy assumptions as the project but includes more aggressive TDM policies as shown in Table 5-3. The additional TDM policies would shift a number of existing and new trips to transit, biking, and walking from private automobile use by increasing mobility options, providing incentives to use transit, and adjusting parking requirements and costs. Examples of TDM policies that would shift trips from private automobile use to other modes include elimination of minimum parking requirements, unbundling parking, demand responsive parking costs, additional biking and pedestrian improvements, transit subsides, and a fare free transit zone. The overall amount of development is expected to be the same as the proposed General Plan but traffic impacts could be reduced due to the TDM program.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Aesthetics

Aesthetics impacts of the proposed project would be less than significant. Future development under both the proposed project and Alternative 3 could result in taller structures than would be permitted under the existing General Plan, potentially affecting scenic vistas. However, SSP and 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.

There are no designated scenic highways in West Hollywood, so there would be no impact under either the proposed project or this alternative.

Future development under both the proposed project and Alternative 3 would include infill and redevelopment projects, which would have the potential to impact the visual character of existing neighborhoods, adding new sources of light and glare, and shade or shadow. Future development projects would be subject to subsequent environmental and design review, which would include analysis of visual impacts. Under both the proposed project and Alternative 3, the General Plan would include policies regarding aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Future development would also be subject to existing building and development standards specified in the City's Zoning Code. Because of requirements for aesthetic improvements under the proposed project and this alternative, as well as implementation of existing Zoning Code requirements and SSP requirements, aesthetics impacts would be similar for the proposed project and Alternative 3.

Air Quality

Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. Because the level of development would be equivalent under Alternative 3, construction-related air quality impacts would be similar. The majority of development under the proposed project and Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. New development in the commercial subareas, which could include residential development, has the potential to expose more sensitive receptors to new and existing sources of air pollution. However, intensification of the commercial subareas could provide a wider range of services and uses, potentially reducing or shortening vehicle trips. Additionally the Mobility Element of the proposed General Plan emphasizes alternative transportation, including pedestrian walkways, and bicycle paths throughout the City that could also reduce vehicle trips, as well as VMT. The proposed General Plan includes green building policies, potentially reducing emissions from existing and future buildings. Alternative 3 would have lower traffic volumes on most roadway segments, and would have fewer intersections that operate at an unacceptable LOS compared to the proposed project. Impacts related to implementation of the SCAQMD Air Quality Plan would be similar under this alternative and the proposed project.

Implementation of this alternative would result in generally similar impacts associated with construction sources, lesser impacts associated with mobile sources, and similar impacts associated with stationary sources. Because mobile sources are the largest contributor to air quality impacts, Alternative 3 is considered to have lesser air quality impacts compared to the proposed project. However, air quality impacts related to mobile sources would still be significant for Alternative 3 based on the increase over existing conditions. Implementation of Alternative 3 would not avoid any significant air quality impacts of the proposed project.

Biological Resources

Biological resources impacts of the proposed project would be less than significant. The urban environment in the City of West Hollywood does not support sensitive species, migration corridors, riparian habitat or other sensitive natural communities, or wetlands. There would be no impact to these resources under either the proposed project or Alternative 3. Similarly, there are no habitat conservation plans or natural community conservation plans that apply to the City, so there would be no impact under the proposed project or this alternative.

Future development under both the proposed project and Alternative 3 would be subject to all applicable state, federal, and local ordinances protecting biological resources. Implementation of either the proposed project or Alternative 3 would result in a less-than-significant impact related to conflict with these plans, regulations, and ordinances. Impacts to biological resources would be similar under the proposed General Plan and Alternative 3.

Cultural Resources

Cultural resources impacts of the proposed project would be less than significant. Under both Alternative 3 and the proposed project, the City would continue to preserve historic resources through preservation policy, design standards, and environmental review. With respect to archaeological resources and burial sites, policies of the proposed project or Alternative 3 would require evaluation and oversight by a qualified archaeologist if resources are identified during construction activities.

Because future development under both Alternative 3 and the proposed project would be required to comply with policies and ordinances protecting historical and cultural resources, Alternative 3 would result in similar impacts to cultural resources compared to the proposed project.

Geology, Soils, and Mineral Resources

Geology, soils, and mineral resources impacts of the proposed project would be less than significant. The majority of development under both the proposed project and Alternative 3 would occur as infill or redevelopment within five commercial subareas. The Hollywood Fault runs through the City. A seismic event on this fault or smaller nearby faults could result in surface fault rupture. Therefore, infill development or redevelopment under either the proposed project or this alternative within proximity to these faults would have the potential to expose additional people and/or structures to hazards in the event of fault rupture.

Because the City is located within a seismically active region of southern California near large regional faults capable of generating strong earthquakes with high intensity ground shaking, the entire City is at risk for damage caused by ground shaking under either the proposed General Plan or Alternative 3.

Approximately half of the City has been designated as a liquefaction hazard area. Some or all of the Sunset Strip, Santa Monica Boulevard West, and Melrose/Beverly District commercial subareas proposed within the Draft General Plan are located within this hazard area. These commercial subareas are also proposed for intensified development in Alternative 3; development under the proposed General Plan may expose a similar number of people to liquefaction hazards relative to Alternative 3.

A small area along the northern edge of the City has been designated as susceptible to earthquake-induced landslides. No land use changes are proposed in this area under either the proposed project or Alternative 3, so the potential for redevelopment or infill activities that would subject buildings, roadways, utilities, and persons to severe damage or injury in the event of an earthquake-induced landslide would be similar for both.

Sites undergoing development or redevelopment could be susceptible to erosion from wind and stormwater runoff associated with construction activities. New development under either the proposed project or Alternative 3 has the potential to increase soil erosion if undertaken without erosion control.

Soil hazards, including land-sliding, debris flows, expansive soils, and collapsible soils, would are present in the City. Future development permitted under either the proposed project or Alternative 3 would expose additional people and structures to soil hazards.

There are no designated mineral resources zones in the City, and neither the proposed project nor this alternative would result in the loss of availability of mineral resources. Wastewater conveyance and treatment are available throughout the City, so neither the proposed project nor Alternative 3 would result in impacts related to suitability of soils for septic systems.

Like the proposed General Plan, several programs and regulations would be implemented under Alternative 3 to protect people and property from geologic and seismic hazards. All new development would be subject to state and federal regulations, including the California Building Code seismic safety standards for construction. Based on the identical forecasts for population and new commercial development under the proposed General Plan compared to Alternative 3, Alternative 3 would result in similar impacts to geology, soils, and mineral resources compared to the proposed project.

Hazards and Hazardous Materials

Hazards and hazardous materials impacts of the proposed project would be less than significant. Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. The majority of development under either the proposed project or Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. Some of these areas include commercial lands that may use, store, or release hazardous materials. Under both the proposed project and Alternative 3, future commercial land uses would remain within currently designated areas.

An increase over the existing population and commercial square footage under both the proposed project and Alternative 3 would result in increased use, storage, and/or disposal of hazardous materials during routine operations, and increased transportation of hazardous materials to and through the City. However, compliance with regulations governing hazardous materials transportation, handling, and disposal, including handling of materials within 0.25 mile of existing or proposed schools, would be required under both the proposed General Plan and Alternative 3.

Similarly, the level of development associated with the proposed General Plan would result in greater levels of congestion at intersections and along roadways identified as evacuation routes than under Alternative 3. However, implementation of either the proposed project or Alternative 3 would require periodic updating of, and compliance with, adopted emergency plans.

Several Cortese-listed sites are present in the City, and development or redevelopment of these sites or other parcels with known hazardous materials or hazardous waste could occur under either the proposed project or this alternative. However, compliance with existing state, federal, and local hazardous waste site cleanup standards would be required under both the proposed project and Alternative 3.

No change will occur to land use designations in the portion of the City designated as a wildfire hazard severity zone under either the proposed General Plan or Alternative 3. Underground gas hazards are present in some areas of the City, and redevelopment or infill development under either the proposed project or Alternative 3 could expose additional people to underground gas hazards.

Development pursuant to either the proposed General Plan or Alternative 3 would be subject to the same local, state, and federal regulations regarding hazards and hazardous materials. The similar levels of future development under the proposed General Plan and Alternative 3 result in similar use of hazardous materials within commercial and industrial focus areas. Future development in proximity to these uses could be exposed to hazardous materials during the use, disposal, and transport of these materials. Thus, implementation of Alternative 3 would result in similar impacts with respect to hazards and hazardous materials compared to the proposed project.

Hydrology and Water Quality

Hydrology and water quality impacts of the proposed project would be less than significant. Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. The majority of development under either the proposed project or Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. However, because most new development would occur in the form of infill, redevelopment, or adaptive reuse in existing urbanized areas, it would not result in substantial changes to absorption rates, drainage patterns, and the rate of surface runoff. Site redevelopment will likely improve the quality of urban runoff contributing to groundwater infiltration and recharge due to enforcement of NPDES permit requirements. The proposed General Plan and Alternative 3 could both lead to a net reduction in Citywide impervious surface in the environment when compared to existing conditions, due to the addition of pervious surface and landscaping occurring through retrofitting of previously developed sites, particularly in the commercial areas of the City, thus improving absorption and surface runoff rates.

Neither the proposed project nor Alternative 3 would result in the alteration of existing streams, rivers, or drainage channels. Future infill development in the City's existing urban areas would not substantially increase the amount of existing impervious surfaces or substantially change the flow velocity or volume of storm water runoff.

Under either the proposed project or Alternative 3, future development would occur in urbanized areas; new land would not be converted to urban uses, and substantial new areas of impervious surfaces would not be created. In fact, site redevelopment may provide opportunities to create new pervious surfaces through new landscaping and use of porous pavements, increasing groundwater recharge.

Two areas of the City are located within the 0.2% AEP boundary for floods (500-year floodplain). However, there are no areas of the City that are located within the 1% AEP boundary (100-year floodplain). Neither the proposed project nor Alternative 3 would expose people or structures to hazards related to a 100-year flood. Portions of West Hollywood are susceptible to flood events related to dam failure. The West Franklin Dam and the Mulholland Dam are located in the Hollywood Hills above West Hollywood. Areas below the dams, including portions of the City, have the potential to be inundated in the unlikely event of catastrophic dam failure. Given potential increases in population, housing, and nonresidential development in both the proposed project and Alternative 3, exposure of persons and property to flooding and dam inundation would be similar.

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. No infill development or redevelopment is proposed in this area under either the proposed project or Alternative 3.

Development under this alternative and the proposed General Plan would be subject to local, regional, state, and federal standards for water quality. Additionally, the Infrastructure, Resources, and Conservation Element of the proposed General Plan contains updated goals, policies, and programs related to groundwater, water supply, hydrology, and water quality responsive to recent changes in federal and state regulation, which would affect future development under both the proposed project and Alternative 3. Because of the similar land use designations and policies, implementation of Alternative 3 would result in similar impacts to hydrology and water quality compared to the proposed project.

Land Use and Planning

Land use and planning impacts of the proposed project would be less than significant. Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. The majority of development under either the proposed project or Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. Due to the urbanized character of the City, development pursuant to either the proposed General Plan or Alternative 3 would not physically divide established communities, as all new development would occur in the form of site redevelopment.

Both the proposed project and Alternative 3 are consistent with the goals of the Regional Comprehensive Plan and Guide, including the Compass Growth Visioning Principles. However, the Zoning Code, existing specific plans, and West Hollywood Redevelopment Plan, all of which are consistent with the existing General Plan, would have to be updated to conform to either the proposed General Plan or Alternative 3.

There are no adopted habitat conservation plans or natural community conservation plans in the City.

Because neither the proposed project nor the TDM alternative would divide existing communities, both would be consistent with the Regional Comprehensive Plan and Guide, and both would require updating of other plans and ordinances of the City, land use impacts would be similar under the proposed project and Alternative 3.

Noise

The majority of development under both the proposed project and Alternative 3 would occur as a mix of uses within five commercial subareas, all of which are located adjacent to roadways with high traffic volumes. A similar number of residents would be exposed to elevated traffic-related noise levels under the proposed project and Alternative 3.

Construction activities associated with either the proposed project or Alternative 3 would generate elevated noise from construction and have the potential to impact noise sensitive land uses.

The proposed project would result in the development of an equivalent number of residences and amount of nonresidential development as compared to Alternative 3. West Hollywood is an

urbanized area, with a variety of existing stationary noise sources, including both daytime and nighttime activities, and a similar number of residents would be exposed to more noise sources under the proposed project and Alternative 3.

West Hollywood is located more than 8 miles from the nearest airport (Burbank-Glendale-Pasadena Airport), and noise from aircraft would be an intermittent occurrence under both the proposed project and Alternative 3.

Vibration from sources including construction activities, and ongoing commercial and industrial activities would affect a similar number of people under the proposed project and Alternative 3 based on the equivalent level of construction and development.

Because of the equivalent increases in population and nonresidential square footage, impacts related to stationary noise sources, traffic noise, and vibration would be similar under Alternative 3 compared to the proposed project.

Paleontological Resources

The majority of development under either the proposed project or Alternative 3 would occur as infill or redevelopment within five commercial subareas. Most areas of the City (excluding only the Hollywood Hills) are located on paleontologically sensitive alluvial fan deposits similar to rock formations where large numbers of fossils have been recovered. As under the proposed project, development under Alternative 3 would have the potential to affect paleontological resources, and similar policies and mitigation measures would be imposed. Impacts would thus be similar under Alternative 3 compared to the proposed project.

Population and Housing

Population and housing impacts of the proposed project would be less than significant. Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. Both Alternative 3 and the proposed project would result in more growth than forecast by SCAG.

While it is likely that the creation of housing units associated with the both the proposed project and Alternative 3 could provide for additional housing opportunities and the replacement of substandard housing with newer housing units, it is also possible that residents of older housing units could be displaced as a result of the demolition and replacement of older housing units with

newer housing units. General Plan policies under both Alternative 3 and the proposed project address, facilitate, and promote development of a variety of rental and ownership housing types in the planning area aimed at all income levels to meet the needs of the projected population.

Because of the equivalent change in the number of residential units and the quantity of nonresidential square footage compared to the proposed project, population and housing impacts would be similar for Alternative 3.

Public Services and Utilities

Alternative 3 includes the same General Plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. The majority of development under either the proposed project or Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. Because development and population would be similar under Alternative 3 compared to the proposed project, this alternative would generate a similar number of calls associated with criminal activity, medical emergencies, fires, and accidents, as well as a similar need for expanded public education efforts related to crime and fire prevention. With the similar increase in population and new development under Alternative 3, a similar increase in police and fire personnel, equipment, and facilities would be required to ensure adequate emergency service capabilities and short response times.

Given the similar increase in the number of dwelling units and associated school-age population under Alternative 3 compared to the proposed project, demands on school facilities and staff would be similar. Similarly, the similar increase in residential population under Alternative 3 would create an equivalent increase in demand for additional library services requiring expansion of existing libraries and/or construction of new libraries.

The equivalent increase in population and development resulting from Alternative 3 would create a similar increase in demand for additional water infrastructure as well as replacement and upgrading of water facilities relative to the proposed project.

Future water supply for the proposed project is a significant and unavoidable impact based on future uncertainties related to the consistent availability of water from the San Francisco Bay/Sacramento River Delta region. Both the proposed project and Alternative 3 include a variety of policies and programs aimed at reducing per capita water use, and the increases in population, commercial square footage, and therefore also water demand would be similar.

Implementation of Alternative 3 would result in an equivalent increase in population relative to the proposed project, creating similar new demand for wastewater collection and treatment facilities. The similar increase in population associated with Alternative 3 would also create similar new demand for electricity and natural gas. The comparable levels of development and population growth with implementation of Alternative 3 would result in similar increases in demand for solid waste collection and disposal capacity relative to the proposed project.

Overall, implementation of Alternative 3 would allow equivalent new development and redevelopment in the City to the proposed General Plan. Because of the similar population and employment forecast, demand for police, fire, school, and library services and infrastructure capacity would be similar for this alternative to the proposed project. Implementation of Alternative 3 would therefore result in similar impacts to public services and utilities compared to the proposed project.

Recreation

Recreation impacts of the proposed project would be less than significant. Implementation of either the proposed project or Alternative 3 would result in an increase in the City's population, and neither the proposed project nor the existing General Plan identifies new or expanded park facilities. Alternative 3 applies the same land use designations and population assumptions as the proposed project. Because the increase in population would be equivalent, impacts related to recreation would be similar under Alternative 3 compared to the proposed project.

Transportation and Traffic

Alternative 3 includes the same general plan land use designations as the proposed project, and buildout would result in a similar number of residential units and square feet of nonresidential use, and a similar increase in population. The majority of development under either the proposed project or Alternative 3 would occur within five commercial subareas of the City as a result of redevelopment. The proposed project includes new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management. However, Alternative 3 includes more and stronger policies related to transportation demand. Table 5-2 presents a comparison the transportation policies that would be implemented under each alternative.

Implementation of the proposed project would result in 22 intersections with significant LOS impacts during the a.m. peak hour, with 26 intersections having significant impacts during the p.m. peak hour. Buildout of Alternative 3 would result in 17 intersections with significant

impacts during the a.m. peak hour, and 21 intersections during the p.m. peak hour. Implementation of Alternative 3 would avoid significant intersection LOS impacts of the proposed project. Table 5-10 presents future intersection LOS for Alternative 3. Most roadway segments would have similar or greater volumes under the existing General Plan compared to the proposed project; Table 5-9 presents future roadway segment volumes for Alternative 2 and Alternative 3.

Because of the greater emphasis on policies supporting public transportation, bicycle and pedestrian transportation in this alternative, VMT, VHT, VT, and average trip length would all be lower for Alternative 3 compared to the proposed project. Table 5-6 presents daily performance measures for the proposed project and the alternatives.

Significant impacts on County CMP intersections would still result under Alternative 3, but V/C ratios would be lower at each intersection compared to those forecast for the proposed project. Table 5-7 presents CMP Impact information for the proposed project and the three alternatives.

Neither the proposed project nor Alternative 3 would increase hazards due to design features or incompatible uses; no new roadways are planned for the City, and any proposed expansions or alterations would be subject to existing City design standards.

No airport or airstrip is located within or adjacent to the planning area. As a result, air traffic patterns would not be altered with implementation of the proposed General Plan or Alternative 3. Current patterns utilized by helicopters accessing facilities within the City and surrounding area, including the areas with existing and proposed mid- to high-rise buildings, would not be considerably altered with implementation of either the proposed General Plan or Alternative 3.

The intersection LOS impacts and roadway segment volumes of Alternative 3 would be lesser than those of the proposed project, resulting in relatively smaller effects related to emergency access.

Neither the proposed General Plan nor this alternative would conflict with policies supporting alternative modes of transportation, or result in further extension of roadways into areas that are not serviced by bus or rail services necessitating the use of automobiles by residents beyond those currently planned. Additional policies in both the proposed General Plan and Alternative 3 include actions aimed at encouraging alternative transportation modes such as walking, biking, and using public transportation. Alternative 3 adds more (and more restrictive) policies encouraging the use of alternative transportation, and discouraging automobile use.

On-street parking and off-street municipal parking operate above 85% capacity during peak hours in commercial areas within the City. Sufficient spaces are available in private parking facilities to meet the existing and likely future demand in these areas, and both the existing General Plan and Alternative 3 include policies or programs to support the better management and utilization of existing parking facilities. Parking impacts would be similar under Alternative 3 compared to the proposed project.

Fewer intersections would operate at unacceptable LOS under Alternative 3 compared to the proposed project; implementation of Alternative 3 would avoid significant intersection LOS impacts of the proposed project. Similarly, Alternative 3 would have lower (more desirable) numbers under alternative metrics such as VMT, VHT, VT, and average trip length. Because more stringent policies would be imposed to mitigate transportation impacts in Alternative 3 compared to the proposed project, traffic and transportation impacts would be lesser under Alternative 3 compared to the proposed project.

Global Climate Change

Buildout under Alternative 3 would result in an equivalent amount of new development with what is forecast under the proposed project. Both the proposed project and Alternative 3 include new policies and programs aimed at reducing demand for automobile travel, supporting improved access to transit, improving pedestrian and bicycle infrastructure, and supporting transportation system management, but Alternative 3 includes more, and more stringent, policies. Through enforcement of these policies, Alternative 3 would have lower per-capita VMT and VHT, fewer trips generated, and shorter average trip length compared to the proposed project. Given the potential decrease in VMT and smaller increase in GHG emissions, this alternative may result in reduced direct GHG emissions impacts with respect to climate change than the proposed General Plan, and cumulative impacts would also be less than those of the proposed project. These impacts would be significant and unavoidable under both alternatives.

CONCLUSION

Buildout under Alternative 3 would result in an equivalent amount of new development compared to the proposed project. This alternative would result in similar environmental impacts to the proposed General Plan in the areas of aesthetics, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, paleontological resources, population and housing, public services and utilities, and recreation. No issue areas would have greater environmental impacts. Lesser impacts can be expected to occur under this

Table 5-10. Future Extensive TDM Alternative Levels of Service – City of West Hollywood General Plan Update Study Intersections

Int	North/South Street	East/West Street	Existing (2008) AM		Existing (2008) PM		Future (2035) TDM Alt AM		Future (2035) TDM Alt PM		AM Impact Analysis		PM Impact Analysis	
			Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Change in Delay	Impact?	Change in Delay	Impact?
1	Doheny Road/Cory Avenue	Sunset Boulevard	23	C	28	C	26	C	31	C	3	No	3	No
2	Doheny Drive	Sunset Boulevard	52	D	60	E	72	E	82	F	20	**Yes**	22	**Yes**
4	San Vicente Boulevard	Sunset Boulevard	33	C	36	D	39	D	58	E	6	No	22	**Yes**
5	Larrabee Street	Sunset Boulevard	7	A	10	B	9	A	11	B	1	No	1	No
6	Sunset Plaza Drive	Sunset Boulevard	9	A	14	B	11	B	17	B	2	No	3	No
7	La Cienega Boulevard/Miller Drive	Sunset Boulevard	19	B	59	E	24	C	67	E	6	No	8	**Yes**
9	Crescent Heights Boulevard	Sunset Boulevard	58	E	60	E	63	E	68	E	4	No	8	**Yes**
11	La Cienega Boulevard	Fountain Avenue	54	D	192	F	56	E	192	F	1	No	0	No
12	Olive Drive	Fountain Avenue	6	A	4	A	8	A	5	A	2	No	1	No
14	Sweetzer Avenue	Fountain Avenue	9	A	12	B	11	B	13	B	2	No	1	No
15	Crescent Heights Boulevard	Fountain Avenue	98	F	49	D	103	F	60	E	5	**Yes**	11	**Yes**
17	Fairfax Avenue	Fountain Avenue	66	E	58	E	77	E	84	F	12	**Yes**	27	**Yes**
18	Spaulding Avenue	Fountain Avenue	5	A	5	A	6	A	6	A	0	No	1	No
20	Gardner Street	Fountain Avenue	56	E	190	F	85	F	261	F	29	**Yes**	72	**Yes**
24	La Brea Avenue	Fountain Avenue	64	E	50	D	72	E	59	E	8	**Yes**	9	**Yes**
26	Holloway Drive/Horn Avenue	Sunset Boulevard	40	D	54	D	55	D	66	E	14	**Yes**	12	**Yes**
27	La Cienega Boulevard	Holloway Drive	30	C	58	E	38	D	62	E	8	**Yes**	4	No
28	Doheny Drive	Cynthia Street[2]	21	C	52	F	31	D	119	F	10	**Yes**	67	**Yes**
29	San Vicente Boulevard	Cynthia Street	15	B	20	C	17	B	28	C	1	No	8	No
30	Doheny Drive	Santa Monica Boulevard (WB)[3]	98	F	39	D	108	F	40	D	10	**Yes**	1	No
	Doheny Drive	Melrose Avenue/SM Boulevard (EB)[3]	65	E	191	F	223	F	223	F	158	**Yes**	32	**Yes**
32	Robertson Boulevard	Santa Monica Boulevard	35	C	33	C	49	D	49	D	14	**Yes**	17	**Yes**
33	San Vicente Boulevard	Santa Monica Boulevard	42	D	61	E	51	D	80	E	9	No	19	**Yes**
34	Westbourne Drive	Santa Monica Boulevard	16	B	18	B	18	B	25	C	3	No	7	No
35	La Cienega Boulevard	Santa Monica Boulevard	83	F	77	E	88	F	87	F	5	No	10	**Yes**
36	Croft Avenue/Holloway Drive	Santa Monica Boulevard	15	B	32	C	17	B	44	D	2	No	12	**Yes**
39	Sweetzer Avenue	Santa Monica Boulevard	14	B	18	B	15	B	21	C	1	No	3	No
41	Crescent Heights Boulevard	Santa Monica Boulevard	54	D	111	F	68	E	117	F	14	**Yes**	6	**Yes**
42	Laurel Avenue	Santa Monica Boulevard	10	A	11	B	10	A	11	B	0	No	0	No
43	Fairfax Avenue	Santa Monica Boulevard	60	E	82	F	70	E	144	F	11	**Yes**	61	**Yes**
46	Gardner Street	Santa Monica Boulevard	19	B	25	C	20	B	33	C	1	No	7	No
47	Martel Avenue	Santa Monica Boulevard	8	A	15	B	9	A	17	B	1	No	2	No
49	Formosa Avenue	Santa Monica Boulevard	10	A	36	D	13	B	51	D	3	No	15	**Yes**
50	La Brea Avenue	Santa Monica Boulevard	59	E	71	E	73	E	88	F	14	**Yes**	17	**Yes**
54	Robertson Boulevard	Melrose Avenue	15	B	13	B	16	B	15	B	2	No	2	No
55	San Vicente Boulevard	Melrose Avenue	34	C	23	C	40	D	27	C	6	No	4	No
56	Huntley Drive	Melrose Avenue	26	C	7	A	30	C	8	A	4	No	1	No
57	La Cienega Boulevard	Melrose Avenue	60	E	40	D	66	E	45	D	6	No	5	No
61	Doheny Drive	Beverly Boulevard	45	D	48	D	70	E	68	E	25	**Yes**	20	**Yes**
63	Robertson Boulevard	Beverly Boulevard	61	E	34	C	73	E	44	D	12	**Yes**	11	No
65	San Vicente Boulevard	Beverly Boulevard	40	D	39	D	45	D	46	D	5	No	7	No
66	La Cienega Boulevard	Beverly Boulevard	64	E	84	F	78	E	94	F	14	**Yes**	11	**Yes**
72	La Brea Avenue	Romaine Street	11	B	51	D	14	B	45	D	3	No	-6	No

[1] Beyond a certain point, intersection delay can no longer be accurately calculated. The intersection is said to be overflowing.
[2] Intersection (Int) is controlled by stop signs and delay is reported for the worst-case movement.
[3] Intersection is controlled by two signals on one controller. Delay and LOS are reported for each signal.
Notes: AM and PM represent AM and PM Peak Hour.
Change in delay is in seconds.
For signalized intersections, average delay beyond 200 seconds is reported as overflowing.
For unsignalized intersections, worst-case approach delay beyond 50 seconds is reported as overflowing.

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alternative for air quality, hazards and hazardous materials, transportation and traffic, and global climate change. Therefore, Alternative 3 is environmentally superior to the proposed project.

Alternative 3 would implement the proposed General Plan, with the addition of more stringent policies and programs managing transportation demand. Implementation of these more stringent policies and programs would potentially increase costs for the development of new residential and nonresidential uses, potentially reducing the ability to meet the City's housing and economic development objectives.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No-Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified.

Table 5-1 summarizes the impacts of each of the alternatives relative to the proposed General Plan. Alternative 2, the Two Transit Overlay Areas Only Alternative, has the potential to reduce impacts related to transportation, global climate change, air quality, geology and soils, hazards and hazardous materials, paleontological resources, noise, population and housing, public services and utilities, and recreation. Alternative 2 would avoid significant traffic impacts of the project; fewer intersections would operate at an unacceptable LOS. This alternative would also achieve most, but not all, of the objectives of the proposed General Plan, as explained above in Section 5.1.1. Therefore, this alternative is the environmentally superior alternative. Alternative 3 also results in lesser impacts than the proposed project, including avoiding significant traffic impacts of the project. However, Alternative 2 results in the fewest impacts.

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CHAPTER 6.0
CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period. These changes constitute the Final EIR to be presented to the City decision-makers for certification and project approval. None of the changes to the Draft EIR would require recirculation of the EIR. Revisions made to the EIR have not resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. None of the CEQA criteria for recirculation have been met, and recirculation of the EIR is not warranted.

The changes to the Draft EIR are identified by section, page number and paragraph number if applicable. Text which has been removed is shown with a strikethrough line, while text that has been added is shown as underlined. All of the changes described in this section have also been made in the corresponding Final EIR sections. It should be noted that minor grammatical, punctuation, and formatting corrections are not included in the summary below. Please refer to Section 7.0, Response to Comments, for referenced comment letters and corresponding responses.

SECTION 0.0 EXECUTIVE SUMMARY

Page — Clarification/Revision

ES-4 The following language was added to the first bullet point under the heading *Potential Impacts Identified as Less Than Significant*:

- Aesthetics – scenic vistas; scenic resources within a state scenic highway; visual character; light, ~~and~~ glare, and signage; shade or shadow

ES-31 Mitigation Measure 3.12-7 was deleted from the executive summary and Public Services and Utilities Section 3.12.5 on page 3.12-59. See below:

~~**3.12-7** Reinstate the "Beat Program" to enhance neighborhood safety and livability. This program will assign personnel direct responsibility for specific areas (beats) throughout the City and help foster Sheriff Departments vision of "Public Trust Policing."~~

The subsequent Mitigation Measures were renumbered accordingly.

CHAPTER 1.0 INTRODUCTION

No changes or revisions have been made to this chapter.

CHAPTER 2.0 PROJECT DESCRIPTION

Page Clarification/Revision

2-4 The word "cars" was removed from the fifth paragraph on page 2-4. This paragraph now reads:

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, ~~cars,~~ and bicycles within our borders and beyond. Continue to investigate innovative shared parking solutions.

2-12 A portion of Table 2-2: Proposed Residential Land Use Designations, included below, was modified as follows:

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	--

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

As reflected in the table, under the land use designation R1B, an additional row was added for lots between 8,500 and 11,999 square feet, allowing 2 stories, 25 feet in height, and 3 dwelling units.

CHAPTER 3.0 ENVIRONMENTAL SETTINGS, IMPACTS, AND MITIGATION

No changes or revisions were made to Chapter 3.0. Changes made to the subsections of Chapter 3 are included below.

SECTION 3.1 AESTHETICS

Page Clarification/Revision

3-1.10 The text in the second paragraph under the heading *Light, Glare, and Signage* was revised as follows:

However, the proposed General Plan does not propose an increase in the size ~~location~~ 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 and glare impacts to a **less-than-significant** level.

SECTION 3.2 AIR QUALITY

Page	Clarification/Revision
3.2-27	Table 3.2-4: Summary of Modeled Operational Emissions of Criteria Air Pollutants and Precursors – 2035 Conditions upon Buildout of the Proposed General Plan was modified. Mobile source emissions and total unmitigated operational emissions were revised based on updated trip generation data.

Source	Emissions (lbs/day)[1]					
	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

SECTION 3.3 BIOLOGICAL RESOURCES

Page Clarification/Revision

3.3-7 Text in the second sentence of the second paragraph under the *Conflict with Any Local Policies or Ordinances Protecting Biological Resources* was modified as follows:

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 ~~in the form of ornamental plantings removed as a result of the individual development project~~ 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.

SECTION 3.4 CULTURAL RESOURCES

No changes or revisions were made in this section.

SECTION 3.5 GEOLOGY, SOIL, AND MINERAL RESOURCES

No changes or revisions were made in this section.

SECTION 3.6 HAZARDS AND HAZARDOUS MATERIALS

Page Clarification/Revision

3.6-3 The text on page 3.6-3 was modified as follows:

Schools within and near (i.e., 0.25 mile) the City ~~include~~ are listed on Figure 3.9-2.

- ~~Fairfax Senior High School, 7850 Melrose Avenue, Los Angeles~~
- ~~Gardner Street Elementary School, 7450 Hawthorn Avenue, Los Angeles~~
- ~~Laurel Elementary School 925 North Hayworth Avenue, Los Angeles~~
- ~~West Hollywood Elementary School, 970 Hammond Street, West Hollywood~~
- ~~Rosewood Avenue Elementary School, 503 North Croft Avenue, Los Angeles~~
- ~~Melrose Avenue Elementary School, 731 North Detroit Street, Los Angeles~~
- ~~Larchmont Charter School, 1265 North Fairfax Avenue, West Hollywood~~

3.6-20 The third sentence under the heading *Fire Safety* was modified to read:

LACFD serves almost 4.2 million residents, 1.~~1~~2 million housing units, 58 district cities, 2,~~296~~ 305 total square miles, 72 miles of beach area, and 31 miles of public beach.

3.6-20 The following sentence was added to the last paragraph under the heading *Routine Use, Transportation, Disposal, and Release of Hazardous Materials*:

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.

3.6-20 The last paragraph under the heading Interference with an *Adopted Emergency Plan* was revised as follows:

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.

3-6.22 The last paragraph under the heading *Fire Safety* was revised to include the following sentence (in Final EIR, this revision will be on page 3.6-23):

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.

3.6-23 The last paragraph under the heading *Underground Gas Hazards* was revised to include the following:

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~~ 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.

SECTION 3.7 HYDROLOGY AND WATER QUALITY

Page Clarification/Revision

3.7-1 The second paragraph under the heading Surface Water Hydrology and Drainage heading has been revised as follows:

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

3-7.20 The last sentence of the first paragraph under the heading Groundwater Resources was revised to include the following sentence:

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.

3.7-22 The following language was added to the second sentence in the third paragraph:

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.

SECTION 3.8 LAND USE AND PLANNING

Page Clarification/Revision

3-8.8 The following language was added to the last paragraph under the heading *Divide 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.

3-8.12 The following language was added to the end of the last paragraph under the heading *Conflict with an Adopted Land Use Plan*:

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.

3-8.14 The following language was added to the end of the last paragraph under the heading *City of West Hollywood Specific Plans and West Hollywood Redevelopment Plan*:

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.

3-8.15 The following language was added to the end of the last paragraph under the heading *Conflict with an Applicable Habitat Conservation Plan*:

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.

SECTION 3.9 NOISE

Page Clarification/Revision

3.9-15 The legend of Figure 3.9-4 has been revised to indicate that the noise levels are greater than 60, 65 or 70 dB in the respective contour.

3.9-31 The legend of Figure 3.9-5 has been revised to indicate that the noise levels are greater than 60, 65 or 70 dB, in the respective contour.

3.9-43 The following language was added to bullet point one of mitigation measure 3.6-6:

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.

SECTION 3.10 PALEONTOLOGICAL RESOURCES

No changes or revisions were made in this section.

SECTION 3.11 POPULATION AND HOUSING

Page Clarification/Revision

3.11-3 The following correction was made to the job projections in the last sentence of the second paragraph:

In 2035, proposed General Plan projections indicate an increase of ~~4,551~~ 5,794 jobs to ~~28,847~~ 28,705 jobs. Based on 2035 projected housing units, the jobs-to-housing unit ratio would increase slightly to 0.95 (Raimi and Associates 2010).

3.11-5 The following corrections were made to SCAG's RHNA projections in the second paragraph:

SCAG's RHNA for the planning years January 1, 2006, through June 30, 2014, projected a need for the construction of an additional ~~574~~ 584 housing units within the City of West Hollywood, allocated as follows: very low income (~~141~~ 142 units), low income (~~90~~ 91 units), moderate income (~~93~~ 99 units), and above moderate income (~~250~~ 252 units). Construction of new housing is not mandated by the RHNA, which is intended as a planning tool and a guide to an equitable distribution of housing.

3.11-7 The second paragraph and corresponding bullet pointes were changed as follows:

The proposed Land Use and Urban Form Element of the General Plan contains numerous goals and policies to ensure that infill and redevelopment activities in the commercial subareas and throughout the City are ~~compatible with adjacent development~~ address potential displacement, including single-family residential areas. ~~The Land Use and Urban Form~~ The Housing Element, in particular, contains the following policies:

- ~~Requiring development along commercial boulevards to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for the existing residences.~~
- ~~Requiring new buildings to incorporate combinations of setbacks, scale transitions, and buffers, as appropriate, in relation to existing residential areas to maintain physical compatibility between new and existing buildings.~~
- ~~Requiring new buildings to incorporate combinations of setbacks, scale transitions, and buffers, as appropriate, in relation to existing residential areas and to maintain physical compatibility between new and existing buildings along Santa Monica Boulevard.~~
- ~~Providing for the continuation and expansion of recreational, cultural, and religious land uses, provided that they are compatible with and complement adjacent land uses.~~
- ~~Allowing for new institutional uses that are compatible with their surroundings.~~
- Addressing the effects of the vacancy de-control regulation (aka Costa-Hawkins) on the rent stabilized housing stock through local measures and legislative efforts.

- Retaining and maintaining existing affordable rental housing.
- Working to prevent or minimize displacement of existing residents.
- Encouraging the replacement of multi-family housing that is demolished with housing that is affordable to a wide spectrum of households.
- Maintaining a condominium conversion ordinance aimed at preserving the City's rental housing stock, and providing tenant protections for units approved for conversion.

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 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.~~ Therefore, impacts relating to displacement of a substantial number of housing or people necessitating the construction of replacement housing are **less than significant**. No mitigation measures are necessary.

SECTION 3.12 PUBLIC SERVICES AND UTILITIES

Page Clarification/Revision

3.12-6 The following text was added after Table 3.12-2:

In addition to the public schools mentioned in Table 3.12-2 and illustrated in Figure 3.12-1, there are several affiliated charter schools, magnet schools, and other LAUSD facilities that serve the City of West Hollywood. Enrollment and capacity information was not included for these facilities that did not report any resident attendance (LAUSD 2010).

3.12-18 The second sentence in the last paragraph has been revised as follows (in Final EIR, this revision will be on page 3.12-19):

Under the new system, Sanitation District No. 4 pays ~~a contracted amount equal to a discharge of approximately 5.9 MGD~~ for the equivalent of actual flow on an annual basis, which is approximately 5 MGD.

3.12-19 The first sentence under the heading *Storm Drain System* has been modified as follows (in Final EIR, this revision will be on page 3.12-20):

The storm drain infrastructure in the City is ~~jointly~~ owned and operated by the City of West Hollywood ~~and~~ or the County of Los Angeles. The Los Angeles County Flood Control District maintains the backbone flood control system, a network of catch basins and underground storm drain pipes.

3.12-27 The following sentence has been added to the end of first paragraph under the heading *Police Protection* (in Final EIR, this revision will be on page 3.12-28):

This is a potentially significant impact.

3.12-55 Second to last paragraph was deleted on this page (in Final EIR, this revision will be on page 3.12-56) and moved to the conclusion statement on page 3.12-57 in the Final EIR.

~~The specific environmental impact of construction of new electrical and gas infrastructure in the planning area cannot be determined at the General Plan level of analysis because no specific electrical and gas construction projects are proposed; however, like the development of other land uses allowed under the General Plan, individual development projects would be required to evaluate the potential impacts of the proposed project in accordance with CEQA. Mitigation measures would be required to reduce impacts to a less-than-significant level, as necessary.~~

3.12-56 The last paragraph on page 3.12-56 of the Draft EIR (3.12-57 of the Final EIR) was revised as follows:

~~Training City staff on an ongoing basis to implement the Green Building Program and to provide advice and expertise about green building to the public. Therefore, impacts realted to energy infrastructure would be less than significant.~~

- Training City staff on an ongoing basis to implement the Green Building Program and to provide advice and expertise about green building to the public.

The specific environmental impact of construction of new electrical and gas infrastructure in the planning area cannot be determined at the General Plan level of analysis because no specific electrical and gas construction projects are proposed;

however, like the development of other land uses allowed under the General Plan, individual development projects would be required to evaluate the potential impacts of the proposed project in accordance with CEQA. Mitigation measures would be required to reduce impacts to a less-than-significant level, as necessary. In Furthermore, implementation of the policies above, in addition to the mandatory Green Building Ordinance adopted in 2007 (Zoning Ordinance; Section 19.20.060) and the continued coordination with local energy providers, would reduce impacts related to energy infrastructure to **less than significant**.

3.12-59 The following Mitigation Measure was deleted.

~~3.12-7 Reinstate the "Beat Program" to enhance neighborhood safety and livability. This program will assign personnel direct responsibility for specific areas (beats) throughout the City and help foster Sheriff Departments vision of "Public Trust Policing."~~

Mitigation measures 3.12-8 through 3-12-14 were renumbered to reflect this change.

SECTION 3.13 RECREATION

Page Clarification/Revision

3.13-13 The second sentence of the first paragraph under the heading *3.13.5 Mitigation Measures* was deleted.

~~However, impacts would remain significant and unavoidable at this Program EIR level of analysis.~~

SECTION 3.14 TRANSPORTATION AND TRAFFIC

Page Clarification/Revision

3.14-9, 3.14-21; Appendix F Table 4, Table 8, and Table 10:

The traffic report erroneously assigned vehicle trips to gallery space instead of office space. Office space has a higher trip generation rate. Tables 3.14-5, and Table 3.14-6 in the Draft EIR have been revised to reflect these changes. No additional intersection impacts were identified.

3.14-49 The following sentence has been modified within the discussion of parking (in Final EIR, this revision will be on page 3.14-52):

The parking occupancy study results indicate that the number of spaces available in the study areas exceeds the demand. However, the current allocation, including private ownership of some parking facilities, of these spaces may not function efficiently to provide access to adequate parking, particularly during peak periods.

Figures 3.14-1 through 3.14-8:

Correction has been made to all these figures to accurate identify North Clark Street. Corrections were also made to the figures in Appendix F.

SECTION 3.15 GLOBAL CLIMATE CHANGE

Page Clarification/Revision

3.15-24 Mobile source GHG emissions, total operational emissions, and annual GHG emissions per service population were revised in Table 3.15-3 based on updated trip generation data. See below:

Source	CO_2e Emissions[1]
Construction Emissions over Buildout Period (2011–2035) (metric tons)	15,470
Operational Emissions at Buildout (Year 2035) (metric tons/year)	
Area Sources	15,355
Mobile Sources	~~87,450~~ 92,197
Electricity Consumption	15,478
Water Consumption	1,764
Total Operational Emissions	~~120,046~~ 124,793
Operational GHG Efficiency Metrics	
Additional Residential Population Accommodated by Plan	6,834
Additional Employment Accommodated by Plan	4,551
Additional Service Population (SP) Supported by Plan	11,385
Annual CO_2e/SP (metric tons/year)	~~10.5~~ 10.9
GHG Efficiency Benchmark - Annual MT CO_2e/SP benchmark that reflects statewide target for Year 2020 (metric tons/year)	6.6

3.15-29 The text in the second paragraph has been modified as follows:

As shown in Table 3.15-3, estimated GHG emissions associated with operation of the land uses proposed under the General Plan would total approximately ~~120,000~~ 125,000 MT annually. At buildout the increase in residential population accommodated by the Plan would be approximately 6,834 residents; and the increase in number of jobs associated with implementation of the proposed General Plan would be approximately 4,551. When estimated CO_2e emissions are normalized with

respect to service population (combined increase in residential population and jobs), the average annual efficiency rate of operations under buildout of the proposed project would be ~~10.5~~ 10.9 MT CO_2e/SP/year.

CHAPTER 4.0 ANALYSIS OF LONG-TERM EFFECTS

No changes or revisions were made in this chapter.

CHAPTER 5.0 ALTERNATIVES

Page Clarification/Revision

5-31 Table 5-6: Daily Performance Measures Comparison has been revised as follows:

Alternative Scenario	Per Capita VMT	VMT	VHT	VT	Average Trip Length
Existing Conditions (2008)	24.62	1,503,718	44,557	354,967	7.02
Proposed Project	~~23.57~~ 27.55	~~1,712,004~~ 1,726,427	~~55,396~~ 56,004	~~406,527~~ 409,341	~~6.98~~ 6.99
No Project/Existing General Plan	~~23.98~~ 27.73	~~1,722,524~~ 1,737,545	~~55,804~~ 56,440	~~408,160~~ 411,077	~~6.99~~ 7.00
Two Transit Overlay Areas Only Alternative	23.91	1,651,080	53,005	393,311	6.95
Extensive TDM Alternative	23.55	1,691,569	54,597	402,052	6.97

Note: Per capita VMT calculation includes both population and employment.
Source: Fehr & Peers 2010

CHAPTER 6.0 CLARIFICATIONS AND MODIFICATIONS

This chapter was added to the Final EIR to document the clarifications and modifications made to the Draft EIR.

CHAPTER 7.0 ACRONYMS

There were no changes or revisions to this chapter.

CHAPTER 8.0 REFERENCES

There were no changes or revisions to this chapter.

CHAPTER 9.0 PREPARERS

There were no changes or revisions to this chapter.

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CHAPTER 7.0
ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily traffic
AEP	Annual Exceedance Probability
AF	acre-feet
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxics Control Measure
BAAQMD	Bay Area Air Quality Management District
BACT	best available control technology
Basin	South Coast Air Basin
BMP	best management practice
BSC	California Building Standards Commission
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EMA	California Emergency Management Agency
CAL FIRE	California Department of Forestry and Fire
Cal/EPA	California Environmental Protection Agency
CalARP	California Accidental Release Prevention Program
Cal-OSHA	California OSHA
CalRecycle	Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDP	Comprehensive Development Plan
CEC	California Energy Commission

CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CHL	California Historical Landmark
CHP	California Highway Patrol
CIP	Capital Improvement Program
City	City of West Hollywood
CLOMR	Conditional Letters of Map Revision
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2-equivalent
CO2e/year	CO_2-equivalent per year
COG	Council of Government
Cortese List	Government Code Section 65962.5
CRA	Colorado River Aqueduct
CRHR	California Register of Historical Resources
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
d/D	depth of flow/diameter
dB	decibel
dBA	A-weighted decibel
DDR	Design Development Report
DFG	California Department of Fish and Game
diesel PM	diesel particulate matter
DPH	California Department of Public Health
DRS	Disposal Reporting System
DTSC	California Department of Toxic Substance Control
EAP	Emergency Action Plan

EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRMs	Flood Insurance Rate Maps
FTA	Federal Transit Authority
g	gravitational acceleration
GHG	greenhouse gas
GIS	geographic information system
gpcd	gallons per capita per day
GWP	global warming potential
HAP	hazardous air pollutant
HCD	Department of Housing and Community Development
HFC	hydrofluorocarbon
HMP	Hazard Mitigation Plan
HPC	Historic Preservation Commission
HTP	Hyperion Treatment Plant
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-10	Interstate 10
I-405	Interstate 405
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Plan
kWh	kilowatt hours
LAA	Los Angeles Aqueduct
LACFD	Los Angeles County Fire Department
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LCIS	La Cienega Interceptor Sewer
LCSFVRS	La Cienega San Fernando Valley Relief Sewer
LDL	Larson Davis Laboratories
LGBT	Lesbian, gay, bisexual, and transgender

LOMR	Letters of Map Revision
LOS	Level of Service
LUST	leaking underground storage tank
M	Earthquake Magnitude
M&I	Municipal and Industrial
MACT	Maximum available control technology
MBTA	Migratory Bird Treaty Act
MCE	maximum credible earthquake
MCL	Maximum Contaminant Level
MEI	maximally exposed individual
Metro	Metropolitan Transit Authority of Los Angeles County
MG	million gallons
mg/L	milligrams per liter
MGD	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tom
MUN	Municipal and Domestic Supply
MWD	Metropolitan Water District
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NEHRP	National Earthquake Hazards Reduction Program
NEHRPA	National Earthquake Hazards Reduction Program Act
NESHAPs	national emissions standards for HAPs
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NTR	National Toxics Rule
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research

OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PDC	Pacific Design Center
PM	particulate matter
PM_{10}	particulate matter with an aerodynamic diameter of 10 microns or less
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 microns or less
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
Program EIR	Program Environmental Impact Report
Proposition 65	Safe Drinking Water and Toxic Enforcement Act of 1986
RADS	Reactive Airways Disease Syndrome
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RHNP	Regional Housing Need Plan
RMS	root-mean-square
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWD	Report of Waste Discharge
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills-Leaks-Investigations-Cleanup
SLM	sound-level meter
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SP	service population
SSP	Sunset Specific Plan
STC	Sound Transition Class

SUSMP	Standard Urban Stormwater Mitigation Plan
SWP	California State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWQMP	Storm Water Quality Management Program
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TDM	Transportation Demand Management
TDS	total dissolved solids
TIS	Traffic Impact Studies
TMDL	Total Maximum Daily Load
TOD	Transit-Oriented Development
TPY	tons per year
TRU	transportation refrigeration unit
TSCA	Toxic Substances Control Act
U.S. 101	Hollywood Freeway
UBC	Uniform Building Code
UFC	Uniform Fire Code
ULARA	Upper Los Angeles River Area
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity
VdB	vibration decibels
VHT	vehicle hours of travel
VMT	vehicle miles traveled
VOC	volatile organic compound
VT	vehicle trip generation
WDR	Waste Discharge Requirement
WHIP	West Hollywood is Prepared
WHMC	West Hollywood Municipal Code

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CHAPTER 9.0
EIR PREPARERS

9.1 PERSONS RESPONSIBLE FOR PREPARATION OF THE EIR

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Brian Boecking, Environmental Analyst, AECOM

Air Quality and Greenhouse Gas Emissions
Poonam Boparai, Environmental Engineer, AECOM

Cultural Resources Assessment
Sara Dietler, Staff Archaeologist, AECOM

Noise Impact Analysis
Chris Shields, Noise Specialist, AECOM

Traffic Impact Analysis
Fehr & Peers

Geologic and Seismic Technical Background Report
KFM GeoScience

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